



*FEDERATION INTERNATIONALE
DE MOTOCYCLISME*

**FIM MXGP, MX2, WOMEN'S
MOTOCROSS WORLD CHAMPIONSHIPS**

**FIM JUNIOR MOTOCROSS
WORLD CHAMPIONSHIPS/CUP**

**FIM MOTOCROSS OF NATIONS
REGULATIONS**

2024



**FIM MXGP/MX2 AND WOMEN'S
MOTOCROSS WORLD
CHAMPIONSHIPS, FIM JUNIOR
MOTOCROSS
WORLD CHAMPIONSHIPS/CUP
AND FIM MOTOCROSS OF
NATIONS
REGULATIONS**

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AMENDMENTS TO THE FIM MOTOCROSS WORLD CHAMPIONSHIP REGULATIONS

The FIM, through the MXGP Commission and the MXGP Permanent Bureau, may at any time amend any or all provisions of the Regulations.

Any subsequent changes that take place after the first on-line version has been published will be made electronically, and the latest on-line version will be the prevailing version.

The MXGP Permanent Bureau consists of:

- The President of the Fédération Internationale de Motocyclisme (FIM).
- The President of Infront Moto Racing.

which shall meet on a regular basis to discuss and decide on all issues of the FIM Motocross World Championships pertinent to the respective interests of the members.

The procedures for the calling of meetings of the MXGP Permanent Bureau and for procedures during such meetings (which may be held by telephone or other electronic means) and for the appointment and/or vacancy of representatives and all procedures for their deliberations shall be as mutually agreed by the members from time to time provided always that a decision of the MXGP Permanent Bureau shall only be effective with and upon the unanimous vote of the members.

The MXGP Commission is competent to study any proposal of changes to the FIM Motocross World Championship Regulations.

The MXGP Commission consists of:

- One Representative appointed by the Fédération Internationale de Motocyclisme (FIM), who will be the Chairman of the MXGP Commission.
- One Representative appointed by the manufacturers, through MSMA.
- One Representative appointed by Infront Moto Racing.

Any resolution voted by the MXGP Commission shall require the simple majority and the Chairman will have the casting vote in case of a tie. The resolutions of the MXGP Commission shall be effective subject to the approval of the Permanent Bureau. The parties shall procure that the meetings of the MXGP Commission take place no later than fourteen (14) days following the request of any Representative 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 Motocross Regulations
4. FIM Motocross Technical Regulations
5. FIM Fuel Regulations
6. FIM Sound Regulations
7. FIM Disciplinary and Arbitration Code
8. FIM Motocross Circuit Standards
9. FIM Environmental Code
10. FIM Medical Code
11. FIM Anti-Doping Code
12. FIM Yearbook
13. Protocol at FIM World Championship and Prize Events
14. **Promoter /** Organiser's Manual

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

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

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

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, Waiting Zone, Pit Lane 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.

References

Example: For a better understanding of these Regulations, please take note of the following references:

Codes / Title of the article

Whenever there is no discipline mentioned underneath the title:
Valid for the FIM MXGP, MX2, Women's Motocross and Junior Motocross World Championships and FIM Motocross of Nations.

Whenever there is a discipline mentioned:

##.MX FIM MXGP/MX2 Motocross World Championships

Valid for the FIM MXGP and MX2 Motocross World Championships.

##.MXGP FIM MXGP Motocross World Championship

Valid for the FIM MXGP Motocross World Championship.

##.MX2 FIM MX2 Motocross World Championship

Valid for the FIM MX2 Motocross World Championship.

##.WMX FIM Women's Motocross World Championship

Valid for the FIM WMX Motocross World Championship.

##.JMX FIM Junior Motocross World Championships/Cup

Valid for the FIM Junior Motocross World Championships/Cup.

##.MXN FIM Motocross of Nations

Valid for the FIM Motocross of Nations.

1. FIM MOTOCROSS WORLD CHAMPIONSHIPS / CUPS
1.1 FIM World Championships / Cup



1. FIM MOTOCROSS WORLD CHAMPIONSHIPS / CUP

1.1 FIM World Championships / Cup

1. Each year, the FIM holds FIM Motocross World Championships and an FIM World Cup.
2. The FIM Motocross World Championships are organised according to the FIM Regulations, Sporting Code, Chapter 30 - "FIM World Championships and Prize Events".

In addition to 1.1:

1.1.MX FIM MXGP/MX2 Motocross World Championships

1.1.WMX FIM Women's Motocross World Championship

3. Individual FIM Motocross World Championships for riders and manufacturers:
 - a) FIM MXGP Motocross World Championship;
 - b) FIM MX2 Motocross World Championship;
 - c) FIM Women's Motocross World Championship.
4. These Championships may also be called FIM Motocross World Championships.
5. A series of FIM Motocross events counting towards the FIM Motocross World Championships will be organised.

1.1.JMX FIM Junior Motocross World Championships/Cup

3. Individual FIM Motocross World Championships for riders and manufacturers:
 - a) FIM JMX85 Junior Motocross World Championship;
 - b) FIM JMX125 Junior Motocross World Championship.
4. These Championships may also be called FIM Motocross World Championships.
5. Individual FIM Motocross World Cup for riders:
 - a) FIM JMX65 Junior Motocross World Cup.
6. Team FIM Motocross World Championship for national teams.

1.1.MXN FIM Motocross of Nations

3. FIM Motocross World Championship for national teams, selected by the FMNs and teams representing Continental Unions, selected by the respective CONUs:
 - a) FIM Motocross of Nations.

1.2 Events

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

In addition to 1.2:

1.2.JMX FIM Junior Motocross World Championships/Cup

12. There will be one single event each year.

1. FIM MOTOCROSS WORLD CHAMPIONSHIPS / CUPS
1.3 Format of the Event



1.3 Format of the Event

1. The Free Practices, Time Practices and Warm-Up may also be referred to as “Practices” unless the context requires otherwise.
2. The Time Practices, the Qualifying Race(s) and the “Last Chance Race(s)” may also be referred to as “Qualifying” unless the context requires otherwise.
3. The Qualifying Race(s), the “Last Chance Race(s)” and Races may also be referred to as “Races” unless the context requires otherwise.

In addition to 1.3:

1.3.MXGP FIM MXGP Motocross World Championship

A. Up to 40 riders present

MXGP	Duration per session	Maximum number of riders
1 X Free Practice	25 minutes	40
1 X Time Practice	25 minutes	40
1 X Qualifying Race	20 minutes + 2 laps	40
1 X “Warm-Up”	15 minutes	40
2 X Races	30 minutes + 2 laps	40

B. More than 40 riders present

MXGP	Duration per session	Maximum number of riders
1 X OAT riders Free Practice	25 minutes	40
1 X OAT riders Time Practice	25 minutes	40
1 X Wild-Card riders Combined Free & Time Practice	20/25 minutes	50
1 X Qualifying Race	20 minutes + 2 laps	40
1 X “Warm-Up”	15 minutes	42
2 X Races	30 minutes + 2 laps	40

(OAT: Officially Approved Teams)

1.3.MX2 FIM MX2 Motocross World Championship

MX2	Duration per session	Maximum number of riders
1 X Free Practice	25 minutes	40
1 X Time Practice	25 minutes	40
1 X Qualifying Race	20 minutes + 2 laps	40
1 X “Warm-Up”	15 minutes	40
2 X Races	30 minutes + 2 laps	40

1. FIM MOTOCROSS WORLD CHAMPIONSHIPS / CUPS
 1.3 Format of the Event



1.3.WMX FIM Women's Motocross World Championship

WMX	Duration per session	Maximum number of riders
1 X Free Practice	20 minutes	50
1 X Time Practice	25 minutes	50
1 X Sighting laps	10 minutes	42
2 X Races	20 minutes + 2 laps	40

1.3.JMX FIM Junior Motocross World Championships/Cup

JMX65 Cup JMX85 / JMX125 Championship	Duration per session	Maximum number of riders
1 X Free Practice, JMX65	25 minutes	50 per Group
1 X Free Practice, JMX85	25 minutes	50 per Group
1 X Free Practice, JMX125	25 minutes	50 per Group
1 X Time Practice, JMX65	20 minutes	50 per Group
1 X Time Practice, JMX85	25 minutes	50 per Group
1 X Time Practice, JMX125	25 minutes	50 per Group
1 X "Last Chance Race", JMX65	10 minutes + 2 laps	40
1 X "Last Chance Race", JMX85	10 minutes + 2 laps	40
1 X "Last Chance Race", JMX125	10 minutes + 2 laps	40
1 X "Warm-Up", JMX65	15 minutes	42
1 X "Warm-Up", JMX85	15 minutes	42
1 X "Warm-Up", JMX125	15 minutes	42
2 X Race, JMX65	12 minutes + 2 laps	40
2 X Race, JMX85	20 minutes + 2 laps	40
2 X Race, JMX125	25 minutes + 2 laps	40

1.3.MXN FIM Motocross of Nations

See next page.

1. FIM MOTOCROSS WORLD CHAMPIONSHIPS / CUPS
 1.3 Format of the Event



1.3.MXN FIM Motocross of Nations

FIM Motocross of Nations	Duration per session	Maximum number of riders
1 X Free Practice MXGP	40 minutes	X
1 X Free Practice MX2	40 minutes	X
1 X Free Practice "Open"	40 minutes	X
1 X Qualifying Race MXGP	20 minutes + 2 laps	X
1 X Qualifying Race MX2	20 minutes + 2 laps	X
1 X Qualifying Race "Open"	20 minutes + 2 laps	X
1 X C-Final (*)	20 minutes + 2 laps	39
1 X "Warm-Up" B-Final	15 minutes	39
1 X "Warm-Up" MXN Group 1	15 minutes	30
1 X "Warm-Up" MXN Group 2	15 minutes	30
1 X B-Final	20 minutes + 2 laps	39
1 X Race, MXN (MXGP + MX2)	30 minutes + 2 laps	40
1 X Race, MXN (MX2 + "Open")	30 minutes + 2 laps	40
1 X Race, MXN (MXGP + "Open")	30 minutes + 2 laps	40

(*) Will be run only when 37 or more teams are present

1.4 FIM World Championships / Cup Criteria

1. The final FIM World Championship standings cannot be considered definitive until the time limits for protests and appeals have elapsed, all protests and appeals have been settled and a final decision has been taken by the competent bodies.
2. All FIM World Champions are obliged to attend the official FIM World Champions Award Ceremony.

In addition to 1.4:

1.4.MXGP FIM MXGP Motocross World Championship

3. All organised events counting towards the FIM World Championship will be taken into consideration. However, the FIM Board of Directors or, if necessary, the FIM Executive Board is entitled, upon proposal from the FIM Motocross Commission and in exceptional circumstances, to make a decision deviating from this principle. Such a decision has to be validated by the MXGP Permanent Bureau.
4. For the first event of the FIM World Championship, the provisional point standings will be identical to the total point standings of the event in question (Qualifying Race + Race 1 + Race 2).
5. As of the second event of the FIM World Championship, the riders will be ranked according to the total number of points they have scored in the World Championship.
6. In case of ties in the provisional standings, the number of better placings will be considered.
7. If a tie still exists, the points scored in the last Race (whether Qualifying Race or Race) will then determine the order of placing in the provisional standings. If necessary, the points scored in the last, but one Race will determine the order of placing in the provisional standings, and so on...
8. The winner of the FIM World Championship is the rider who has obtained the most points from all the Races of the FIM World Championship, irrespective of the number of Qualifying Races or Races he has completed.
9. 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.
10. For the FIM Manufacturers' World Championship, only the highest placed motorcycle of each Manufacturer will gain points, according to its position in each Qualifying Race or Race of the Championship.
11. In case of ties for the FIM Manufacturers' World Championship, the same conditions as for the riders will apply to determine the winner of the Championship and the ranking of the Manufacturers tied in points.

1. FIM MOTOCROSS WORLD CHAMPIONSHIPS / CUPS
1.4 FIM World Championships / Cup Criteria



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12. 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.

1.4.MX FIM MXGP/MX2 Motocross World Championships

1.4.WMX FIM Women's Motocross World Championship

3. All organised events counting towards the corresponding FIM World Championship will be taken into consideration. However, the FIM Board of Directors or, if necessary, the FIM Executive Board is entitled, upon proposal from the FIM Motocross Commission and in exceptional circumstances, to make a decision deviating from this principle.
4. For the first event of the FIM World Championship, the provisional point standings will be identical to the overall point standings of the event in question.
5. As of the second event of the FIM World Championship, the riders will be ranked according to the total number of points they have scored.
6. In case of ties in the provisional standings, the number of better placings in Grand Prix Races will be considered.
7. If a tie still exists, the points scored in the last Race will then determine the order of placing in the provisional standings. If necessary, the points scored in the last, but one Race will determine the order of placing in the provisional standings, and so on...
8. The winner of the FIM World Championship is the rider who has obtained the most points from all the Races of the FIM World Championship, irrespective of the number of Races he has completed.
9. 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.
10. For the FIM Manufacturers' World Championship, only the highest placed motorcycle of each Manufacturer will gain points, according to its position in each Race of the Championship.
11. In case of ties for the FIM Manufacturers' World Championship, the same conditions as for the riders will apply to determine the winner of the Championship and the ranking of the Manufacturers tied in points.

1. FIM MOTOCROSS WORLD CHAMPIONSHIPS / CUPS
1.4 FIM World Championships / Cup Criteria



-
12. 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.

1.4.JMX FIM Junior Motocross World Championships/Cup

3. The winner of the FIM World Championship/Cup is the rider who has obtained the most points from all the Races of the FIM World Championship/ Cup, irrespective of the number of Races he has completed.
4. In case of ties, the points scored in the second race will determine the order of placing in the final standings.
5. For the FIM Manufacturers' World Championship, only the highest placed motorcycle of each Manufacturer will gain points, according to their position in each Race of the Championship.
6. In case of ties for the FIM Manufacturers' World Championship, the same conditions as for the riders will apply to determine the winner of the Championship and the ranking of the Manufacturers tied in points.

1. FIM MOTOCROSS WORLD CHAMPIONSHIPS / CUPS
1.5 Support Races



1.5 Support Races

1. During an FIM Motocross World Championship/Cup event, support races may be permitted.
2. However, these support races, as well as any other activities such as the vehicular use of the circuit during the event, including demonstrations or exhibitions must, at all times, receive prior authorisation from the FIM and the FIM Championship Promoter.
3. Authorisation from the FIM does not imply nor include any FIM involvement in and/or liability for these support races/activities which are not run under the aegis and the responsibility of the FIM.
4. Priority must, at all times, be given to the FIM Motocross World Championship/ Cup programme.
5. If necessary, the Event Management can change the time schedule of these support races and/or other activities or cancel them.

2. ENTRIES, RIDERS AND TEAMS



2.1 Acceptance of entries

2. ENTRIES, RIDERS AND TEAMS

2.1 Acceptance of entries

1. Entries to an FIM Motocross World Championship/Cup event will be accepted for riders who:
 - a) Are in possession of the appropriate FIM Motocross World Championship/Cup licence (see 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 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.
 - b) Have requested an entry before the closing date of the event.
2. Riders may enter for one or more events always using the official/specific entry procedure of the Championship/Cup. All the requested information regarding the rider, team and the make of motorcycle must be indicated.
3. Provisional entries can be made by e-mail to the competent body but must always be confirmed by the duly completed official entry form on-line.
4. It is recommended that a provisional entry indicates the following information:
 - a) IMN number; FMNR; date and venue of the event in which the rider wishes to enter.
 - b) Class.
 - c) Name and first name of the rider.
 - d) FMN of the rider.
 - e) FIM Motocross World Championship/Cup licence number of the rider (if the licence has already been issued).
 - f) Nationality of the rider.
 - g) Motorcycle and team of the rider.
5. Riders may be required to sign an individual entry form during the administrative control.
6. The FIM Administration will publish the list of entries for each event.

2. ENTRIES, RIDERS AND TEAMS



2.1 Acceptance of entries

In addition to 2.1:

2.1.MX FIM MXGP/MX2 Motocross World Championships

7. Entries/provisional entries must be made on-line according to the entry procedure of the FIM Championship Promotor.
8. Riders who have been entered in an event of the FIM MXGP/MX2 Motocross World Championship are not allowed to participate in any Continental, international or national races during the same day.
9. Riders can take part in several Championship classes during a season, but are limited to one class at each event.
10. The number of entries to each event is limited to a maximum of 80 riders in the MXGP class and riders 40 riders in the MX2 class. The procedure is the same for the entire World Championship. The following riders will be allowed to enter:
 - a) In each class, the FMNR may enter two riders. The FMNR must inform the FIM Championship Promoter, at the latest 15 days before the closing date of entries of the event, of the names of the two riders the FMNR wishes to nominate.
 - b) If the FMNR does not inform the FIM Championship Promoter at the latest 15 days before the closing date of entries of the event, the latter may automatically dispose of these entries.
 - c) The FIM Championship Promoter is entitled to enter more riders in order to reach the maximum authorised in each class.
11. Riders who have won two FIM MX2 Motocross World Championships or reached the maximum age of 23 are not eligible to participate in the MX2 class.
12. The closing date for entries for the first event is 60 days before the event.
13. As of the second event, the closing date for entries for each event is 15 days before the event in question.
14. If at any point in time after the publication of the entry lists, the total number of entries in a class should not reach the maximum of 40, the FIM Championship Promoter is entitled to enter more riders to reach the maximum authorised in the respective class.
15. The FIM Championship Promoter must then inform the rider's FMN, the FMNR and/or the organiser in writing or by e-mail before the end of the technical verifications prior to the event in question.
16. The decision to admit these riders entered by the Promoter to the event must be made before the end of the technical verifications prior to the event in question.

2. ENTRIES, RIDERS AND TEAMS



2.1 Acceptance of entries

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

2.1.WMX FIM Women's Motocross World Championship

7. Entries/provisional entries must be made on-line according to the entry procedure of the FIM Championship Promotor.
8. Riders who have been entered in an event of the FIM Women's Motocross World Championship are not allowed to participate in any MXGP/MX2, Continental, international or national races during the same day.
9. The number of entries is limited to a maximum of 50 riders.
10. The closing date for entries for the first event is 60 days before the event.
11. As of the second event, the closing date for entries for each event is 15 days before the event in question.
12. If at any point in time after the publication of the entry lists, the total number of entries in a class should not reach the maximum of 50, the FIM Championship Promoter is entitled to enter more riders to reach the maximum authorised in the respective class.
13. The FIM Championship Promoter must then inform the rider's FMN, the FMNR and/or the organiser in writing or by e-mail before the end of the technical verifications prior to the event in question.
14. For these riders entered by the FIM Championship Promoter, all listed entry conditions (apart from the closing date of entries) apply.

2.1.JMX FIM Junior Motocross World Championships/Cup

7. Entries/provisional entries must be made according to the entry procedure of the FIM Administration.
8. Riders are restricted to one class only.
9. In each class, the number of entries is limited to a maximum of 5 riders per country.
10. The FMNR in which the event is organised is entitled to enter 2 extra riders (a total of 7 riders per class).
11. The riders must be holders of the passport of the country which they represent but can be holders of a valid FIM licence issued by any FMN.
12. In case of a conflict situation where the number of riders with the same passport exceeds the maximum number of entries allowed per country, the FMN of the country of the passport of the rider concerned and the FMN which has issued him the FIM licence must be consulted. If no agreement can be reached, it is the FMN of the country of the passport that will take the final decision.

2. ENTRIES, RIDERS AND TEAMS



2.1 Acceptance of entries

13. Should the total number of entries in a class not reach 40 after the closing date, the FMNR is entitled to enter more of its own riders, to reach the number of 40.
14. Riders participating in an FIM Junior Motocross World Championship must not have scored any FIM World Championship points in an FIM World Championship of the current year.
15. Entries must be made according to the procedure defined by the FIM Administration.
16. The closing date for entries is 30 days before the event.
17. The FIM Administration will publish the list of riders entered.
18. Should an FMN consider that one of its riders has had his entry wrongly refused; this matter may be submitted to the FIM Administration which will take immediate action.
19. Any rider or team who considers his entry has been unjustly rejected and because of this finds himself aggrieved can appeal or lodge a protest to the FIM Administration in accordance with the regulations of the appropriate discipline.
20. In any case, the FIM and/or the FIM Championship Promoter can enter additional riders in each class before the end of the technical verifications prior to the event (not exceeding the maximum allowed number of entries per FMN and class).
21. The FIM must then inform the rider's FMN, the FMNR and/or the organiser in writing or by e-mail before the end of the technical verifications prior to the event.
22. For these riders entered by the FIM and/or the Championship Promoter, all listed entry conditions (apart from the closing date of entries) apply.

2.1.MXN FIM Motocross of Nations

7. Each FMN can enter one team only. Each team consists of three riders. Each team consists of three riders of the same country.
8. Riders of a team entered by an FMN:
 - a) Must be holders of the passport of the country which they represent.
 - b) Can be holders of a valid FIM licence issued by any FMN.
9. Each CONU can enter one team only. Each team consists of three riders from at least 2 different member countries from the respective CONU.
10. Riders of a team entered by a CONU:
 - a) Must be holders of a passport of a member country of the CONU which they represent.

2. ENTRIES, RIDERS AND TEAMS



2.1 Acceptance of entries

- b) Shall not be holders of a passport from a country entered in the event at any point in time.
 - c) Shall not be “permanent riders” who have been registered as part of an “Officially Accepted Team” (OAT) with the FIM Championship Promoter, irrespective of the number of events in which they participated during the same year.
 - d) In the case of “non-permanent riders”, they must not have participated in more than 5 FIM Motocross World Championship events during the same year. This maximum number includes indistinctly MXGP and MX2 events.
 - e) Must be holders of a valid FIM Motocross World Championship licence issued by an FMN affiliated to the respective CONU.
11. The motorcycles used by the riders are at the option of the team. However, each team must field:
- a) One rider on a MXGP class motorcycle,
 - b) One rider on a MX2 class motorcycle,
 - c) One rider on an “Open” class motorcycle which meets the requirements of the MXGP or the MX2 class, at the option of the team.
12. Entries must be made according to the procedure defined by the FIM Administration. The closing date for entries is 30 days before the event.
13. The FIM Administration will publish the list of teams/riders entered.
14. Any FMN/CONU who considers its entry has been unjustly refused and because of this finds itself aggrieved, can appeal or lodge a protest to the FIM Administration in accordance with the regulations of the appropriate discipline.
15. Upon the request of the FMN/CONU concerned, the FIM Championship Promoter can accept additional teams after the closing date of entries and before the end of the technical verifications prior to the event.
16. For these teams accepted by the FIM Championship Promoter, all listed entry conditions (apart from the closing date of entries) apply.

2. ENTRIES, RIDERS AND TEAMS

2.2 Age of Riders



2.2 Age of Riders

1. FIM Motocross World Championship/Cup licences for riders are issued, only when they have attained the minimum age, as indicated below.
2. The limit for the minimum age starts on the date of the rider's birthday and must be reached at the moment of the first technical verifications of the event in question.
3. The limit for the maximum age finishes at the end of the calendar year in which the rider reaches the maximum age of the class in question.

In addition to 2.2:

2.2.MXGP FIM MXGP Motocross World Championship

4. Minimum age: 16 years / Maximum age: 50 years.

2.2.MX2 FIM MX2 Motocross World Championship

4. Minimum age: 15 years / Maximum age: 23 years.
5. The maximum age limit of 23 years for riders in the MX2 class is not applicable to women riders.

2.2.WMX FIM Women's Motocross World Championship

4. Minimum age: 15 years / Maximum age: 50 years.

2.2.JMX FIM Junior Motocross World Championship/Cup

4.
 - a) FIM 85cc Junior Motocross World Championship:
Minimum age: 12 years / Maximum age: 14 years.
 - b) FIM 125cc Junior Motocross World Championship:
Minimum age: 13 years / Maximum age: 17 years.
 - c) FIM 65cc Junior Motocross World Cup:
Minimum age: 10 years / Maximum age: 12 years.

2.2.MXN FIM Motocross of Nations

4.
 - a) MXGP rider: Minimum age: 16 years / Maximum age: 50 years.
 - b) MX2 rider: Minimum age: 15 years / Maximum age: 50 years.
 - c) "Open" rider:
Minimum age: According to the minimum age limit capacity of the motorcycle used by the rider / Maximum age: 50 years.

2. ENTRIES, RIDERS AND TEAMS

2.3 Replacement Riders



2.3 Replacement Riders

2.3.MX FIM MXGP/MX2 Motocross World Championships

2.3.WMX FIM Women's Motocross World Championship

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

2.3.JMX FIM Junior Motocross World Championships/Cup

1. A replacement rider is a rider who replaces a rider of the same passport who has been withdrawn from the entry list by the respective FMN. A replacement rider is not considered as a "late entry".
2. For the replacement riders, all listed entry conditions (apart from the closing date of entries) apply.
3. The FMN concerned must then inform the FIM Administration in writing or by e-mail before the end of the technical verifications prior to the event.
4. Once this deadline is passed, it will no longer be possible to replace a rider.

2.3.MXN FIM Motocross of Nations

1. Once an FMN/CONU has entered a team, the replacement of riders or the changing of classes by the team's riders can still be authorised.
2. In both cases, all listed entry conditions (apart from the closing date of entries) apply.
3. The FMN/CONU of the team concerned must then inform the FIM Administration in writing or by e-mail before the end of the technical verifications prior to the event.
4. Once this deadline is passed, it will no longer be possible to replace a rider in the team.

2. ENTRIES, RIDERS AND TEAMS

2.4 Starting Numbers



2.4 Starting Numbers

2.4.MX FIM MXGP/MX2 Motocross World Championships

2.4.WMX FIM Women's Motocross World Championship

1. Every rider participating in an FIM Motocross World Championship will be allocated a permanent starting number for the season by the FIM Championship Promoter.

2.4.JMX FIM Junior Motocross World Championships/Cup

1. Every rider participating in an FIM Junior Motocross World Championships/Cup will be allocated a starting number by the FIM Administration.

2.4.MXN FIM Motocross of Nations

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

2.5 Non-Participation in an Event

1. Riders who enter an FIM Motocross World Championship event and who cannot take part are subject to the provisions of the FIM Regulations.
2. The FMN(s) of any riders who do not inform both the FIM Administration and/or the FIM Championship Promotor/organisers of their inability to attend, or who do not provide an acceptable reason before the end of the Technical Verifications, may be fined € 150.- by the FIM Administration.
3. A team may withdraw a rider or a rider may withdraw from an event which has already started for valid reasons (injury of the rider, irreparable damage to the motorcycle(s) or in case of “force majeure”). A withdrawal for medical reasons must be supported by a piece of information from the Chief Medical Officer of the event.
4. A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the FIM Race Director of the reasons for his non-participation.
5. A rider who withdraws from the event or part of it without any valid reasons will see his case submitted to the FIM Race Direction and will be subject to a fine of minimum € 1'000 to maximum € 10'000.
6. During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised by the Race Direction.

2.6 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 of the current year.
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, sighting lap or race:

a) Helmets

Helmets must be marked with one of the official international standard marks mentioned in the FIM Technical Rules Motocross of the current year. **Riders with long hair should tie it up in a bun, or braid and tuck it into their shirt.**

b) Eye protection

Goggles must be worn during all on track competition (practice, qualification, warm-up, sighting lap or race). However, in adverse racing conditions riders may take off their goggles but it is strongly recommended to get a new set in the pit lane or the “goggle exchange lane” during the next lap.

c) Equipment and protective clothing

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, qualification, sighting lap or race.

d) FIM Championship logo

Riders must display the FIM Championship logo (L 70 mm x W 35 mm) on the upper front torso or shoulder area of their jersey or on their chest/back protector if the latter is worn over the jersey.

It is recommended that riders print the FIM Championship logo on their jerseys.

e) Family name/Starting number of the rider

Riders must wear a dorsal starting number conforming to the FIM Regulations, Art. 01.76 of the FIM Motocross Technical Regulations of the current year.

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.

The family name of the rider must appear on the shoulder line of his jersey.

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).

The name and the number must 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).

In addition to 2.6:

2.6.JMX FIM Junior Motocross World Championships/Cup

c) Equipment and protective clothing

Unmodified shoulder, elbow and knee protections are compulsory.

2.6.MXN FIM Motocross of Nations

a) Helmets

It is recommended that the helmet's overall colour scheme represents:

1. In the case of a team entered by an FMN:

- The colours of the team's national flag. The national flag can be replicated in stripes, bands or other designs.

2. In the case of a team entered by a CONU:

- The colour of the CONU emblem only without any reference in stripes, bands or other designs to the rider's national flag.
- The respective colour of each CONU is as follows:
 - a) FIM Africa: black / Pantone 432C
 - b) FIM Asia: yellow / Pantone 151C
 - c) FIM Europe: blue / Pantone Process Blue
 - d) FIM Latin-America: purple / Pantone 259C
 - e) FIM North-America: rouge / Pantone 200C
 - f) FIM Oceania: green / Pantone 349C.

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

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

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

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

c) Equipment and protective clothing

The same recommendations as for the helmet are valid for the rider's equipment and protective clothing.

The overall pattern on the equipment and protective clothing – including its colour scheme, the stripes and bands or other designs representing the national flag of the team entered by an FMN, the overall pattern of the equipment and protective clothing of the team entered by a CONU and/or the use of the "rainbow" (in the case of the defending Champions) – must always be approved by the FMN or CONU entering the team.

The upper (visible) half of the jersey will display the logo(s) of the FMN/CONU and/or FMN's/CONU's sponsor(s) (which cannot be in conflict with the rider's and his team's sponsors).

The lower (visible) half of the jersey will display the logo(s) of the teams and riders' sponsor(s).

The sleeves of the jersey will display the logo(s) of the teams and riders' sponsor(s).

The back of the jersey will display the rider's name and number.

d) FIM Championship logo

Failure by the team to display the FIM Championship logo (FIM Motocross of Nations) on the upper front torso or shoulder area of the jersey or stone (or roost) shield/protector of its riders will result in a 50% reduction of the team's prizes.

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



2.7 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 the waiting zone and pit lane.
4. Riders, mechanics and team members are encouraged to display the FIM Championship on shirts/uniform/clothing.

In addition to 2.7:

2.7.MXN FIM Motocross of Nations

5. National/Continental teams are encouraged to have team shirts /uniforms/clothing for their riders, mechanics and team members.
6. These shirts/uniforms/clothing should include in the overall colour scheme:
 - a. In the case of a team entered by an FMN:
 - The colours of the team's national flag. The national flag can be replicated in stripes, bands or other designs.
 - b. In the case of a team entered by a CONU:
 - The colour of the CONU emblem only without any reference in stripes, bands or other designs to the rider's national flag.

2.8 Rider Behaviour and Assistance

1. Riders 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. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in restricted areas.
4. 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.
5. Riders must report any underlying medical disorder or injury they may have to the CMO.
6. 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.
7. 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.
8. At all times during the event, a rider will be responsible for keeping his motorcycle in conformity with the rules.
9. Unsporting, aggressive or reckless behaviour from a rider or his team members and/or surroundings towards other competitors, mechanics, team staff and officials or other participants (organisers and promoters staff, medical staff, press, public, etc.) on or off the track may be sanctioned by the Race Direction with one of penalties under [Art. 4.8§9](#).
10. Riders may be held responsible for the actions of their team members.
11. Riders and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races.
12. Riders must obey the official flag signals and the boards which convey instructions.
13. Riders may carry “on-board” cameras when requested by the FIM Championship Promoter. An “on-board”-camera (other than the one from the Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.
14. 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.

2. ENTRIES, RIDERS AND TEAMS

2.8 Rider Behaviour and Assistance



15. Riders are responsible for being aware of all information issued in the riders' electronic briefing which will be sent to the e-mail address provided by them and/or any other rider's briefing held at the event. Therefore, riders are also responsible to provide their correct personal e-mail address and to take care that e-mails can be delivered.
16. All body jewellery is to be taped over or removed during on-track competition.
17. The use of a portable music player is not allowed during on-track competition.
18. 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.
19. Riders not performing up to competition level may be excluded from the event by the Race Direction.
20. No rider shall be allowed to compete on any other motorcycle than the one(s) that has(have) been presented at technical control in his name and number.
21. Riders must ride in a responsible manner which does not cause danger to other competitors, mechanics, team staff and officials or other participants (organisers and promoters staff, medical staff, press, public, etc.) on or off the track. Riding in an irresponsible manner may be sanctioned by the Race Direction with one of the penalties under [Art. 4.8§9](#).
22. Riders must obey the official flag and the board signals which convey instructions.
23. 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.
24. Goggles must be worn during all on track competition (practice, qualification, warm-up, sighting lap or race). However, in adverse racing conditions riders may take off their goggles but it is strongly recommended to get a new set in the pit lane or the "goggle exchange lane" during the next lap.
25. Riders must always start the Free/Time Practices and Warm-Up from [the area indicated by the officials](#). They will line up in the pit lane in staggered positions in order of their arrival in the pit lane. Riders leave the pit lane for their practice session/Warm-Up one at a time without overtaking another rider before arriving onto the track

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26. **Riders must accept any type of Timekeeping system approved by the Championship Promoter, including transponders. Riders are responsible for the use of a transponder compatible with the timekeeping system used on the track. Riders must ensure that the transponder is properly charged and mounted correctly to the motorcycle according to the instructions provided by the Promoter and the rider's briefing. Not respecting these rules might result in a lap or lap times not being counted correctly.**
27. When the riders are on the course, consultation between them and team members is restricted to the pit lane. Riders who stop along the course to consult with others may hinder the progress of other riders, and such action will be considered as outside assistance.
28. 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.
29. 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.
30. 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 repair or restart their motorcycles.
31. 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.
32. Whenever a rider is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Any infraction of this rule may be penalised by the Race Direction with one of the penalties under **Art. 4.8§9**.
33. 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.
34. 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.
35. 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.

2. ENTRIES, RIDERS AND TEAMS

2.8 Rider Behaviour and Assistance



36. It will be the duty of the Race Direction to make the determination as to whether a rider gained an advantage by accidentally leaving the course and re-entering.
37. 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.
38. 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.
39. 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.
40. A zone must be reserved for repairs and signalling (= the pit lane) during the practices and races. Only riders, mechanics, signallers, representatives of the industry and essential officials bearing valid passes are permitted in this area. Apart from riders, persons under the age of 16 are not allowed.
41. Pit lane signals to riders must be given from the pit box side directly facing the course. Signalling from any other spot in the pit lane in any other direction from the pit lane box is prohibited and will be considered outside assistance for which the penalty will be disqualification from the respective practice, qualification or race.
42. Riders may enter the pit lane to receive assistance or to modify, adjust or replace any part of their safety apparel or motorcycle except the frame, which must be sealed. For silencers, refer to the FIM Technical Rules Motocross. Refuelling is permitted but must be done with engines dead.
43. No replacement of safety apparel, refuelling or mechanical service may be carried out on the course or outside the pit lane or the Skybox/waiting zone.
44. In addition, when riders want to change goggles during a Qualifying Race and/or a Race, they must do this in the pit lane or the "goggle exchange lane". In the latter case, riders must always come to a complete stop. The motorcycle must always remain under the control of the rider during the process and the rider's team member must operate from behind the fence that separates the "goggle exchange lane" from the team staff area. The team member may give assistance to the rider to clean his face/eyes and change goggles/gloves. Any other assistance in this area is prohibited. Signalling from this area is not allowed and will be considered outside assistance for which the penalty will be disqualification from the respective practice, qualification or race.

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45. Riders must always enter the pit lane by the pit lane entrance. When a rider “misses” the pit lane entrance, he must continue in the direction of the course for another lap. Entering the pit lane by the pit lane exit will be considered as attempting to gain an advantage by course cutting for which the penalty will be disqualification from the respective practice, qualification or race. If necessary, further penalties may be imposed.
 46. Riders entering the pit lane should ride in a responsible manner. They should not ride at an excessive speed, not overtake any other riders and must always come to a complete stop. In the latter case, violators will be disqualified from the practice/race in question.
 47. Riders who stop their engines in the pit lane may be assisted in restarting their motorcycles.
 48. 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 start practice 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.
 49. Riders are not allowed to enter the pit lane during the sighting lap/sighting lap session. Adjustments, repairs or refuelling must be done in the waiting zone/Skybox. Entering the pit lane during the sighting lap/sighting lap session will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.
 50. Riders are not allowed to have a spare motorcycle in the pit lane during a sighting lap/sighting lap session and/or race. Having a spare motorcycle in the pit lane during a race will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.
 51. Riders who enter the paddock during a race will not be allowed to re-join that race.
 52. Riders riding slowly on the course and/or returning slowly to the pit lane or paddock should ride carefully, avoid the racing line and not hinder or impede the progress of other riders. Intentionally stopping on the course or riding at a slow pace in a manner that could impede or hinder the progress of other riders without a valid reason is prohibited and may be sanctioned each time by the Race Direction with one of the penalties under [Art. 4.12](#).
 53. Whenever a start mesh platform is being used, riders select their starting gate position from behind the rear barrier. Riders and/or team members are not allowed to enter the start mesh platform, nor to touch the starting gate.

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54. Whenever there is no start mesh platform, riders select their starting gate position from behind the starting gate. Team members are not allowed to enter area in front of the rear barrier. Riders may groom their place behind the starting gate, without the use of any tools or assistance from their team members. Riders are not allowed to touch or drop the starting gate when preparing their start position. Watering of starting lanes by riders and/or team staff is prohibited. Ramps of any kind may not be formed in the starting line prepared by the rider behind the starting grid. The front and the rear tyres must be level.
 55. Once a rider has taken his position at the starting gate, he cannot change it. He cannot change motorcycle, return to the waiting zone or receive assistance prior to the start.
 56. Motorcycles must be centred in the starting gate. Riders may not start in an angle.
 57. Motorcycles may not use any mechanical starting aid devices at the start with the exception of the front and rear suspension locks and starting blocks.
 58. Riders having mechanical problems at the starting gate must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the race in question.
 59. When crossing control lines, the rider must always be in contact with the motorcycle otherwise the lap will not be counted in his result.
 60. After having crossed the finish line, riders must continue at race speed until they have passed the “END FINISH ZONE” board and clear the area as quick as possible. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.
 61. A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the pit lane/ paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.
 62. A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the FIM Race Director of the reasons for his non-participation.
 63. The riders concerned (top three positions in the overall standings in the event, the rider leading in the point 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 will be penalised.

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64. Riders must make themselves available for promotional activities as may be asked by 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).
65. Teams, their staff and riders must avoid any verbal/written public declaration which could damage or negatively affect the FIM Motocross 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 Motocross World Championship or the sport.
66. Public pronouncements which harm irresponsibly the lawful interest of the FIM Motocross 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 all types of media (Social Networks, and TV or video and classic 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 Motocross World Championship policies are not prohibited.
67. 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.
68. **Riders, team managers or team members cannot interfere with the Race Director or Clerk of the Course while these officials perform their duties during a practice/race. If a Rider, team manager or team member consults with the Race Director or Clerk of the Course while they perform their duties, they will be subject to the following penalties:**
- First offence: verbal warning.**
- Second offence (at the same event): the rider/team manager/team member in question shall be suspended for the next event(s) in accordance with the decision of the competent disciplinary body.**

- 69. Riders, team managers or team members wishing to consult the Race Director or Clerk of the Course during a race/practice must direct their enquiries to the Race Direction room and/or, if adequate, follow the protest and appeal procedure stated in Art. 5.41 of the current FIM MXGP/MX2/WMX World Championship Regulations.**

In addition to 2.8:

2.8.MX	FIM MXGP/MX2 Motocross World Championships
2.8.WMX	FIM Women's Motocross World Championship
2.8.MXN	FIM Motocross of Nations

70. After they have returned from the sighting lap/At the end of the sighting laps session, riders may change motorcycles, make some adjustments, repairs, change wheels or refuel their motorcycle in the waiting zone/ Skybox. By doing so, they may lose their initial starting position if they are not ready before the riders proceed to the starting gate.
71. Riders can change motorcycle, change wheels or remove re-usable tyre covers as long as they have not brought it across the rear barrier behind the starting gate yet. The penalty for violation of this regulation is disqualification from the race in question.
72. A rider has to take his position at the starting gate with the motorcycle he is going to use for the race in question.
73. Once a rider has taken his position at the starting gate, he cannot change it. He cannot change motorcycle, return to the waiting zone or receive assistance prior to the start.
74. If a rider has mechanical problems in the waiting zone/Skybox, but he does not succeed in repairing his motorcycle before the riders proceed to the starting gate, he must follow the instructions of the officials. Once the gate has dropped, he can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the race in question.
75. Riders who do not succeed in returning from the sighting lap to the waiting zone/Skybox before the start of the race, will be disqualified from the race in question.
76. Riders who enter the paddock during the sighting lap or a race will not be allowed to re-join that race.

2.8.JMX FIM Junior Motocross World Championships/Cup

77. After they have returned from their sighting lap, riders may make adjustments, repairs, change wheels or refuel their motorcycle in the waiting zone. By doing so, they may lose their initial starting position if they are not ready when the starting procedure starts. If they are ready before the entrance to the start area is closed, they may take the next available place behind the starting gate.

2. ENTRIES, RIDERS AND TEAMS

2.8 Rider Behaviour and Assistance



78. If a rider has mechanical problems in the waiting zone, but he does not succeed in repairing his motorcycle before the entrance to the start area is closed, he must remain in the waiting zone until the gate has dropped. Once the gate has dropped, he can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the race in question.
79. Riders who have mechanical problems during the sighting lap and/or do not succeed into bringing their motorcycle in the waiting zone in time, will be disqualified from the race.
80. Riders who enter the paddock during the sighting lap or a race will not be allowed to re-join that race.

2. ENTRIES, RIDERS AND TEAMS
2.9 Team Manager



2.9 Team Manager

2.9.MXN FIM Motocross of Nations

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

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS



3.1 Motorcycles and Classes

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.1 Motorcycles and Classes

1. FIM Motocross World Championship/Cup events are open to motorcycles as defined in the FIM Regulations, Appendix 01, FIM Motocross Technical Regulations:
 - a) MXGP: motorcycles of Cat. I, Group A1, over 175cc up to 250cc for 2-stroke engines and over 290cc up to 450cc for 4-stroke engines.
 - b) MX2: motorcycles of Cat. I, Group A1, over 100cc up to 125cc for 2-stroke engines and over 175cc up to 250cc for 4-stroke engines.
 - c) JMX65: motorcycles of Cat. I, Group A1, over 50cc up to 65cc for 2-stroke engines (exclusively 2-strokes).
 - d) JMX85: motorcycles of Cat. I, Group A1, over 65cc up to 85cc for 2-stroke engines (exclusively 2-strokes).
 - e) JMX125: motorcycles of Cat. I, Group A1, over 100cc up to 125cc for 2-stroke engines (exclusively 2-strokes).

In addition to 3.1:

3.1.MXGP FIM MXGP Motocross World Championship

2. FIM MXGP Motocross World Championship events will include one class. MXGP.
3. The name “MXGP” is to be used exclusively for the FIM World Championship. Use of this name at the Continental or National levels is not allowed.

3.1.MX2 FIM MX2 Motocross World Championship

2. FIM MX2 Motocross World Championship events will include one class; MX2.

3.1.WMX FIM Women’s Motocross World Championship

2. FIM Women’s Motocross World Championship events will include one class: MX2.

3.1.JMX FIM Junior Motocross World Championships/Cup

2. The FIM Junior Motocross World Championship will include two classes: JMX85 and JMX125.
3. The FIM Junior Motocross World Cup will include one class: JMX65.

3.1.MXN FIM Motocross of Nations

2. The FIM Motocross of Nations will be open to two classes: MXGP and MX2.

3.2 Front Number Plate

1. The motorcycle's front number plate must always display (see 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 Championship/Cup logo as shown on the diagram (L 70 mm x W 35 mm).
 - d) Team publicity is allowed on the front plate within a space 50 mm from the top section of the number plate or below the number plate.
 - e) There must have a minimum clear space of 10 mm between the FIM Championship/Cup logo and the number and team publicity.
2. The background colours and figures vary. The following colours schemes shall be used:

Class	Background colour	Number colour	Logo
MXGP	White	Black	World Championship
MX2	Black	White	World Championship
WMX	Blue	White	World Championship
JMX85	White	Black	World Championship
JMX125	Black	White	World Championship
JMX65	Blue	White	World Cup

3. The following colours shall be used, following the RAL colour table, i.e.:
 - Black 9005
 - White 9010
 - Blue 5005
4. The numbers must be clearly legible for the spectators and officials.
 - f) The FIM Championship/Cup logo must be clearly visible.

In addition to 3.2:

3.2.MX FIM MXGP/MX2 Motocross World Championships

5. The motorcycle's front number plate must always display:
 - g) At the first event of the World Championship: a front red number plate with white numbers is compulsory for and must be displayed by the reigning World Champion.
 - h) After the Qualifying Race on Saturday, the points leader must display the front red number plate with white numbers during the two Races on Sunday.

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.2 Front Number Plate



- i) From the second event on, the front red number plate with white numbers is compulsory for and must be displayed by the current points leader in the Championship during the Saturday Qualifying Race.
- j) From the second event on, the points leader after the Qualifying Race on Saturday must display the front red number plate with white numbers during the two Races on Sunday.
6. The following colours schemes shall be used:

Class	Background colour	Number colour	Logo
MXGP/MX2	Red	White	World Championship

- k) On the request of the Championship Promoter, a World Champion shall use a golden yellow number plate.
7. The following colours shall be used, following the RAL colour table, i.e.:
- White 9010
 - Red 3020
 - Golden yellow 1004
8. The following colours schemes shall be used:
- MXGP/MX2 (*)
Red background + White numbers/FIM Championship logo
 - (*) Only for the reigning World Champion (first event) or the current leader of the Championship as indicated above.

3.2.WMX FIM Women's Motocross World Championship

5. The motorcycle's front number plate must always display:
- g) At the first event of the World Championship: a front red number plate with white numbers is compulsory for and must be displayed by the reigning World Champion when competing in the class in which she won her World Title.
- h) 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 or Championship.
- i) On the request of the Championship Promoter, a World Champion shall use a golden yellow number plate.
6. The following colours shall be used, following the RAL colour table, i.e.:
- White 9010
 - Red 3020
 - Golden yellow 1004

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.2 Front Number Plate



-
7. The following colours schemes shall be used:
- WMX / Women's Motocross (*)
Red background + White numbers/FIM Championship logo
- (*) In each Championship: only for the reigning World Champion (first event) or the leader of the Championship (as of the second event).

3.2.MXN FIM Motocross of Nations

5. The motorcycle's front number plate must always display:
- g) For the winning Team of the previous FIM Motocross of Nations: a front red number plate with white numbers.
6. The following colours shall be used, following the RAL colour table, i.e.:
- White 9010
 - Red 3020
7. The following colours schemes shall be used:
- FIM Motocross of Nations (*)
Red background + White numbers/FIM Championship logo
- (*) Only for the winning Team of the previous FIM Motocross of Nations.

3.3 Side Number Plates

1. The motorcycle's side number plates must always display:
 - a) The number of the rider, in accordance with the FIM Regulations hereunder, as well as the FIM Motocross Technical Rules.
2. The numbers must be clearly legible for the spectators and officials.
3. The FIM Championship/Cup logo must be clearly visible.

In addition to 3.3:

3.3.MX FIM MXGP/MX2 Motocross World Championships

3.3.WMX FIM Women's Motocross World Championship

4. The motorcycle's side number plates must always display:
 - b) The FIM Championship logo (L 70 mm x W 35 mm); and
 - c) Optionally, publicity of the rider's/team's sponsor(s).
5. There is freedom of design and publicity, but incorporation of the rider's number and FIM Championship logo into the graphics is compulsory.
6. The colour scheme for the background of the side number plates and the numbers is free. However, there must be a clear colour distinction between the colour of the number and the colour of the background.

3.3.JMX FIM Junior Motocross World Championships/Cup

4. The motorcycle's side number plates must always use the following colour schemes for backgrounds and figures:
 - JMX85 White background + Black numbers/FIM Championship logo
 - JMX125 Black background + White numbers/FIM Championship logo
 - JMX65 Blue background + White numbers/FIM Cup logo

3.3.MXN FIM Motocross of Nations

4. The motorcycle's side number plates must always display:
 - b) For Teams entered by an FMN:
The Team's national flag, respecting the dimensions of the number plate.
 - c) For Teams entered by a CONU:
The CONU emblem on a white background, respecting the dimensions of the number plate.
5. The colour scheme for the numbers on the side number plates is free. However, there must be a clear colour distinction between the colour of the number and the colour of the background/flag/emblem.

3.4 On-Board Cameras

1. Riders may be required by the FIM Championship Promoter to carry on-board cameras.
2. 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.
3. Riders and teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.
4. The cameras and associated equipment must be carried during the entire event, from the practice sessions until the end of the event.
5. When a motorcycle is equipped with on-board cameras, the weight of the camera and associated equipment will count towards the total minimum weight of the motorcycle.
6. These cameras and associated equipment are not considered as telemetry.
7. An on-board camera (other than the one from the Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.

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.

4.2 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.

4.3 Officials who hold an FIM Licence

1. Any of the following officials, when on duty at FIM Motocross World Championships, must be a holder of the appropriate FIM official's licence valid for the current year:
 - a) FIM Delegate.
 - b) FIM Race Director.
 - c) FIM Deputy Race Director;
 - d) FIM Chief Steward.
 - e) FMNR Steward.
 - f) Clerk of the Course.
 - g) FIM Chief Flag Steward.
 - h) FIM Technical Director;
 - i) Chief Technical Steward.
 - j) Technical Steward.
 - k) Chief Timekeeper.
 - l) FIM Medical Director.
 - m) Chief Medical Officer.
 - n) Environmental Steward.
 - o) FMNR/FMN Delegates.

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 Deputy Race Director, 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.

4.5 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 circuit control and remain at 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 practice session 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.

4.6 FIM and FMNR Stewards

1. There will be a Panel of two Stewards:
 - a) The FIM Chief Steward.
 - b) The 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.

4.7 Event Management

1. The Event Management is composed of:
 - a) The FIM Race Director.
 - b) The Representative of the FIM Championship Promoter.
 - c) The Representative from the respective Organiser.
2. The FIM Race Director and the Representative of the FIM Championship Promoter each have voting right. The Representative from the respective Organiser has no voting right. The Representative of the FIM Championship Promoter will exercise a casting vote.
3. The Event Management will manage the event and is:
 - a) To ensure the smooth and efficient running of the event.
 - b) To make recommendations to the Race Direction to improve the smooth and efficient running of the event.
 - c) To bring to the attention of the Race Direction any matter that is in contradiction to the Regulations.
4. The meetings of the Event Management are chaired by the Representative of the FIM Championship Promoter.
5. The Event Management will meet at any time required during the event, but at least:
 - a) At the end of the first day of the event (= the day when the administrative control and the technical verifications start).
 - b) At the end of each following day.
 - c) At the end of the event.

4.8 Race Direction

1. The Race Direction is composed of:
 - a) The FIM Delegate;
 - b) The FIM Race Director;
 - c) The Clerk of the Course.
2. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Delegate will exercise a casting vote.
3. The quorum for a meeting of the Race Direction is two persons.
4. The meetings of the Race Direction are chaired by the FIM Delegate.
5. The Race Direction will meet at any time required during the event; at least before the first official practice session and at the end of each day of official practices and/or races.
6. All FIM licence and FIM laissez-passer holders as well as all other persons involved in the event are subject to the authority of the Race Direction.
7. The Race Direction will hear any protests that are lodged during the event.
8. The Race Direction has the competence to pronounce ex officio sanctions against riders, team staff, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship.
9. The authority and duties of the Race Direction are:
 - a) To approve all the official results of the event.
 - b) To impose penalties for any infringements of the Regulations.
 - c) 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.
 - d) 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.
 - e) 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.
 - f) To adjudicate on any protest relating to infringements of the Regulations.
 - g) 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 same Code:

-
- h) Warnings.
 - i) Fines, subject to a maximum of € 10'000.
 - j) Time and/or point penalties.
 - k) Drop of positions.
 - l) Disqualification.
 - m) Suspension for a period not exceeding 30 days starting from the date of the offence.
 - n) Loss of right to participate in the Championship/Cup, which may be applied to one or more events.

And or refer the case to the International Disciplinary Court to impose a higher penalty that it is empowered to.

- 10. Any person or organisation affected by a disciplinary decision of the Race Direction has the right to appeal this decision according to the FIM Disciplinary and Arbitration Code. This appeal must be presented to the FIM Stewards Panel 30 minutes at the latest after the notification of that decision.
- 11. Appeals against a disciplinary decision taken by the Race Direction will be dealt with by the FIM Stewards Panel.

4.9 FIM Stewards Panel

1. The FIM Stewards Panel is composed of:
 - a) The FIM Chief Steward.
 - b) The FMNR Steward.
2. The quorum for a meeting of the FIM Stewards Panel is one person.
3. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Chief Steward will exercise a casting vote.
4. The meetings of the FIM Stewards Panel are chaired by the FIM Chief Steward.
5. The FIM Stewards Panel will meet at any time required during the event.
6. The FIM Stewards Panel will hear any appeals against decisions of the Race Direction.
7. The FIM Stewards Panel may pronounce the following penalties provided for in the FIM Disciplinary and Arbitration Code, without prejudice to Art. 2.2 and 2.3 of the of the same Code:
 - a) Warnings.
 - b) Fines, subject to a maximum of € 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.
 - g) Loss of right to participate in the Championship/Cup, which may be applied to one or more events.

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

4.10 Race Direction Meetings

1. During its first meeting, the Race Direction shall approve the following matters:
 - a) Amendments, if any, to the SR after the opening date for entries verifying that all the riders and participants engaged have been informed thereof;
 - b) Report of the Secretary to the Race Direction stipulating that officials with any responsibility for the running of the event are in possession of their respective licences and authorisations;
 - c) Report of the FIM Championship Promoter Representative to the Race Direction stipulating that all riders and participants entered have duly completed the official FIM Motocross World Championship/Cup 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 inspection report;
 - g) Control of the official permission from the local authorities to run the event and of the third-party insurance policy of the organiser.

4.11 Minutes of Meetings

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

4.12 Publication of Decisions

1. All decisions necessary for the running of the event as well as the results must be published as soon as it is reasonably possible. These decisions must be published in English.
2. Any judicial decision pronounced by the Race Direction or the FIM Stewards Panel must be notified to the party (parties) involved directly at the venue of the event or, failing that, addressed by registered letter with acknowledgement of receipt.
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. Whenever the party (parties) involved is (are) notified in writing at the event, the following procedure must be respected:
 - a) The party (parties) concerned by the Race Direction/FIM Stewards Panel decision must sign for receipt on a copy of that decision/ acknowledgement of receipt.
 - b) For decisions of the Race Direction: the receipt shall be signed by the FIM Delegate.
 - c) For decisions of the FIM Stewards Panel: the receipt shall be signed by the FIM Chief Steward.
 - d) The name of the person who receives the decision, his position/ function, the venue, date, time of reception must also be mentioned on this acknowledgement of receipt.
 - e) The copy of the decision, signed for receipt by the party (parties) concerned, must be added to the Report of the FIM Delegate.

4. OFFICIALS AND PROCEDURES
4.12 Publication of Decisions



5. In the case of the following infractions (statements of fact to which no protest is possible), the notification of a decision shall be different (Please, also refer to “In addition to 4.12:” below):

A. Any time during the event:

Offence (in alphabetical order)	Penalty
Consultation in the “goggle exchange lane”:	Disqualification from the respective Practice/Race.
Entering the pit lane or “goggle exchange lane” by the exit:	Disqualification from the respective Practice/Race.
Entering the pit lane or “goggle exchange lane” and not coming to a complete stop:	Disqualification from the respective Practice/Race.
Non-conformity of the rider’s motorcycle / General:	Disqualification from the respective Practice/Race.
Non-conformity of the rider’s motorcycle / Failing a sound test:	Loss of 5 positions in the respective Practice/Race (*).
Radio communication between a rider and his team:	Disqualification from the respective Practice/Race.
Receiving any assistance to control, restart or repair the motorcycle on the course or in the “goggle exchange lane” (except in the pit lane):	Disqualification from the respective Practice/Race.
Receiving any other assistance than to change goggles, gloves and/or clean the face along the course (except in the pit lane and “goggle exchange lane”):	Disqualification from the respective Practice/Race.
Receiving any assistance on the course other than from a marshal in the interest of safety (except in the pit lane):	Disqualification from the respective Practice/Race.
Refuelling on the course:	Disqualification from the respective Practice/Race.
Receiving signals along the course, (except from the pit lane box/ trackside):	Disqualification from the respective Practice/Race.
Stopping to consult with others on the course (except in pit lane):	Disqualification from the respective Practice/Race.

(*) positions and points corresponding to the new position in case of a race awarding points.

B. During the Free Practices/Time Practices/Warm-Up:

Offence (in alphabetical order)	Penalty
Hindering or impeding the progress of other riders:	Loss of the fastest lap time in the respective Free Practice/Time Practice/Warm-Up.
Leaving the course and gaining an advantage:	Loss of the fastest lap in the respective Free Practice/Time Practice/Warm-Up.
Stopping on the course without any valid reason:	Loss of the fastest lap in the respective Free Practice/Time Practice/Warm-Up.

C. In the Skybox/waiting zone:

Offence	Penalty
Arriving late in the Skybox/waiting zone (cut-off point: 10 minutes before the start of the Qualifying Race/Race):	Disqualification from the respective Qualifying Race/Race.
Arriving back from the sighting lap in the Skybox/waiting zone after the start has been given:	Disqualification from the respective Qualifying Race/Race.

D. During the Sighting Lap (Session):

Offence	Penalty
Entering the pit lane:	Disqualification from the respective Qualifying Race/Race.
Having a spare motorcycle in the pit lane:	Disqualification from the respective Qualifying Race/Race.
Refuelling anywhere else than in the Skybox/waiting zone:	Disqualification from the respective Qualifying Race/Race.
Stopping anywhere on the course to do a practice start:	Disqualification from the respective Qualifying Race/Race.

E. During the Start Procedure:

Offence (in alphabetical order)	Penalty
Changing motorcycle after having crossed the rear barrier behind the starting gate:	Disqualification from the respective Qualifying Race/Race.
Changing position at the starting gate:	Disqualification from the respective Qualifying Race/Race.

During the Start Procedure (Cont'd):

Offence (in alphabetical order)	Penalty
Not following the instructions of an official after the green flag has been raised (riders with mechanical problems at the start):	Disqualification from the respective Qualifying Race/Race.
Receiving assistance after having taken a position behind the starting gate and before the gate has dropped:	Disqualification from the respective Qualifying Race/Race.
Returning from the sighting lap (session) in the Skybox/waiting zone after the whistle signal but before the raising of the green flag:	Possible loss of the initial starting position, take the next available position up to the moment of the raising of the green flag.
Returning from the sighting lap (session) late in the Skybox/waiting zone after the start has been given:	Disqualification from the respective Qualifying Race/Race.
Returning to the Skybox/waiting zone after having taken a position behind the starting gate:	Disqualification from the respective Qualifying Race/Race.

F. During the Qualifying Races/Races:

Offence (in alphabetical order)	Penalty
Having a spare motorcycle in the pit lane:	Disqualification from the respective Qualifying Race/Race.
Leaving the course and gaining an advantage without gaining any position:	Loss of 1 position in the respective Qualifying Race/Race (*).
Leaving the course and gaining an advantage and/or positions:	Loss of one position plus the number of positions gained in the respective Qualifying Race/Race (*).

(*) positions and points corresponding to the new position in case of a race awarding points.

G. In the case of a Re-Start:

Offence (in alphabetical order)	Penalty
Not succeeding in bringing the motorcycle in the Skybox/waiting zone:	Disqualification from the respective Qualifying Race/Race.

4. OFFICIALS AND PROCEDURES



4.12 Publication of Decisions

6. In the above-mentioned cases in §5, the following procedure will apply:
- Whenever possible**, riders will be notified **verbally** by the FIM Race Director when they finish the race.
 - The official results will be modified accordingly, with mention of rider(s) concerned and the imposed penalty.
 - The rider can appeal the decision within 30 minutes after the publication of the results.
 - Penalties given by the FIM Race Direction during track activities (practice and races) may be communicated on monitors. Such communications on time-keeping or other public screens shall be considered as valid notifications.**

In addition to 4.12:

4.12.MX FIM MXGP/MX2 Motocross World Championships

4.12.WMX FIM Women's Motocross World Championship

7. In the case of these other following infractions (statements of fact to which no protest is possible), the notification of a decision shall be different:

A. During Free Practice/Time Practice:

Offence (in alphabetical order)	Penalty
Non-respect of the waved yellow and/or medical and or green flag(s) / First offence during an event:	Loss of 2 positions in the respective Free Practice/Time Practice/ Race (*)
Non-respect of the waved yellow and/or medical and or green flag(s) / Any additional offence during the same event:	Loss of 10 positions in the respective Free Practice/Time Practice/ Race (*) for each additional offence.

~~(*)—positions and points corresponding to the new position in case of a race awarding points.~~

B. During a Qualifying Race/Race:

Offence (in alphabetical order)	Penalty
Non-respect of the waved yellow and/or medical and or green flag(s) / First offence during an event:	Withdrawal of 5 championship points (*)
Non-respect of the waved yellow and/or medical and or green flag(s) / Any additional offence during the same event:	Withdrawal of 10 championship points for each additional offence (*)

(*) points counting towards the FIM World Championship will be deducted from the World Championship Standings at the end of the event, according to the points gained and up to a maximum of 0 (zero) points in the current World Championship standings.

- 8. **Riders with no scored points will receive a €300 fine per offence. The fine must be paid to the FIM Delegate before the end of the technical verifications of the following event at which the rider will be present.**
- 9. **Penalties received by riders during the Free Practice and Time Practice will be carried out for the remainder of the event.**

C. In the case of a staggered re-start from the pit lane:

Offence (in alphabetical order)	Penalty
Stalling the motorcycle's engine when the re-start signal has been given:	Loss of the starting position.
Not succeeding in bringing the motorcycle in the pit lane (as of 5 minutes before the re-start):	Disqualification from the respective Qualifying Race/Race.
Receiving any assistance in the pitlane (as of 2 minutes before the re-start / including refuelling, handing over of goggles, gloves, water, etc.):	Disqualification from the respective Qualifying Race/Race.
Not being ready and not proceeding to the pit box (as of 2 minutes before the re-start):	Disqualification from the respective Qualifying Race/Race.
Proceeding to the pit box (as of 1 minute before the re-start):	Loss of the starting position.
Not proceeding to the pit box when having a mechanical failure or stalling the engine (as of 1 minute before the re-start):	Disqualification from the respective Qualifying Race/Race.
Overtaking another rider before the designated starting line:	Disqualification from the respective Qualifying Race/Race.

4.12.MXN FIM Motocross of Nations

10. In the case of these other following infractions (statements of fact to which no protest is possible), the notification of a decision shall be different:

A. At any time during the event:

Offence (in alphabetical order)	Penalty
Non-respect of the waved yellow and/or medical and or green flag(s) / First offence during an event:	Loss of 2 positions in the respective Free Practice/Time Practice/Race (*)
Non-respect of the waved yellow and/or medical and or green flag(s) / Any additional offence during the same event:	Loss of 10 positions in the respective Free Practice/Time Practice/Race(*) for each additional offence.

(*) positions and points corresponding to the new position in case of a race awarding points.

4.12.JMX FIM Junior Motocross World Championships/Cup

11. In the case of these other following infractions (statements of fact to which no protest is possible), the notification of a decision shall be different:

A. Any time during the event:

Offence (in alphabetical order)	Penalty
Non-respect of the waved yellow and/or medical flag(s)	Loss of 10 positions in the respective Free Practice/Time Practice/Race (*)

(*) positions and points corresponding to the new position in case of a race awarding points)

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4.13 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 practice and remain after the event until the completion of his duties.
 - b) The FIM Race Director must inspect the circuit and safety installations before practice begins (= circuit control).
 - c) The FIM Race Director is responsible for all communications between the Event Management and the Race Direction.
 - d) The FIM Race Director may make recommendations to the Event Management which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.
 - e) In exceptional circumstances occurring during a practice session and/or a race, the FIM Race Director may on his own initiative take decisions which affect or vary from the published programme, such as the duration, stopping and re-running of a practice session/race, the disqualification of a rider.

4.14 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 practice 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 will attend all meetings of the Race Direction, but without voting rights.

4.15 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 circuit, track or venue is in good condition, that all officials are present and ready to carry out their duties and that the safety, medical and control services are on duty.
 - e) The Clerk of the Course may make recommendations to the Race Direction/Event Management which affect or modify the published programme, such as the duration, the postponement, re-running, stopping of a practice session/race or abandonment of the event.
 - f) The Clerk of the Course, in consultation with the FIM Race Director, can prevent a rider or a motorcycle from starting, or order their withdrawal from the event if he considers such action necessary for safety reasons.
 - g) The Clerk of the Course must ensure that the FIM Regulations are respected; he may propose penalties to the Race Direction.
 - h) The Clerk of the Course can order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.
 - i) The Clerk of the Course must notify the Race Direction of all decisions to be taken or already taken, and of any protest handed over to him.
 - j) The Clerk of the Course must collate the reports and results from all officials and all other information necessary to present his report to the Race Direction, and to have the provisional results of the event approved.

4.16 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, in cooperation with the Clerk of the Course, will hold a briefing with the flag marshals.
 - d) The FIM Chief Flag Steward is the final arbiter in relation to flag marshal issues at the event.
 - e) The FIM Chief Flag Steward will attend all meetings of the Race Direction, but without voting rights.

4.17 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 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.

4.18 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 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 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 equipment must remain available until protest/appeal time has expired.

4. OFFICIALS AND PROCEDURES

4.19 Chief Timekeeper



4.19 Chief Timekeeper

1. The Chief Timekeeper must be holder of an FIM Timekeeper's licence.
2. The Chief Timekeeper and the timekeepers shall in particular:
 - a) Have the required knowledge and understanding of the FIM Motocross World Championship Regulations concerning the procedures, production, presentation and publication of the results of the respective FIM Championship/Cup.
 - b) Be qualified to use the timekeeping system of the event.
 - c) If requested to do so by the riders, examine their results and show them the recording of their lap times.
 - d) Produce the official results in accordance with the FIM Regulations 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.
3. After an event, the Chief Timekeeper, his staff and equipment must remain available until protest/appeal time has expired.

In addition to 4.19:

4.19.MX FIM MXGP/MX2 Motocross World Championships

4.19.WMX FIM Women's Motocross World Championship

4.19.MXN FIM Motocross of Nations

4. The Chief Timekeeper and the timekeepers are appointed by the FIM Championship Promoter.

4.19.JMX FIM Junior Motocross World Championships/Cup

4. The Chief Timekeeper and the timekeepers are appointed by the FMNR.

4.20 Environmental Steward

1. The Environmental Steward is appointed by the FMNR.
2. The Environmental Steward must be holder of an FIM Environmental Steward 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 Event Management.
 - f) May attend meetings, but without voting rights.
4. After an event, the Environmental Steward must remain available until protest time has expired.

4.21 FIM Medical Director

1. The FIM Medical Director at an event will be a member of the FIM Medical Commission and is appointed by the Director of the Medical Commission in consultation with the Director of the Motocross Commission.

A. Overall Role and Responsibilities

1. The duties of the FIM Medical Director at an MX event shall be:
2. To receive from the CMO a signed copy of the Circuit CMO Questionnaire (appendix F) and to ensure that the facilities comply with it.
3. To inspect the circuit with the CMO and Race Director the day before the first practice session. A further check will be made no later than 30 minutes before the first practice session and at least 15 minutes before the start of subsequent session or race each day to ensure that all medical facilities and staff including the Medical Centre are ready to function and in accordance with the agreed medical plan and the Medical Code, and to report any shortcomings to the CMO, Race Director and FIM Delegate.
4. To obtain from the CMO at the end of each practice session or race a list of injured competitors and to ensure that the list of unfit competitors established by the Medical Director is up to date to ensure unfit competitors are not allowed on the circuit.
5. To attend serious incidents with the CMO or his nominated deputy and render such assistance as may be necessary and to deal with any issues with the medical service around the circuit. A motorcycle or quad if possible should be provided to facilitate this.
6. To observe the promptness and appropriateness of rescue actions and interventions during the event. Whenever possible the Medical Director should be able to watch each race on television with the Race Director to ensure maximum coverage and facilitate rapid decision making.
7. To examine with CMO all competitors listed as injured (Unfit Competitors/Riders List) who wish to compete and to assess and agree their fitness to do so.
8. To attend meetings of the Race Direction.
9. To observe and advise regarding the appropriate application of the Medical Code.
10. To inform the Race Direction and, if necessary, the FIM Medical Commission of any medical arrangement that contravenes the FIM Medical Code.
11. To advise regarding the fitness to compete, or otherwise, of an injured competitor.

B. Rules of Engagement

1. The Medical Director will work in co-operation with the Race Director and FIM Delegate.
2. The Medical Director will report to the Race Director and FIM Delegate any necessary interventions regarding the medical service.
3. The Medical Director is the final arbiter in relation to medical issues at the event.
4. The Medical Director is independent of the promoter, the organizer and the teams.
5. The Medical Director is a member of the FIM International Medical Commission.
6. The Medical Director is responsible to the FIM.
7. The Medical Director is not responsible for the treatments of the medical service but will ensure that it is sufficient, appropriate and in accordance with the FIM Medical Code.
8. The Medical Director will report any concerns or deficiencies relating to the event medical service provision to the Race Director and FIM Delegate and present proposals to resolve such concerns.
9. In extreme circumstances the Medical Director may in collaboration with the Race Director propose to the Event Management to delay the practice sessions or races or in exceptional circumstances recommend its cancellation.
10. The CMO has the overall responsibility for the medical service.
11. In any case of uncertainty, the Medical Director will contact the Director of the FIM Medical Commission or a medical colleague of the Bureau of the FIM Medical Commission.
12. The Medical Director will send the list of fit and unfit riders to the Medical Commission Coordinator and other relevant officials for onward transmission to the CMO at the following event.
13. The Medical Director will be provided with accident and injury statistics from each event and forward these to the CMI Coordinator for collation.
14. The Medical Director will provide a report to the CMS & CMI Coordinators, CMI Director, CMS Director, Race Director and the Promoter following each event.
15. The Medical Director is available for medical questions and advice for riders, teams and the Promoter and other and will liaise with the CMO and the local medical services on their behalf.

4. OFFICIALS AND PROCEDURES
4.22 FIM Medical Director



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16. The Medical Director will, if necessary, attend the hospital to ensure the prompt and appropriate treatment of riders and officials if required and to ascertain the arrangements for repatriation.
 17. The Medical Director will ensure that arrangements are in place to receive information and updates from the hospitals regarding the condition of injured riders.
 18. The Medical Director will provide advice regarding anti-doping requirements to the riders, their doctors, their teams and the CMO.
 19. The overall aim of the Medical Director is to ensure that all participants are provided with rapid, appropriate and all necessary medical care of the highest standard at each event.
 20. 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.

C. Other Duties, Roles and Responsibilities Before and During an Event

1. Prior to the event the Medical Director must receive the CMO Questionnaire as required by and in accordance with the FIM Medical Code.
2. Any injured rider must first be seen and assessed by the official event medical service and CMO for emergency treatment and be declared fit or unfit to compete as appropriate. He may then attend any other doctor of his choice. If the CMO advises against this, the rider must sign a declaration that he is seeking other advice and treatment (Appendix C). If necessary the Medical Director is able to overrule the CMO.
3. Any rider, who, after treatment by a doctor not part of the event medical service, wishes to ride, must first obtain authorization for this from the CMO of the event or his deputy, who should consider any recommendation by the doctor treating him. A full report has to be given in writing to the Medical Director.
4. Please refer to the current FIM Medical Code regarding the schedule of the FIM Medical Director.

4.22 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:
 - 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 at which he is appointed.
 - e) Have to attend the circuit control together with the FIM Medical Director and the Clerk of the Course one day prior to the first practices.
 - f) Inspect, together with the FIM Medical Director, all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the event.
 - g) Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
 - h) Ensure that all medical/paramedical services are briefed prior to the first practice session, as well as debriefed after the event.
 - i) Give information and recommendations to the Race Direction on injured riders and all aspects of the event which may have potential medical consequences 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

4.22 Chief Medical Officer



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- 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. 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 are in accordance with the FIM Medical Code. Please, also refer to the current FIM Medical Code.

4.23 Centre Medical Mobile

1. The CENTRE MEDICAL MOBILE and its personnel have attended Motocross events and have gained a considerable reputation over many years among riders and support staff.
2. The CENTRE MEDICAL MOBILE has X-Ray, ultrasound and treatment facilities. Its staff has considerable experience in treating riders' injuries and illnesses. Many riders may prefer treatment by the CENTRE MEDICALE MOBILE staff to treatment by others.
3. The parties involved in the FIM MXGP & MX2 World Championships fully support the CENTRE MEDICAL MOBILE staff and the CENTRE MEDICAL MOBILE will be in attendance at events with the full co-operation of the FIM, event organisers and CMOs.
4. The CMO must declare riders medically fit or unfit. The CENTRE MEDICAL MOBILE staff will treat those riders who wish to be treated by them.
5. The CENTRE MEDICAL MOBILE staff will give a medical report to the CMO after assessment and treatment. A rider who has been declared medically unfit to race, who after treatment by the CENTRE MEDICAL MOBILE staff then wishes to compete, must present himself back to the CMO for re-examination.

4.24 FMN Delegates

4.24.JMX FIM Junior Motocross World Championships/Cup

6. Each FMN which has a rider participating in the event is entitled to be represented by one (1) national Delegate.
7. FMN Delegates are appointed by their FMN and must be holder of an FIM Motocross Sporting Steward licence.
8. The FMNs must inform the FIM Administration in writing of the name of their Delegate prior to the event. A copy of the written FMN nomination must be handed over by the Secretary to Race Direction to the FIM Delegate.
9. The authority and duties of the FMN/FMNR Delegate are:
 - a) The FMN/FMNR Delegate represents his FMN and the riders entered by that FMN.
 - b) The FMN/FMNR Delegate may attend the open meetings of the Race Direction, as an observer.
 - c) The FMN/FMNR Delegate must explain his questions to the FIM Delegate so that the Race Direction is aware of all circumstances.
 - d) The FMN/FMNR Delegate is entitled to receive passes to be present and to be able to carry out his duties during the event.
 - e) During the entire event, the FMN/FMNR Delegate is entitled to receive documents related to the event, including the Jury Minutes.
10. After an event, the FMN/FMNR Delegates must remain available until protest/appeal time has expired.

4.25 Flag Marshals /Sector Marshals

1. Flag Marshals are appointed by the FMNR/organiser.
2. It is recommended that Flag Marshals/**Sector Marshals** be holder of an FMNR Flag Marshal's licence. The minimum age for Flag **and Sector** Marshals is 18 years.
3. Flag Marshals/**Sector Marshals** must have participated in a briefing with the FIM Chief Flag Steward, the Clerk of the Course and/or a qualified official nominated by him.
4. For each Flag Marshal post/**sector**, 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 a minimum of two marshals available per post: one Flag Marshal (using a flag) and one marshal (without a flag) to give assistance to a rider in the interests of safety. One or more additional marshals are recommended at jumps.
7. However, the position/**sector** and occupation of each post/**sector** 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/**sector** may be modified at any time.
8. In addition to the required number of Flag Marshals, there should be a minimum of five Sector Marshals present at the event.
9. The FIM Race Director, the Clerk of the Course, the FIM Chief Flag Steward and the Chief Flag Marshal will define the different sectors of the course during the circuit control. If deemed necessary, the sectors may be modified at any time.
10. After an event, the Sector Marshals and Flag Marshals must remain available until protest/ appeal time has expired.

4.26 Official Signals

1. Official board signals shall be given by means of a black board with a white block number 2, 1, 15 and 5 on both sides. These boards, provided by the FIM Championship Promoter, must be produced to a high standard and be clearly readable.

Signal	Meaning
"15 SECONDS" board (At the start)	15 seconds until the starting procedure enters its final phase.
"5 SECONDS" board (At the start)	The starting gate will drop within the next 5 to 10 seconds.
"END FINISH ZONE" board (At the finish)	Riders must continue at race speed until they have passed this board. Slowing down abruptly or stopping before is not allowed unless it is ordered by an official.

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

Signal	Meaning
Red flag	All riders must stop racing and go to the area indicated by the officials.
<ul style="list-style-type: none"> • All false starts must be indicated by waving a red flag. • The red flag is superior to all flags. 	
Black flag and a board with a rider's number on it	Rider in question to stop racing and leave the circuit using the pit lane or access from the circuit to the paddock.
Yellow flag, held stationary	Danger, ride cautiously.
(A yellow stationary flag will be displayed for maximum 5 minutes at the beginning of the first free practice session and during the sighting lap which precedes a qualifying race or a race)	
Yellow flag, waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed; therefore jumps should not be attempted.
• The waved yellow flag is superior to the stationary yellow flag.	
Medical flag (Displayed in an area of concern)	Medical staff on the track, proceed with extreme caution. Riders must roll each jump individually and neither accelerate, nor overtake until past the area of concern and the green flag (if displayed at the end of the area).
<ul style="list-style-type: none"> • A medical flag must be available at each flag marshal post. • The medical flag is superior to the stationary and waved yellow flags. 	
Blue flag, waved	Warning, you are about to be lapped. Hold your line.

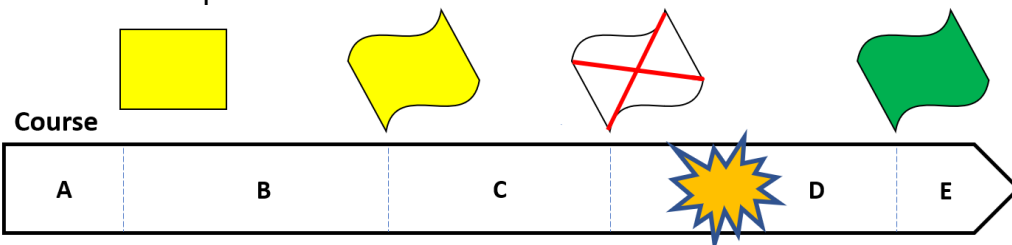
4. OFFICIALS AND PROCEDURES
4.26 Official Signals



<ul style="list-style-type: none"> • The blue flag must be used by supplementary flag marshals, specialised for this flag only. • A blue stationary flag may be displayed during the sighting lap which precedes a qualifying race or a race. 	
Green flag: held stationary (In case of a Race)	Course clear for the start of the race.
Green flag: waved (At the finish, during a combined Free and Time Practice)	Beginning of Time Practice.
Green flag: waved. (When displayed at the end of an area of concern, indicated by the medical flag)	Riders can resume racing once past this flag.
<ul style="list-style-type: none"> • The green flag can only be used by an Official, specialised for this flag only. 	
Black and white chequered flag	End of the practices, the qualifications, the warm-up, the race.

3. Whenever deemed necessary and if conditions allow, a waved green flag may be displayed by designated officials at sufficient distance from the area of concern indicated by the medical flag.

4. Practical example:



Zone A:	No flag displayed. Riders are racing.
Zone B:	Stationary yellow flag displayed. Danger ahead: riders must ride cautiously.
Zone C:	Waved yellow flag displayed. Great danger ahead: riders must significantly reduce speed and be prepared to stop. They cannot overtake any other riders and should not attempt any jumps.
Zone D:	Waved medical flag displayed. Medical staff on the course: riders must proceed with extreme caution and roll each jump individually until past the area of concern.
Zone E:	Waved green flag displayed. Riders are now at sufficient distance from the area of concern and may resume racing again once past the waved green flag.

4. OFFICIALS AND PROCEDURES

4.26 Official Signals



5. Whenever no green flag is displayed past the area of concern indicated by the medical flag, riders can resume racing once they have passed the area.
6. Whenever several flags are displayed in the same area, the superior flag always takes precedence over the other flag(s).
7. The non-respect by a rider (riders) of the waved yellow and/or the medical flag and/or the green flag will be considered as a statement of fact to which no protests are possible.
8. The Pantones for the colours are as follows:
 - Black: Pantone Black C.
 - Blue: Pantone 286 C.
 - Red: Pantone 186 C.
 - Yellow: Pantone Yellow C.
 - Green: Pantone 348 C.
 - White: Pantone White C.

In addition to 4.26:

4.26.MX FIM MXGP/MX2 Motocross World Championships

4.26.WMX FIM Women's Motocross World Championship

4.26.MXN FIM Motocross of Nations

Signal	Meaning
"2 MINUTES" Board (In the Skybox, prior to the sighting lap)	Everyone except one team member per rider, the person holding the rider/team board, the television crew and the essential officials must leave the lower floor of the Skybox.
	Riders get ready for their sighting lap.
"1 MINUTE" Board (In the Skybox, prior to the start)	Everyone except the riders, the television crew and the essential officials must leave the lower floor of the Skybox.
	The starting gate is cleared.
	The riders prepare for the start.
"5 MINUTES" Board (Restart from the pit lane)	All the riders taking the restart must be in the pit lane.
	The riders are lined up for the restart.
"2 MINUTES" Board (Restart from the pit lane)	All team staff must leave the pit lane and stand back in their pit box.
	Any assistance to a rider in the pit lane is prohibited (including the handing over of goggles, gloves or water).
"1 MINUTE" Board (Restart from the pit lane)	1 minute until the restarting procedure enters its final phase.
	The riders start their engines.
	The riders are under the starter's orders.

4.26.MX FIM MXGP/MX2 Motocross World Championships
4.26.WMX FIM Women's Motocross World Championship

A. Free Practice /Time Practice

9. The non-respect by a rider (riders) of the waved yellow and/or the medical flag and/or the green flag will be sanctioned as follows:
- a) First offence during an event: drop of 2 positions in the respective practice.
 - b) Any additional offence during the same event: drop of 10 positions in the respective practice for each additional offence.
 - c) for the rider(s) in question.
10. The penalty will not be carried over to the next event.

B. Qualifying Race /Race

11. The non-respect by a rider (riders) of the waved yellow and/or the medical flag and/or the green flag will be sanctioned as follows:
- d) First offence during an event: withdrawal of 5 championship points
 - e) Any additional offence during the same event: withdrawal of 10 championship points for each additional offence.
 - f) for the rider(s) in question.

4.26.MXN FIM Motocross of Nations

12. The non-respect by a rider (riders) of the waved yellow and/or the medical flag and/or the green flag will be sanctioned as follows:
- g) First offence during an event: drop of 2 positions in the respective practice/race (positions and points corresponding to the new position in case of a race awarding points);
 - h) Any additional offence during the same event: drop of 10 positions in the respective practice/race (positions and points corresponding to the new position in case of a race awarding points);
 - i) for the rider(s) in question.

.4.26.JMX FIM Junior Motocross World Championships/Cup

Signal	Meaning
"2 MINUTES" Board (In the waiting zone, prior to the sighting lap)	2 minutes until the riders leave the waiting zone for the sighting lap or take their position at the starting gate.
	Riders get ready.

4. OFFICIALS AND PROCEDURES
4.26 Official Signals



"1 MINUTE" Board (In the waiting zone, prior to the start)	1 minute until the riders leave the waiting zone to take their position at the starting gate.
	The riders prepare for the start.

12. The non-respect by a rider (riders) of the waved yellow and/or the medical flag and/or the green flag will be sanctioned: loss of 10 positions in the respective practice/race for the rider(s) in question (positions and points corresponding to the new position in case of a race awarding points).

5. RUNNING OF THE EVENT
5.1 Administrative Control



5. RUNNING OF THE EVENT
5.1 Administrative Control

1. Riders entered in an event may be required to present their FIM Motocross World Championship/Cup licence, and/or to sign an individual entry form during an administrative control carried out by the FIM/FMNR/Organisers and/or the FIM Championship Promoter.
2. It is necessary to confirm whether all the riders present at the event:
 - a) Are in possession of a valid FIM Motocross World Championship/Cup licence.
 - b) Have duly completed the official FIM Motocross World Championship/Cup entry form.

In addition to 5.1:

5.1.MX FIM MXGP/MX2 Motocross World Championships

5.1.WMX FIM Women's Motocross World Championship

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

5.1.JMX FIM Junior Motocross World Championships/Cup

5.1.MXN FIM Motocross of Nations

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

5. RUNNING OF THE EVENT
5.2 FIM Laissez-Passer



5.2 FIM Laissez-Passer

1. The FIM MXGP, MX2, Women's Motocross World Championships, the FIM Junior Motocross World Championships/Cup and the FIM Motocross of Nations are covered by a contract signed by the FIM.
2. Therefore, and for security and practical reasons, only passes issued by the FIM Contractual Partner are valid.

In addition to 5.2:

5.2.MX FIM MXGP/MX2 Motocross World Championships

5.2.WMX FIM Women's Motocross World Championship

5.2.MXN FIM Motocross of Nations

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.

5.2.JMX FIM Junior Motocross World Championships/Cup

3. Passes issued by the Organiser may also be used with the approval of the FIM Contractual Partner.

5.3 Preliminary Technical Verifications

1. Prior to practice, a technical control must be carried out in accordance with the procedure and the times fixed in the FIM Motocross Technical Regulations, the **FIM Sound Regulations** and/or the Supplementary Regulations of the event.
2. The technical verifications must be held on the site of the event.
3. The rider and/or the mechanic and/or the team manager must attend the Technical Verifications.
4. During these technical verifications, a rider must present for verification his helmet, his full upper body protection equipment and his racing jersey.
5. A rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.
6. During the event and per class, riders are allowed to use only the motorcycle(s) presented in their name and number at technical control.
7. For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per motorcycle. Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.
8. At any point in time during the event:
 - a) No rider shall be allowed to compete on any other motorcycle than the one(s) that has(have) been presented at technical control in his name and number.
 - b) On request of the FIM Technical Director/Chief Technical Steward, a rider must present himself and/or their motorcycle(s) and/or equipment to the technical verification.
 - c) A rider will be responsible for keeping his motorcycle(s) and/or equipment in conformity with the rules.
 - 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 Race Direction **may** disqualify a motorcycle of which the construction or condition is considered to be or may become a source of danger.

In addition to 5.3:

5.3.MX FIM MXGP/MX2 Motocross World Championships

5.3.WMX FIM Women's Motocross World Championship

5.3.MXN FIM Motocross of Nations

9. Each rider must present one motorcycle in his name and number at technical control. There are two possibilities for a second motorcycle, which must be of the same make, type and cylinder capacity as the first one:
 - a) Riders may present at technical control a second motorcycle in their name and number.
 - b) Teams may present at technical control a second motorcycle to be used by two or more riders. In this case, the team presenting the motorcycle must inform the Technical Stewards of the names and numbers of the riders eligible to use this motorcycle.
10. Random sound controls will be carried out on Friday.
11. The maximum limit of the pre-race sound level is fixed at:
 - MXGP / MX2 / WMX: **114 dB/A (Target 112 dB/A + 2 dB/A for the precision of the method)**, for all engine types).
12. Riders may change motorcycles at any time except during a race.
13. Before a race, a rider can change motorcycle up to the moment that he crosses the rear wheel barrier with his motorcycle to take his position behind the starting gate. Changing motorcycles during a race is prohibited.

5.3.JMX FIM Junior Motocross World Championships/Cup

9. Each rider is restricted to one single motorcycle which must be presented in his name and number at technical control.
10. The maximum limit of the pre-race sound level is fixed at:
 - JMX65 / JMX85: **111 dB/A (Target 109 dB/A + 2 dB/A for the precision of the method)**.
 - JMX125: **114 dB/A (Target 112 dB/A + 2 dB/A for the precision of the method)**.

5. RUNNING OF THE EVENT



5.4 Motorcycle testing by riders and/or team members

5.4 Motorcycle testing by riders and/or team members

1. Riders and/or team members may only test their motorcycles in the designated test area and respecting local restrictions. Testing in the paddock is prohibited.
2. Only motorcycles presented at the technical verifications and approved for the event are allowed within the designated test area.
3. Such testing is not part of the official programme of the event and is undertaken at the riders' and/or team members' own risk.
4. The designated test area is to be used for testing purposes only.
5. **Unless otherwise stated, start practices as well as the use of start platforms will not be allowed in the designated test area.**
6. Riders and team members are responsible for wearing at least a helmet, goggles, boots and gloves whenever testing a motorcycle in the designated test area. The use of additional protective wear is recommended.
7. Riders and team members are expected to conduct themselves in a responsible manner and ensure that they do not endanger or cause any damage to anybody in the area.
8. Racing and aggressive or reckless riding in the test area are prohibited at all times and will be penalised.
9. Riders will be held responsible for any harm and/or damage they or their team members cause within the designated test area.

5. RUNNING OF THE EVENT
5.5 Special Medical Examination



5.5 Special Medical Examination

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

5. RUNNING OF THE EVENT



5.6 Circuit Control

5.6 Circuit Control

1. A circuit control will be carried out by the Race Direction the day preceding the Free Practices (generally at 15:00 p.m., or at any other time set by the latter).
2. If deemed necessary, a second circuit control can be carried out.
3. 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.
4. If the Chief Medical Officer is not present, the organiser must be prepared to discuss any topics related to the medical set-up around the track: positions and number of staff for each ground post, evacuation of injured riders, etc.
5. If the Chief Flag Marshal is not present, the Clerk of the Course must be prepared to discuss any topics related to the flag marshals: number of marshals, positions, **sectors marshals' positions** etc.
6. Members of the Event Management, the FIM Stewards Panel, Representatives of 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.
7. The FIM Delegate, together with the FIM Race Director, must prepare the Circuit Control Report.
8. When the course has been approved and homologated for the event, the FIM Race Director must prepare the Circuit Inspection Report and hand it over to the FIM Delegate.

5. RUNNING OF THE EVENT

5.7 Meeting with the Organisers / Race Direction Meetings



5.7 Meeting with the Organisers / Race Direction Meetings

1. Generally, the meeting with the organisers will be held together with the first meeting of the Race Direction. However, if the Race Direction deems it necessary, separate meetings can be organised.
2. The Members of the Race Direction, the Event Management and FIM Stewards Panel, the FIM Deputy Race Director 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, the Press Officer, representatives of the FIM Championship Promoter and the organisers, etc.
4. All the Officials participating in these meetings must be fully prepared to discuss any topics related to their respective duties.

In addition to 5.7:

5.7.JMX FIM Junior Motocross World Championships/Cup

5. FMN Delegates may be invited to attend these meetings.

5.8 Filming with On-Board Cameras

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

5. RUNNING OF THE EVENT
5.9 Riders' Briefing



5.9 Riders' Briefing

1. All the information related to the event will be sent to the riders and officials **electronically. 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.

In addition to 5.9:

5.9.MX FIM MXGP/MX2 Motocross World Championships

5.9.WMX FIM Women's Motocross World Championships

5.9.MXN FIM Motocross of Nations

3. It is the responsibility of each rider and team to attend the start procedure demonstration, be aware of all information given and follow all instructions issued in the "electronic briefing".
4. A separate briefing may be held with the local riders ("Wild-Card" riders) whose participation is recommended. The time and place of this briefing will be decided by the Race Direction.
5. **If deemed necessary by the Race Direction, additional meetings in person with riders and Teams can also be held.**

5.9.JMX FIM Junior Motocross World Championships/Cup

3. An additional mandatory briefing may be held with all the riders. The time and place of this briefing will be decided by the Race Direction.
4. It is the responsibility of each rider and team to attend this additional briefing and demonstration of the start procedure, be aware of all information given and follow all instructions issued the "electronic briefing" and the additional recommended briefing.
5. It is strongly recommended that FMN Delegates read the "electronic briefing" and attend the additional mandatory riders' briefing.

5. RUNNING OF THE EVENT
5.10 Practice / Practice Restrictions



5.10 Practice / Practice Restrictions

1. During the event, riders and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races.

5. RUNNING OF THE EVENT
5.11 Practice



5.11 Practice

5.11.MX FIM MXGP/MX2 Motocross World Championships

1. The maximum number of riders in each Free/Time Practice session is 40.

5.11.WMX FIM Women's Motocross World Championship

1. The maximum number of riders in each Free/Time Practice session is 50.

5.11.JMX FIM Junior Motocross World Championships/Cup

1. In each class (JMX65, JMX85 and JMX125), one separate Free/Time Practice session must be provided.
2. The maximum number of riders in each Free/Time Practice session is 50.
3. If there are less than or up to 50 riders present in a class, the riders will compete in one Group:

A. Up to 50 riders (One Qualifying Group)

4. If there are up to 50 riders present in a class, there will be one Group only.

B. More than 50 riders (Two Qualifying Groups)

5. If there are more than 50 riders present in a class, the riders will be allocated to Groups A and B by ballot:
 - Group A
 - Group B
6. Should there be an odd number of riders to divide; Group A will consist of one more rider than Group B.
7. Riders may not change Group.

5.11.MXN FIM Motocross of Nations

1. There will be three Qualifying Groups: MXGP, MX2 and "Open".
2. For each Group, one separate Free Practice session must be provided.
3. The maximum number of riders in each Group is 50.
4. Riders may not change Group.

5.12 Camera-On-Boards-Lap Session

1. The FIM Championship Promoter may schedule a separate “Camera-On-Board-Laps-Session” in the programme.
2. In that case, a rider/riders may be asked by the FIM Championship Promoter to do the “Camera-on-Board-Laps-Session” with a on-board camera.
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. The rider must take the start from the area indicated by the officials.
5. Officials, flag marshals and medical staff must remain on their positions during the “Camera-On-Board-Laps-Session”.
6. The FIM shall not be held liable in case of any incidents in connection with the use of these cameras.

5.13 Qualifying

5.13.MXGP FIM MXGP Motocross World Championship

1. OAT riders are riders entered by a team to participate in all the rounds of the FIM MXGP Motocross World Championship.
2. Wild-Card riders are riders entered by a team or individually to participate in selected rounds of the FIM MXGP Motocross World Championship.

5.13.1.MXGP Up to 40 riders present

3. Qualifying in the MXGP class will involve a Time Practice and a Qualifying Race for all the riders, whether OAT or Wild-Card riders.
4. Riders will qualify for their starting positions in the Qualifying Race according to their best result in the Time Practice. In case of ties, the second-best times will be taken into consideration:

MXGP	Positions	Result
Time Practice 25 minutes / Maximum 40 riders	1 to 40	Determine the starting positions for the Qualifying Race

5. If, for unforeseen reasons, a rider does not score any qualification time in the Time Practice, he will be placed last on the starting gate for the Qualifying Race (behind the riders who have scored a result in Time Practice). If several riders are concerned, the times set in Free 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.
6. If the Time Practice is cancelled for any reason, times from the Free Practice will be used as qualifying times for the Qualifying Race.
7. In proven exceptional cases of force majeure where a rider does not participate in the Free and Time Practices, he may be admitted by the Race Direction to participate in the Qualifying Race. 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 Qualifying Race). If several riders are concerned, then a ballot will decide upon their starting position.
8. A rider who has been disqualified from the Qualifying Race may be permitted to take part in the Races. He will then be placed last on the starting gate. If several riders are concerned, the times firstly set in Time Practice and secondly Free Practice will be considered.
9. In proven exceptional cases of force majeure where a rider present does not participate in the Qualifying Race, he may be admitted by the Race Direction to participate in the Warm-up.

5.13.2.MXGP More than 40 riders present

A. OAT Riders

- 10. Qualifying for the OAT riders will involve a Time Practice and a Qualifying Race.
- 11. The OAT riders present will qualify for their starting positions in the Qualifying Race according to their best result in the Time Practice. In case of ties, the second-best times will be taken into consideration:

MXGP	Positions	Result
Time Practice OAT riders 25 minutes / X riders	1 to X	Determine the starting positions from 1 to X for the Qualifying Race

- 12. If, for unforeseen reasons, an OAT rider does not score any qualification time in the Time Practice, he will be placed last on the starting gate for the Qualifying Race (behind the OAT riders who have scored a result in Time Practice). If several OAT riders are concerned, the times set in Free Practice will be taken in consideration. Should there still be OAT riders without any times after this procedure, then a ballot will decide upon their starting position.
- 13. If the OAT riders' Time Practice is cancelled for any reason, times from their Free Practice will be used as qualifying times for the Qualifying Race.
- 14. In proven exceptional cases of force majeure where an OAT rider does not participate in the Free and Time Practices, he may be admitted by the Race Direction to participate in the Qualifying Race. He will then be placed last on the starting gate, (behind the OAT 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 Qualifying Race). If several OAT riders are concerned, then a ballot will decide upon their starting position.
- 15. In proven exceptional cases of force majeure where an OAT rider present does not participate in the Qualifying Race, he may be admitted by the Race Direction to participate in the Warm-up.
- 16. An OAT rider who has been disqualified from the Time Practice/Qualifying Race may be permitted to take part in the Races. He will then be placed last on the starting gate. If several riders are concerned, the times firstly set in Time Practice and secondly Free Practice will be considered.

B. Wild-Card riders

- 17. Qualifying for the Wild-Card riders will involve a combined Free/Time Practice.

5. RUNNING OF THE EVENT



5.13 Qualifying

18. Wild-Card riders will qualify for the remaining available positions in the Qualifying Race according to their best result in the Time Practice. In case of ties, the second-best times will be taken into consideration:

MXGP	Positions	Result
Combined Free/Time Practice Wild-Card riders 20/25 minutes / Maximum 40 riders	1 to 40	Determine the Wild-Card riders' starting positions from the first available position behind the OAT riders (X) to position 40 for the Races

19. The two best non-qualified Wild-Card riders will be designated first and second reserve rider for the Qualifying Race/Races according to their result in the Time Practice.
20. Wild-Card riders must score a result in Time Practice otherwise they will not be placed in the results and lose any chance of participating in the Qualifying Race.
21. If the Qualifying Race is cancelled for any reason, results from the Time Practice will be used as qualifying results for the Races, according to the same principle as above (positions 1 to X: for OAT riders and then the remaining positions up to 40 for the Wild-Card riders).
22. A Wild Card rider who has been disqualified from the Qualifying Race may be permitted to take part in the Races. He will then be placed last on the starting gate. If several riders are concerned, the times firstly set in Time Practice and secondly Free Practice will be considered.

5.13.3.MXGP Up to 40 riders present

23. There will be no reserve riders.
24. Riders will qualify for their starting positions in the Races according to their result in the Qualifying Race:

MXGP	Positions	Result
Qualifying Race 20 minutes + 2 laps / Maximum 40 riders	1 to 40	Determine the starting positions for the Races

5.13.4.MXGP More than 40 riders present

25. Reserve riders may take the place of any qualified Wild-Card riders who cannot participate in the Qualifying Race.
26. However, if an OAT rider has withdrawn from the event, has sustained an injury and been declared medically unfit for the remainder of the entire event or is not present in the waiting zone/SkyBox when the access has been closed prior to the Qualifying Race, he may be replaced by a reserve rider.

5. RUNNING OF THE EVENT
5.13 Qualifying



27. Riders will qualify for their starting positions in the Races according to their result in the Qualifying Race:

MXGP	Positions	Result
Qualifying Race 20 minutes + 2 laps / Maximum 40 riders	1 to 40	Determine the starting positions for the Races

5.13.4.MXGP In both cases

28. FIM World Championship points will be awarded to the riders finishing the Qualifying Race in positions 1 to 10 (Please also refer to “In addition to” 5.35).
29. If the Qualifying Race is cancelled for any reason and the results from the Time Practice are being used as qualifying results for the Races, no FIM World Championship points will be awarded.
30. If, for unforeseen reasons, no qualification results are obtained before the Warm-Up, then the latter may be treated as Qualifying session for the Grand Prix Races considering that there should be a separate qualifying session for the OAT and Wild-Card riders according to the principles above:

MXGP	Positions	Result
Free and Qualifying Practice OAT riders X minutes / X riders	1 to X	Determines the OAT riders' starting positions 1 to X for the Races
Free and Qualifying Practice Wild-Card riders X minutes / Maximum 40 riders	1 to 40	Determine the Wild-Card riders' starting positions from the first available position behind the OAT riders (X) to position 40 for the Races
		Determine the first and second reserve riders (if any)

31. The Event Management will decide upon any modifications to the time schedule.

5. RUNNING OF THE EVENT
5.13 Qualifying



5.13.MX2 FIM MX2 Motocross World Championship

1. Qualifying in the MX2 class will involve a Time Practice and a Qualifying Race.
2. Riders will qualify for their starting positions in the Qualifying Race according to their best result in the Time Practice. In case of ties, the second-best times will be taken into consideration:

MX2	Positions	Result
Time Practice 20 minutes / Maximum 40 riders	1 to 40	Determine the starting positions for the Qualifying Race

3. FIM World Championship points will be awarded to the riders finishing the Qualifying Race in positions 1 to 10 (Please also refer to “In addition to” 5.35).
4. If, for unforeseen reasons, a rider does not score any qualification time in the Time Practice, he will be placed last on the starting gate for the Qualifying Race (behind the riders who have scored a result in Time Practice). If several riders are concerned, the times set in Free 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.
5. If the Time Practice is cancelled for any reason, times from the Free Practice will be used as qualifying times for the Qualifying Race.
6. In proven exceptional cases of force majeure where a rider does not participate in the Free and Time Practices, he may be admitted by the Race Direction to participate in the Qualifying Race. 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 Qualifying Race). If several riders are concerned, then a ballot will decide upon their starting position.
7. Riders will qualify for their starting positions in the Races according to their result in the Qualifying Race:

MX2	Positions	Result
Qualifying Race 20 minutes + 2 laps / Maximum 40 riders	1 to 40	Determine the starting positions for the Races

8. If the Qualifying Race is cancelled for any reason, results from the Time Practice will be used as qualifying results for the Races.
9. A rider who has been disqualified from the Qualifying Race may be permitted to take part in the Races. He will then be placed last on the starting gate. If several riders are concerned, the times firstly set in Time Practice and secondly Free Practice will be considered.

5. RUNNING OF THE EVENT

5.13 Qualifying



10. In proven exceptional cases of force majeure where a rider does not participate in the Qualifying Race, he may be admitted by the Race Direction to participate in the Warm-up.
11. If, for unforeseen reasons, no qualification results are obtained before the Warm-Up, then the latter may be treated as a Qualifying session for the Grand Prix Races. The Event Management and the Race Direction will decide upon any modifications to the time schedule and qualifying criteria.

5.13.WMX FIM Women's Motocross World Championship

5.13.1.WMX Up to 42 riders present

1. Qualifying will involve a Time Practice:

WMX	Positions	Result
Time Practice 25 minutes / Maximum 42 riders	1 to 40	Are qualified for the Races
	41	First reserve rider
	42	Second reserve rider

2. Riders will qualify for their starting positions in the Races according to their best result in the Time Practice. In case of ties, the **second-best** times will be taken into consideration.
3. If, for unforeseen reasons, a rider does not score any qualification time in the Time Practice, he will be placed on the last available position of the starters' list for the Races. If several riders are concerned, the times set in the Free 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.

5.13.2.WMX More than 42 riders/Up to 50 riders present

4. Qualifying will involve a Time Practice The riders must take part in Time Practice:

WMX	Positions	Result
Time Practice 25 minutes / Maximum 50 riders	1 to 40	Are qualified for the Races
	41	First reserve rider
	42	Second reserve rider
	As of 43	Are eliminated

5. Riders will qualify for their starting positions in the Races according to their best result in the Time Practice. In case of ties, the second-best times will be taken into consideration.
6. Riders must score a result in Time Practice otherwise they will not be placed in the results and lose any chance of participating in the Race.

5. RUNNING OF THE EVENT
5.13 Qualifying



5.13.3.WMX In both cases

7. If the Time Practice is cancelled for any reason, times from the Free Practice will be used as qualifying times for the Races.
8. If, for unforeseen reasons, no qualification results are obtained before the Sighting Laps session, then the latter may be treated as a Qualifying session for the Races. The Event Management and the Race Direction will decide upon any modifications to the time schedule and qualifying criteria.

5.13.JMX FIM Junior Motocross World Championships/Cup

1. In each class, qualifying will involve a Time Practice and a “Last Chance”.
2. A minimum of 10 non-qualified riders is necessary to run the “Last Chance”.

5.13.1.JMX Time Practice

3. All the riders must take part in Time Practice. In case of ties in time, the second-best time will be taken into consideration.
4. In each class, the Time Practice is as follows:

**A. Up to 42 riders / More than 42, up to 50 riders present
(One Qualifying Group)**

5. In the case that there are 42 or less riders present, the Race Direction may decide not to run the “Last Chance”. In that case, the procedure will be the following:

JMX	Positions	Result
Time Practice 30 minutes / Maximum 42 riders	1 to 40	Are qualified for the Races
	41	First reserve rider
	42	Second reserve rider

6. If the Time Practice is cancelled for any reason, times from the Free Practice will determine the starting order for the respective World Championship/Cup Races. The procedure will be the same as for the Time Practice.
7. In the case that there are more than 42 riders present, the “Last Chance” will be run. The procedure will then be the following:

JMX	Positions	Result
Time Practice 25 minutes / More than 42 riders Maximum 50 riders	1 to 36	Are qualified for the Races
	As of 37	Relegated to the “Last Chance”

5. RUNNING OF THE EVENT
5.13 Qualifying



**B. More than 50 riders present
(Two Qualifying Groups)**

8. In each Group, 18 riders will directly qualify according to the following model:

JMX	Positions	Result
Time Practice 20 minutes / Maximum 50 riders	1 to 18	Are qualified for the Races
	19 to 38	Relegated to the "Last Chance"
	39	Reserve rider for the "Last Chance"
	As of 40	Are eliminated

9. The rider awarded the "pole position" will be the fastest rider in the Time Practice, regardless of whether from Group A or B.
10. If, for unforeseen reasons, only Time Practice Group A is run, the 20 riders who qualified in this Time Practice will advance to the respective World Championship/Cup Races. The rider in 21st position will be first reserve. For the remaining non-qualified riders in Group B, the Free Practice results will be considered as decisive:

JMX	Positions	Result
Time Practice Group A 20 minutes / Maximum 50 riders	1 to 20	Are qualified for the Races
	21	First reserve rider
	As of 22	Are eliminated
Free Practice Group B 25 minutes / Maximum 50 riders	1 to 20	Are qualified for the Races
	21	Second reserve rider
	As of 22	Are eliminated

11. In this case, the rider awarded the "pole position" will be the fastest rider in Time Practice Group A.

5.13.2.JMX "Last Chance"

12. The order in which riders choose their starting gate for the "Last Chance" will be in order of their result set in the Time Practice.
13. From the "Last Chance", 4 riders will qualify and 2 reserves will be appointed according to the following model:

JMX	Positions	Result
"Last Chance" 10 minutes + 2 laps / Maximum 40 riders	1 to 4	Are qualified for the Races
	5	First reserve rider
	6	Second reserve rider
	As of 40	Are eliminated

14. If the "Last Chance" is cancelled for any reason, the results from the Time Practice of each Group will determine the starting order for the non-qualified

5. RUNNING OF THE EVENT
5.13 Qualifying



riders for their respective World Championship/Cup Races. The procedure will be:

JMX	Positions	Result
Time Practice Group A 20 minutes / Maximum 50 riders	19 to 20	Are qualified for the Races
	21	Reserve rider
	As of 22	Are eliminated
Time Practice Group B 25 minutes / Maximum 50 riders	19 to 20	Are qualified for the Races
	21	Reserve rider
	As of 22	Are eliminated

15. The first reserve rider will be the rider in 21st position from the fastest Group in the Time Practice, regardless of whether from Group A or B.

5.13.3.JMX In all cases of more than 50 riders present

16. If the Time Practice and “Last Chance” are cancelled for any reason, times from the Free Practice session in each Group will determine the starting order for the respective World Championship/Cup races. In that case, the procedure will be the following:

JMX	Positions	Result
Free Practice Group A 25 minutes / Maximum 50 riders	1 to 20	Are qualified for the Races
	21	Reserve rider
	As of 22	Are eliminated
Free Practice Group B 25 minutes / Maximum 50 riders	1 to 20	Are qualified for the Races
	21	Reserve rider
	As of 22	Are eliminated

17. In this case, the rider awarded the “pole position” will be the fastest rider in the Free Practice, regardless of whether from Group A or B.
18. The first and second reserve riders will be appointed according to the same principle.

5.13.MXN FIM Motocross of Nations

5.13.1.MXN Up to 36 teams present

1. In order to qualify for the FIM Motocross of Nations, teams must participate in the Qualifying Races and eventually the B-Final, scheduled respectively on the Saturday and the Sunday:
- MXGP class, Qualifying Race (20 minutes + 2 laps).
 - MX2 class, Qualifying Race (20 minutes + 2 laps).
 - “Open” class, Qualifying Race (20 minutes + 2 laps).
 - B-Final (20 minutes + 2 laps).
2. The teams will qualify for the FIM Motocross of Nations; according to the following model:

5. RUNNING OF THE EVENT



5.13 Qualifying

MX of Nations	Positions	Result
Qualifying Races 20 minutes + 2 laps	1 to 19	Are qualified for the FIM Motocross of Nations
	20 to 32	Will participate in the B-Final
	As of 33	Are eliminated
B-Final 20 minutes + 2 laps	1	Is qualified for the FIM Motocross of Nations
	2 to 13	Are eliminated

5.13.2.MXN More than 36 teams present

3. In order to qualify for the FIM Motocross of Nations, teams must participate in the Qualifying Races and eventually the B-Final and/or C-Final, scheduled respectively on the Saturday and the Sunday:
 - a) MXGP class, Qualifying Race (20 minutes + 2 laps).
 - b) MX2 class, Qualifying Race (20 minutes + 2 laps).
 - c) "Open" class, Qualifying Race (20 minutes + 2 laps).
 - d) B-Final (20 minutes + 2 laps).
 - e) C-Final (20 minutes + 2 laps).

4. The teams will qualify for the FIM Motocross of Nations according to the following model:

MX of Nations	Positions	Result
Qualifying Races 20 minutes + 2 laps	1 to 19	Are qualified for the FIM Motocross of Nations
	20 to 31	Will participate in the B-Final
	32 to 44	Will participate in the C-Final
	As of 45	Are eliminated
C-Final 20 minutes + 2 laps	1	Is qualified for the B-Final
	2 to 13	Are eliminated
B-Final 20 minutes + 2 laps	1	Is qualified for the FIM Motocross of Nations
	2 to 13	Are eliminated

5.13.3.MXN In both cases

5. Riders may not change Qualifying Race.
6. A ballot will decide upon the starting position of each team/rider.
7. In proven exceptional cases of force majeure where a team cannot participate in the Free Practices, its riders may be admitted by the Race Direction to participate in their respective Qualifying Race.
8. A total of 20 teams will qualify for the FIM Motocross of Nations, 19 teams according to their results in the Qualifying Races, as well as the winning team of the B-Final.
9. A maximum of 13 teams will qualify for the B-Final:

5. RUNNING OF THE EVENT



5.13 Qualifying

- a) When there is no C-Final: 13 teams will qualify according to their results in the Qualifying Races.
 - b) When there is a C-Final: 12 teams will qualify according to their results in the Qualifying Races, as well as the winning team of the C-Final (if any).
10. In proven exceptional cases of force majeure where a team cannot participate in the Qualifying Races, it may be admitted by the Race Direction to participate in:
 - a. The B-Final: provided that there is no C Final and that the maximum of 13 teams has not been reached.
 - b. The C-Final: provided that the maximum of 13 teams has not been reached.
 11. In all cases, the best two results of each team will be considered, irrespective of class.
 12. In case of a tie, the best result of the third rider will be considered.
 13. If a tie still exists, firstly, the best result of the MXGP, secondly the MX2 and thirdly the "Open" class will be considered.
 14. If one Qualifying Race is cancelled for any reason, the results from the two other Qualifying Races will be counted to determine the team's qualifying position. In case of a tie with another team, the best result of one of the two riders will be considered. If a tie still exists, firstly, the best result of the MXGP, secondly the MX2 and thirdly the "Open" class will be considered.
 15. If two Qualifying Races are cancelled for any reason, the results from the one Qualifying Race that has been run will be used to determine the team's qualifying position. This result will be counted together with the best lap time position of any of its two remaining riders in the Free Practice session. In case of a tie with another team, the best lap time position of each team's remaining third rider in the Free Practice session will be. If a tie still exists, firstly, the best result of the MXGP, secondly the MX2 and thirdly the "Open" class will be considered.
 16. If all Qualifying Races are cancelled for any reason, lap time positions from the three riders' Free Practice sessions will be used to determine the team's qualifying position, still according to the principle of the two best results.
 17. If the B-Final is cancelled for any reason, the remaining non-qualified teams will be classified according to their result in Qualifying. The first non-qualified team will then be designated the 20th team to qualify for the FIM Motocross of Nations.
 18. If the C-Final is cancelled for any reason, the remaining non-qualified teams will be classified according to their result in Qualifying. The first non-qualified team to reach the C Final will then be designated the 13th team to qualify for the B-Final.

5. RUNNING OF THE EVENT
5.13 Qualifying



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19. If, for unforeseen reasons, no qualification results are obtained before the Warm-Up, then the latter may be treated as qualifying session. The Event Management and the Race Direction will decide upon any modifications to the time schedule and qualifying criteria.

5. RUNNING OF THE EVENT
5.14 Reserve Riders



5.14 Reserve Riders

5.14.MXGP FIM MXGP Motocross World Championship

A. Up to 40 riders present

1. There are no reserve riders.

B. More than 40 riders present

2. Reserve riders are non-qualified Wild-Card riders who will be eligible to take the place of any qualified Wild-Card riders who cannot participate in a Qualifying Race/Race.
3. However, if an OAT rider has withdrawn from the event, has sustained an injury and been declared medically unfit for the remainder of the entire event or is not present in the waiting zone/SkyBox when the access has been closed prior to a Qualifying Race/Race, he may be replaced by a reserve rider.
4. Reserve riders for the Qualifying Race/Races are nominated after the Time Practice according to the criteria in place.
5. Reserve riders are not guaranteed an opportunity to participate in the Qualifying Race/Races.
6. The decision to admit one or more reserve riders to the Qualifying Race/Races will be made 10 minutes before the Qualifying Race/Race in question when the access to the waiting zone/Skybox is closed. At that time, any reserve riders who are not allowed to start must leave the waiting zone/Skybox.
7. A reserve rider who was not allowed to start in the first Race can do so in the second Race if required.
8. On the other hand, a reserve rider who took part in the first Race will not be allowed to participate in the second Race if all the qualified riders are in the waiting zone/Skybox.

5.14.WMX FIM Women's Motocross World Championships

5.14.JMX FIM Junior Motocross World Championships/Cup

1. Reserve riders are non-qualified riders who will be eligible to take the place of any qualified riders who cannot participate in a Race.
2. Reserve riders are nominated after the qualifications and according to the criteria in place.
3. The reserve riders are not guaranteed an opportunity to participate in the Races.

5. RUNNING OF THE EVENT
5.14 Reserve Riders



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4. The decision to admit one or more reserve riders to a race will be made 10 minutes before the race in question when the access to the waiting zone/Skybox is closed. At that time, any reserve riders who are not allowed to start must leave the waiting zone/Skybox.
 5. A reserve rider who was not allowed to start in the first Race can do so in the second Race if required.
 6. On the other hand, a reserve rider who took part in the first Race will not be allowed to participate in the second Race if all the qualified riders are in the waiting zone/Skybox.

5. RUNNING OF THE EVENT



5.15 Start practice

5.15 Start practice

1. An opportunity for practice starts for up to 5 minutes will be provided to the riders.
2. Several start practice sessions may be scheduled at the discretion of the FIM Race Director, time and conditions permitting.
3. Start practice is optional.
4. Mass starts are forbidden.

In addition to 5.15:

5.15.MX FIM MXGP/MX2 Motocross World Championships

5.15.WMX FIM Women's Motocross World Championship

5.15.JMX FIM Junior Motocross World Championships/Cup

6. A start practice will be scheduled at the end of Time Practice.

In addition to 5.15:

5.15.MX FIM MXGP/MX2 Motocross World Championships

7. **An opportunity for practice starts for up to 30 minutes per class will be provided to the riders in the MXGP and MX2 classes, conditions and timing permitting.**
8. **Only motorcycles presented at the technical verifications and approved for the event will be allowed to participate in the 30 minutes start practice session.**

5.15.MXN FIM Motocross of Nations

9. A start practice will be scheduled at the end of Free Practice.

5. RUNNING OF THE EVENT

5.16 Warm-Up



5.16 Warm-Up

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

In addition to 5.16:

5.16.MX FIM MXGP/MX2 Motocross World Championships

4. However, a rider who has been admitted by the Race Direction to the Warm-Up (proven exceptional cases of force majeure), must participate in the Warm-Up and record at least one officially timed lap in order to be admitted to the Races.

5. Number of riders participating in the Warm-Up:

Warm-Up, MXGP Maximum 40 qualified riders + 2 reserve riders (if any)	(15 minutes)
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Warm-Up, MX2 Maximum 40 riders	(15 minutes)
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5.16.WMX FIM Women's Motocross World Championship

4. The Warm-Up will be replaced by several sighting laps on Sunday.
5. Number of riders participating in the Sighting Laps Session:

Sighting Laps Session, WMX Maximum 40 qualified riders + 2 reserve riders (if any)	(10 minutes)
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5.16.JMX FIM Junior Motocross World Championships/Cup

4. Number of riders participating in the Warm-Up:

Warm-Up, JMX65 / JMX85 / JMX125 Maximum 40 qualified riders + 2 reserve riders (if any)	(15 minutes per class)
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5.16.MXN FIM Motocross of Nations

4. The 19 Teams that have qualified for the FIM Motocross of Nations will be allocated to their respective Warm-Up according to their position after the Qualifying Races.
5. Teams may not change Warm-Up/Group.

5. RUNNING OF THE EVENT
5.16 Warm-Up



6. Number of Teams/riders participating in the Warm-Up:

Warm-Up, B-Final Maximum 13 non-qualified teams/39 riders	(15 minutes)
Warm-Up, FIM Motocross of Nations/Group 1 Maximum 10 qualified teams/30 riders Teams positions 1, 3, 5, 7, 9, 11, 13, 15, 17, 19	(15 minutes)
Warm-Up, FIM Motocross of Nations/Group 2 Maximum 10 qualified teams/30 riders Teams positions 2, 4, 6, 8, 10, 12, 14, 16, 18, 20 (*) (*) If there is no B-Final	(15 minutes)

5.17 Autograph Session

1. Riders may be required to participate in an autograph session arranged by the FIM Championship Promoter.
2. The FIM Championship Promoter must then inform the riders about the place, date and time of this autograph session.
3. The FIM Championship Promoter is responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the autograph session.
4. In addition, riders/teams may organise an autograph session in their pits, conditions and time permitting.

5. RUNNING OF THE EVENT

5.18 Opening Ceremony / Riders' Presentation



5.18 Opening Ceremony / Riders' Presentation

5.18.JMX FIM Junior Motocross World Championships/Cup

5.18.MXN FIM Motocross of Nations

1. All the riders/teams present will be presented by the FIM Championship Promoter, time and conditions permitting.
2. The riders and team manager of each team must participate in the opening ceremony/riders' presentation.
3. The FIM Championship Promoter will inform the teams about the venue, date and time of the presentation and/or opening ceremony.
4. The FIM Championship Promotor is responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the riders/team presentation and opening ceremony.

5. RUNNING OF THE EVENT
5.19 Waiting Area Procedure



5.19 Waiting Area Procedure

5.19.MX FIM MXGP/MX2 Motocross World Championships

5.19.WMX FIM Women's Motocross World Championship

5.19.MXN FIM Motocross of Nations

1. The waiting area consists of two parts:
 - a) One: a waiting zone behind or close to the Skybox
and
 - b) Two: the lower floor of the SkyBox which stops at the rear barrier behind the starting gate.
2. Each rider may bring two motorcycles into the waiting area. The motorcycle that will be used for the sighting lap must be placed in the lower floor of the Skybox. If a second motorcycle is brought, it must be placed in the waiting zone behind or close to the Skybox.
3. Only re-usable tyre covers are allowed on the tyres.
4. If they need to, riders must use the toilets/urinals in the waiting zone/ Skybox.
5. The following procedure will be used in the Skybox:

20 minutes before the start:	The entrance to the waiting zone is open.
	Each rider, his motorcycle, two team members and the person holding the rider/team board proceed to the lower floor of the Skybox according to the rider's qualifying position.
	The reserve riders (if any) and their motorcycles and one team member per rider proceed to a reserve area as indicated by the officials and remain there until further notice. (MXGP Only).
	The second motorcycle (if any) is parked in waiting zone behind or close to the Skybox.
	Riders select their starting gate position from behind the rear barrier.
	No helmets are to be worn at this time.
	As soon as they have selected their position behind the starting gate, they return to their position in the Skybox.

5. RUNNING OF THE EVENT
5.19 Waiting Area Procedure



10 minutes before the start:	Whistle Signal.
	The entrance from the paddock to the waiting area is closed and it will no longer be possible to enter any motorcycles from the paddock into the waiting zone or the Skybox.
	All the motorcycles of the riders participating in the race must be present in the waiting zone and/or the Skybox. The penalty for arriving late is disqualification from the race in question.
	Upon the order of an official, the reserve riders (if any), who are not allowed to participate in the race, their motorcycles and team members must leave the reserve area and return to the paddock (MXGP Only).

5. RUNNING OF THE EVENT
5.19 Waiting Area Procedure



5.19.JMX FIM Junior Motocross World Championships/Cup

1. Each rider must enter the waiting zone with his motorcycle.
2. Only re-usable tyre covers are allowed on the tyres.
3. If they need to, riders must use the toilets/urinals in the waiting zone.
4. Before each start, the following procedure will be applied in the waiting zone:

20 minutes before the start:	The entrance to the waiting zone is open.
	Riders wishing to participate in the race present themselves in the waiting zone.
	The reserve riders (if any) and their motorcycles and one team member per rider proceed to a reserve area as indicated by the officials and remain there until further notice.
	Riders may prepare their places behind the starting gate.

5. Only riders may groom their place behind the starting gate, without the use of any tools. Grooming anywhere in front of the starting gate is not allowed.
6. Riders are not allowed to touch or drop the starting gate when preparing their start position.
7. Watering of starting lanes by riders and/or team staff is prohibited.
8. Ramps of any kind may not be formed in the starting line prepared by the rider behind the starting grid. The front and the rear tyres must be level:

10 minutes before the start:	All the motorcycles must have entered the waiting zone. The penalty for violation of this regulation is disqualification from the race in question.
	The entrance from the paddock to the waiting zone is closed.
	Upon the order of an official, the reserve riders (if any), who are not allowed to participate in the race, their motorcycles and team members must leave the reserve riders' area and return to the paddock.

In addition to 5.19:

5.19.WMX FIM Women's Motocross World Championship

9. In the case of a Sighting Laps Session, the following procedure will be used in the Skybox.

30 minutes before the start:	The entrance to the waiting area is open.
	Each rider, his motorcycle, two team members and the person holding the rider/team board proceed to

5. RUNNING OF THE EVENT
 5.19 Waiting Area Procedure



	<p>the lower floor of the Skybox according to the rider's qualifying position.</p> <p>The second motorcycle (if any) is parked in the waiting zone behind or close to the Skybox.</p> <p>The reserve riders (if any) and their motorcycles and one team member per rider proceed to a reserve area as indicated by the officials and remain there until further notice.</p> <p>Riders select their starting gate position from behind the rear barrier.</p> <p>No helmets are to be worn at this time.</p> <p>As soon as they have selected their position behind the starting gate, they return to their position in the Skybox.</p>
<p>20 minutes before the start:</p>	<p>Upon the order of an official, the reserve riders (if any), who are not allowed to participate in the race, their motorcycles and team members must leave the reserve riders' area and return to the paddock.</p>

5. RUNNING OF THE EVENT

5.20 Sighting Lap



5.20 Sighting Lap

5.20.MX FIM MXGP/MX2 Motocross World Championships

5.20.WMX FIM Women's Motocross World Championship

5.20.MXN FIM Motocross of Nations

1. Before each Qualifying Race or Race, the riders will be given the opportunity to do a sighting lap.
2. Participation in the sighting lap is optional. However, riders who did not participate in the free and time practices but have been admitted by the Race Direction to participate in a Qualifying Race, must do the sighting lap.
3. The following procedure will apply:

2 minutes before the starting lap:	The "2 MINUTES" board is displayed.
	Only the essential team members of each rider, the television crew and the essential officials are allowed in the lower floor of the Skybox.
	The riders get ready for the sighting lap.
Approximately 10 minutes before the start:	Signal of the FIM Race Director.
	The entrance from the Skybox to the track is open.
	Reserve riders who are not allowed to participate in the race must leave the waiting zone. (MXGP Only)
	All the riders, who are present in the Skybox in time, may leave for the sighting lap.
7 minutes before the start:	The entrance from the Skybox to the track is closed. No further sighting laps are allowed.
4 minutes before the start:	The entrance from the track to the Skybox is closed.
	All riders should be back from their sighting lap.
	The circuit should be clear.
	Riders may use their second motorcycle if it had been placed in the waiting zone. They may join the Skybox up to the moment of the raising of the green flag.
	Riders arriving at the Skybox after the raising of the green flag will lose their initial starting position. They must go to the area indicated by the officials and remain there until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the Race in question.

5. RUNNING OF THE EVENT



5.20 Sighting Lap

	Riders who do not succeed in returning to the waiting zone/Skybox before the start of the race; will be disqualified from the race in question.
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4. Once a rider has started his sighting lap, he must continue in the direction of the course. Practice starts are not allowed.
5. Riders are not allowed to enter the pit lane during the sighting lap. Adjustments, wheel changes, repairs or refuelling must be done in the waiting zone/Skybox. Entering the pit lane during the sighting lap will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.
6. After the sighting lap, riders must return with their motorcycles directly to the waiting zone close to or behind the Skybox using the access gate indicated.
7. If the rider uses a different motorcycle for the sighting lap than for the race, he must place this motorcycle in the waiting zone behind or close to the Skybox. If he uses the same motorcycle for the sighting lap and the race, he proceeds with this motorcycle to the Skybox.
8. The rider's team is responsible for taking the second motorcycle (the one that will not be used for the race) back to the paddock immediately after having received the instructions from an official.

5.20.JMX FIM Junior Motocross World Championships/Cup

1. Before each Race, the riders will be given the opportunity to do a sighting lap.
2. Participation in the sighting lap is optional.
3. The following procedure will apply:

2 minutes before the starting lap:	The "2 MINUTES" board is displayed.
	The riders get ready for the sighting lap.
Approximately 10 minutes before the start:	The entrance to the track is open.
	Reserve riders who are not allowed to participate in the race must leave the waiting zone.
	All the riders, who are present in the waiting area in time, may leave for the sighting lap.
7 minutes before the start:	The entrance to the track is closed. No further sighting laps are allowed.
4 minutes before the start:	The entrance from the track to the waiting zone is closed.
	All riders must be back from their sighting lap.
	The track should be clear.

5. RUNNING OF THE EVENT

5.20 Sighting Lap



4 minutes before the start: (Cont'd)	Riders failing to complete the sighting lap and/or do not succeed into bringing their motorcycle into the waiting zone on time will be disqualified from the race in question.
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4. Once a rider has started his sighting lap, he must continue in the direction of the course. Stopping on the course and practice starts are not allowed.
5. Riders are not allowed to enter the pit lane during the sighting lap. Adjustments, wheel changes, repairs or refuelling must be done in the waiting zone. Entering the pit lane during the sighting lap will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.
6. After their sighting lap, riders must return with their motorcycle directly to the waiting zone using the access gate indicated.

In addition to 5.20:

5.20.WMX FIM Women's Motocross World Championship

9. On Sunday, the sighting lap can be replaced by several sighting laps (Sighting Laps Session).
10. Participation in the Sighting Laps Session is optional.
11. The following procedure will apply:

2 minutes before the Sighting Laps Session:	The "2 MINUTES" board is displayed.
	The riders get ready for the sighting laps.
20 minutes before the start:	Whistle signal.
	The entrance from the Skybox to the track is open.
	All the riders who are present in the Skybox in time may leave for the sighting laps.
10 minutes before the start:	The entrance from the paddock to the waiting zone/Skybox is closed. No further sighting laps are allowed.
Approximately 10 minutes before the start:	End of the Sighting Laps Session.
	The entrance from the Skybox to the track is closed. No further sighting laps are allowed.
4 minutes before the start:	The entrance from the track to the Skybox is closed.
	All riders should be back from their sighting lap.
	The circuit should be clear.

5. RUNNING OF THE EVENT
5.20 Sighting Lap



4 minutes before the start: (Cont'd)	Riders may use their second motorcycle when it has been placed in the waiting zone. They may join the Skybox up to the moment of the raising of the green flag.
	Riders arriving at the Skybox after the raising of the green flag will lose their initial starting position. They must go to the area indicated by the officials and remain there until the gate has dropped. Once the gate has dropped, they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the Race in question.
	Riders who do not succeed to return to the waiting zone/Skybox before the start of the race will be disqualified from the race in question.

12. Riders are not authorised to enter the pit lane during the Sighting Laps Session. Adjustments, repairs or refuelling must be done in the waiting zone/Skybox. Entering the pit lane during the Sighting Laps Session will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.

5. RUNNING OF THE EVENT
5.21 Start Procedure / General



5.21 Start Procedure / General

1. The Official responsible for the “loading of the starting gate” is nominated by the FIM Race Director.
2. The Official who will order the release of the starting gate is nominated by the FIM Race Director.
3. Mass starts will be made with engines running.
4. Riders can freely select their starting gate position according to their starting order and places available.
5. A rider takes his position at the starting grid with the motorcycle he is going to use for the race in question.
6. Starting blocks are allowed.
7. Once a rider has taken his position at the starting gate, he cannot change it, return to the waiting zone or receive assistance prior to the start.
8. The area in front of the starting gate shall be prepared in a consistent manner providing conditions as equal as possible for all riders. No one except the essential officials, TV camera crews and photographers shall be allowed in this area. No grooming of the area is permitted.

In addition to 5.21:

5.21.MX FIM MXGP/MX2 Motocross World Championships

5.21.WMX FIM Women’s Motocross World Championship

5.21.MXN FIM Motocross of Nations

8. A rider can change motorcycle, change wheels or remove re-usable tyre covers as long as the rider has not crossed the rear barrier behind the starting gate with it yet. The penalty for violation of this regulation is disqualification from the race in question. However, by changing motorcycle, wheels or removing re-usable tyre covers, the rider may lose his initial starting position.

5.21.JMX FIM Junior Motocross World Championships/Cup

8. A rider can change wheels or remove re-usable tyre covers as long as he has not brought the motorcycle across the rear barrier behind the starting gate yet. The penalty for violation of this regulation is disqualification from the race in question. By changing wheels or removing re-usable tyre covers, the rider may lose his initial starting position.

5. RUNNING OF THE EVENT
5.22 Start Procedure



5.22 Start Procedure

5.22.MX FIM MXGP/MX2 Motocross World Championships

5.22.WMX FIM Women’s Motocross World Championship

5.22.MXN FIM Motocross of Nations

1. The following procedure will apply:

Approximately 5 minutes before the start:	The “1 MINUTE” board is displayed.
	Everyone except the riders, the television crew and the essential officials must leave the lower floor of the Skybox.
	Riders get ready to take their position behind the starting gate.
As of then:	Upon a whistle signal, the riders in the Skybox proceed to the starting gate with the motorcycle they will be using for the race.
	Riders must take their position behind the starting gate according to their starting order and places available.
	Riders who return to the Skybox before the whistle signal may take their original starting position.
	Once all the riders have taken their positions at the starting gate, a green flag will be displayed and they are under the FIM Race Director’s orders.
	Riders who return to the Skybox after the whistle signal but before the raising of the green flag will lose their initial starting position. They will be allowed to take the next available position behind the starting gate up to moment of the raising of the green flag.
	Riders arriving after the raising of the green flag will lose their initial starting position. They must go to the area indicated by the officials and remain there until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the Race in question.
	Riders who have mechanical problems in the Skybox and do not succeed in repairing their motorcycle before the raising of the green flag must follow the instructions of the officials.
Only the riders, the television crew and the essential officials are allowed in the starting area.	

5. RUNNING OF THE EVENT
5.22 Start Procedure



15 seconds before the start:	A "15 seconds" sign will be displayed.
	Riders arriving after the raising of the green flag or who had mechanical problems in the Skybox and have been directed to another spot, must remain there until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the Race in question.
	Riders having mechanical problems at the starting gate must wait for assistance until after 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.

2. When all riders have taken their position at the starting gate, the FIM Race Director will raise the green flag.
3. Upon a signal from the FIM Race Director:
 - a) A "15 seconds" sign will be displayed from which moment the riders are under the starter's orders. The "15 seconds" sign will be displayed for 15 full seconds.
 - b) At the end of 15 seconds, a "5 seconds" sign will be displayed and the gate will drop between 5 and 10 seconds after the "5 seconds" sign is shown.

5.22.JMX FIM Junior Motocross World Championships/Cup

1. The following procedure will apply:

Approximately 5 minutes before the start:	The "1 MINUTE" board is displayed.
	At the whistle signal, everyone except the riders, two team members per rider, the television crew and the essential officials must leave the waiting zone.
	Riders get ready to take their position behind the starting gate.
As of then:	Upon a whistle signal, the entrance to the starting gate is opened and the riders in the waiting zone proceed to the starting gate.
	Riders must take their position behind the starting gate according to their starting order and places available.
	Team members leave the waiting zone.

5. RUNNING OF THE EVENT

5.22 Start Procedure



	Once all the riders have taken their positions at the starting gate, a green flag will be displayed and they are under the FIM Race Director's orders.
	Only the riders, the television crew and the essential officials are allowed in the starting area.
15 seconds before the start:	The entrance from the waiting zone to the starting area is closed.
	Riders who have mechanical problems in the waiting zone and do not succeed in repairing their motorcycle before this time, must remain there until the gate has dropped. Once the gate has dropped, they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the Race in question.
	Riders having mechanical problems at the starting gate must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the race in question.

2. When all riders have taken their position at the starting gate, the FIM Race Director will raise the green flag.
3. Upon a signal from the FIM Race Director:
 - a. A "15 seconds" sign will be displayed from which moment the riders are under the starter's orders. The "15 seconds" sign will be displayed for 15 full seconds.
 - b. At the end of 15 seconds, a "5 seconds" sign will be displayed and the gate will drop between 5 and 10 seconds after the "5 seconds" sign is shown.

In addition to 5.22:

5.22.MX FIM MXGP/MX2 Motocross World Championships

5.22.WMX FIM Women's Motocross World Championship

5.22.JMX FIM Junior Motocross World Championships/Cup

4. Starts must take place from one row.

5.22.MXN FIM Motocross of Nations

5.22.1.MXN Up to 40 teams present

4. The starts must take place from one row.

5.22.2.MXN More than 40 teams present

5. The starts of the Qualifying Races must take place from two rows.

5. RUNNING OF THE EVENT
5.22 Start Procedure



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6. All 40 positions on the first row must be filled, before a rider can take a position on the second row.
 7. All other starts (C-Final, B-Final and FIM Motocross of Nations Races) must take place from one row.

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. 5.21) will be maintained until 15 seconds before the start of the race.
3. The FIM Race Director moves to the side of the track, holding up the green flag. He then lowers the green flag upon which the race starts

5.24 Starting Order

1. If, for unforeseen reasons, no qualification results are obtained in one or more classes before the Races, then the Event Management and the Race Direction will decide upon the qualifying criteria and starting order. However, the same principles will be maintained.

In addition to 5.24:

5.24.MXGP FIM MXGP Motocross World Championship

1. Up to 40 riders present

A. Qualifying Race

2. The riders select their gates for the Qualifying Race based on the results of Time Practice.
3. Additionally, riders without any result in Time Practice may be added. They will be placed behind the riders who scored a result in Time Practice in order of their result in Free Practice.
4. Finally, riders without any results at all (proven exceptional cases of force majeure) may be added upon decision of the Race Direction. They will be placed behind all the others. If several riders are concerned, then a ballot will decide upon their starting position.

B. Grand Prix Races

5. The riders select their gates for the Grand Prix races based on the results of the Qualifying Race.
6. Additionally, riders who have been disqualified from the Qualifying Race may be added. They will be placed behind the riders who scored a result in the Qualifying Race, firstly in order of their result in Time Practice and secondly in order of their result in Free Practice.
7. Finally, riders without any results at all (proven exceptional cases of force majeure) may be added upon decision of the Race Direction. They will be placed behind all the others. If several riders are concerned, then a ballot will decide upon their starting position.

2. More than 40 riders present

8. The starting order is as follows:

A. Qualifying Race

9. The OAT riders select their gates for the Qualifying Race based on the results of Time Practice.

5. RUNNING OF THE EVENT



5.24 Starting Order

10. Additionally, OAT riders without any result in Time Practice may be added. They will be placed behind the OAT riders who scored a result in Time Practice in order of their result in Free Practice.
11. OAT riders without any results at all (proven exceptional cases of force majeure) may be added upon decision of the Race Direction. They will be placed behind all the other OAT riders. If several riders are concerned, then a ballot will decide upon their starting position.
12. The remaining places available at the gate will be taken by the qualified Wild-Card riders according to their result in their Time Practice.
13. The priority of starting order for reserves (Wild-Card riders), if used, would be determined by their results in their Time Practice.

B. Grand Prix Races

14. The riders select their gates for the Grand Prix Races based on the results of the Qualifying Race.
15. Additionally, riders who have been disqualified from the Qualifying Race may be added. They will be placed behind the riders who scored a result in the Qualifying Race, firstly in order of their result in Time Practice and secondly in order of their result in Free Practice.
16. OAT riders without any results at all (proven exceptional cases of force majeure) may be added upon decision of the Race Direction. They will be placed behind all the others. If several riders are concerned, then a ballot will decide upon their starting position.
17. The priority of starting order for reserves (Wild-Card riders), if used, would be determined by their results in the Time Practice.

5.24.MX2 FIM MX2 Motocross World Championship

2. The starting order is as follows:
 - A. Qualifying Race**
 3. The riders select their gates for the Qualifying Race based on the results of Time Practice.
 4. Additionally, riders without any result in Time Practice may be added. They will be placed behind the riders who scored a result in Time Practice in order of their result in Free Practice.
 5. Finally, riders without any results at all (proven exceptional cases of force majeure) may be added upon decision of the Race Direction. They will be placed behind all the others. If several riders are concerned, then a ballot will decide upon their starting position.
- B. Grand Prix Races**
6. The riders select their gates for the Grand Prix races based on the results of the Qualifying Race.

5. RUNNING OF THE EVENT
5.24 Starting Order



7. Additionally, riders who have been disqualified from the Qualifying Race may be added. They will be placed behind the riders who scored a result in the Qualifying Race, firstly in order of their result in Time Practice and secondly in order of their result in Free Practice.
8. Finally, riders without any results at all (proven exceptional cases of force majeure) may be added upon decision of the Race Direction. They will be placed behind all the others. If several riders are concerned, then a ballot will decide upon their starting position.

5.24. WMX FIM Women's Motocross World Championship

2. The riders select their gates for the Races based on the results of Time Practice.
3. The priority of starting order for reserves, if used, would be determined by their results in the Time Practice.

5.24. JMX FIM Junior Motocross World Championships/Cup

A. "Last Chance"

2. In each class, the non-qualified riders select their gates for the "Last Chance" based on the results of Time Practice.
3. In the case of one qualifying group (up to 50 riders), the non-qualified riders will proceed to the starting gate, one by one, beginning with the fastest non-qualified rider, then the second fastest non-qualified rider, and so on.
4. In the case of two qualifying groups (more than 50 riders), the fastest non-qualified rider from the pole position rider's group will proceed first to the starting gate, followed by the fastest non-qualified rider from the other group, the second fastest from the pole position rider's group, the second fastest from the other group, and so on.
5. The priority of starting order for reserves, if used, would be determined by their results in the Time Practice.

B. FIM Junior Motocross World Championships/Cup Races

6. In each class, the riders select their gates for the FIM Junior Motocross World Championship races based on the results of Time Practice.
7. In the case of one qualifying group (up to 50 riders), the riders will proceed to the starting gate, one by one, beginning with the fastest rider, then the second fastest, and so on.
8. In the case of two qualifying groups (more than 50 riders), the fastest rider from the pole position rider's group will proceed first to the starting gate, followed by the fastest rider from the other group, the second fastest from the pole position rider's group, the second fastest from the other group, and so on.

5. RUNNING OF THE EVENT
5.24 Starting Order



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

5.24.MXN FIM Motocross of Nations

5.24.1.MXN Teams starting positions/C-Final

2. The results of the Qualifying Races will determine the non-qualified teams' starting order in the C-Final:

Positions	C-Final
1 to 13	The teams placed 32 to 44 in the Qualifying Races.

5.24.2.MXN Teams starting positions/B-Final

A. More than 36 teams present

3. The results of the Qualifying Races and the C-Final will determine the non-qualified teams' starting order in the B-Final:

Starting Positions	B-Final
1 to 12	The teams placed 20 to 31 in the Qualifying Races.
13	The winner of the C- Final.

B. Up to 36 teams present

4. The results of the Qualifying Races will determine the non-qualified teams' starting order in the B-Final:

Starting Positions	B-Final
1 to 13	The teams placed 20 to 32 in the Qualifying Races.

5.24.3.MXN Teams starting positions/FIM Motocross of Nations Races

5. The results of the Qualifying Races and B-Final will determine the qualified teams' starting order in the three FIM Motocross of Nations Races:

Starting Positions	FIM Motocross of Nations
1 to 19	Teams placed 1 to 19 in the Qualifying Races.
20	Winner of the B- Final.

5.24.4.MXN Riders starting positions

6. Team managers are free to decide on the allocation of the assigned starting positions within their team:

5. RUNNING OF THE EVENT
5.24 Starting Order



A. B-Final/C-Final

Starting positions for the B-Final/C-Final (If all 13 teams/39 riders are present)		
Positions 1 to 13	Positions 14 to 26	Positions 27 to 39
The first assigned rider of each team, according to the team's qualifying result or Race Direction decision (*).	The second assigned rider of each team, according to the team's qualifying result or Race Direction decision (*).	The third assigned rider of each team, according to the team's qualifying result or Race Direction decision (*).

(*) In proven exceptional cases of force majeure, Art 5.12.3.

7. The riders will proceed to the starting gate, one by one, according to the team's qualifying position. They select their position at the gate beginning with one rider of the best placed team, followed by a rider of the second-best placed team, then a rider of the third best placed team and so on until the first rider of each qualified team has taken his position. The same procedure will then be repeated for the second and the third riders of each team.

B. For the FIM Motocross of Nations Races

Starting positions for the FIM Motocross of Nations (If all 20 teams/40 riders are present)	
Positions 1 to 20	Positions 21 to 40
The first assigned rider of each team, according to the team's qualifying result and classes competing.	The second assigned rider of each team, according to the team's qualifying result and classes competing.

8. The riders will proceed to the starting gate, one by one, according to the team's qualifying position, and select their position at the gate beginning with one rider of the best placed team, followed by a rider of the second best placed team, then a rider of the third best placed team and so on until the first rider of each qualified team has taken his position. The same procedure will then be repeated for the second rider of each team.

5. RUNNING OF THE EVENT
5.25 Races



5.25 Races

5.25.MX FIM MXGP/MX2 Motocross World Championships

1. In each class, the Grand Prix will be run in two races of 30 minutes plus two laps (Maximum 40 riders).

5.25.WMX FIM Women's Motocross World Championship

1. The event will be run in two races of 20 minutes plus two laps (Maximum 40 riders).

5.25.JMX FIM Junior Motocross World Championships/Cup

1. In each class, the event will be run in:
 - a) JMX65: two races of 12 minutes + 2 laps (Maximum 40 riders).
 - b) JMX85: two races of 20 minutes + 2 laps (Maximum 40 riders).
 - c) JMX125: two races of 25 minutes + 2 laps (Maximum 40 riders).
2. The minimum interval between races of the same class must always remain 60 minutes.

5.25.MXN FIM Motocross of Nations

5.25.1.MXN C-Final (37 or more teams present)

1. The C-Final is open to a maximum of 13 non-qualified teams for the FIM Motocross of Nations and will be run in one race of 20 minutes plus two laps (Maximum 39 riders).
2. A minimum of 6 non-qualified teams are necessary to run the C-Final.
3. If this number is not reached, the C-Final will not be run and the teams in question will be classified according to their result in Qualifying.

5.25.2.MXN B-Final

4. The B-Final is open to the best 13 non-qualified teams for the FIM Motocross of Nations and will be run in one race of 20 minutes plus two laps (Maximum 39 riders).
5. A minimum of 6 non-qualified teams are necessary to run the B-Final.
6. If this number is not reached, the B-Final will not be run and the teams in question will be classified according to their result in Qualifying.

5.25.3.MXN FIM Motocross of Nations

7. The FIM Motocross of Nations is open to the 20 qualified teams and will be run over three races of 30 minutes plus two laps, as follows:

5. RUNNING OF THE EVENT
5.25 Races



-
- a. FIM Motocross of Nations, Race 1
(MXGP and MX2 Riders/Maximum 40 riders).
 - b) FIM Motocross of Nations, Race 2
(MX2 and “Open” Riders/Maximum 40 riders).
 - c) FIM Motocross of Nations, Race 3
(MXGP and “Open” Riders/Maximum 40 riders).
8. Riders **cannot** change Race.

5.26 False Start

1. In case of a false start, there will be a re-start.
2. A red flag will be displayed to the riders.
3. The riders will return to the waiting zone/Skybox and the re-start will take place as soon as possible with the same riders.
4. Riders not present at starting gate for the initial start will not be allowed to take part in the restart.
5. Changing of motorcycles will not be allowed after a false start.
6. The rider(s) deemed being at fault for the false start may be excluded by the Race Direction from taking part in the restart.

In addition to 5.26:

5.26.MXGP FIM MXGP Motocross World Championship

7. A reserve rider (if any) who has not been admitted to the initial start of the Qualifying Race/Races cannot be introduced after a false start.

5.26.WMX FIM Women's Motocross World Championship

5.26.JMX FIM Junior Motocross World Championships/Cup

8. A reserve rider (if any) who has not been admitted to the initial start cannot be introduced after a false start.

5. RUNNING OF THE EVENT



5.27 Stopping of a Practice/Warm-up

5.27 Stopping of a Practice/Warm-up

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”.
2. A red flag will be displayed to the riders.
3. Riders must follow instructions of officials and go directly to the pit lane where they can receive assistance. Changing of motorcycles is allowed.
4. The Free Practice, Time Practice or Warm-up 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.
5. The rider(s) deemed to be at fault for the stopping of the Free Practice, Time Practice or Warm-up may be excluded by the Race Direction from taking part in the remainder of the session.

5. RUNNING OF THE EVENT



5.28 Stopping of a Race / - 2 Laps Completed

5.28 Stopping of a Race / - 2 Laps Completed

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”.
2. A red flag will be displayed to the riders.
3. If a Qualifying Race or a Race is stopped before 2 laps have been completed **by the leader**, there will be a complete restart.
4. Riders will have to go back to the waiting zone/Skybox and the restart will take place as soon as possible.
5. Changing of motorcycles will not be allowed.
6. 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.
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. Only riders who are “on track” (actively taking part in the race or who are involved in a racing incident) at the moment of the stopping of the race will be allowed in the restart. Riders who have returned to the paddock are excluded from taking the restart.
9. No reserve riders (if any) will be introduced.

5. RUNNING OF THE EVENT

5.29 Stopping of a Race / + 2 Laps and - 51% Completed



5.29 Stopping of a Race / + 2 Laps and - 51% Completed

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.

In addition to 5.29:

5.29.MX FIM MXGP/MX2 Motocross World Championships

5.29.WMX FIM Women’s Motocross World Championship

5.29.MXN FIM Motocross of Nations

2. If a Qualifying Race or Race is stopped after 2 laps and before 51% of the race time (rounded up) have elapsed, there will be a restart from the pit lane.
3. Riders must follow instructions of officials and go directly to the pit lane where they can receive assistance. Changing of motorcycles is not allowed.
4. A restart will take place as soon as possible at the discretion of the FIM Race Director. At all times, a minimum of 5 minutes from the time the race was stopped will be given to make repairs/adjustments.
5. Only riders who are “on track” (actively taking part in the race or who are involved in a racing incident) at the moment of the stopping of the race will be allowed in the restart. Riders who have returned to the paddock are excluded from taking the restart.
6. Riders will line up in a staggered formation in the pit lane in their finishing order at the end of the lap preceding the stopping of the race. The TV monitors will display the restart starting order. 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.

5 minutes before the restart:	The “5 MINUTES” board is displayed to announce the restart in the pit lane.
	All the riders taking the restart must be in the pit lane and will be lined up in the pit lane corridor according to the results displayed on the TV monitors.
	Riders “on track” who did not succeed in bringing their motorcycle to the pit lane by this time will be excluded from the restart.
2 minutes before the restart:	The “2 MINUTES” board is displayed.
	All team staff must leave the pit lane corridor and stand back in their pit box. As of this moment, any assistance to a rider is prohibited (including the handing over of goggles, gloves or water). The

5. RUNNING OF THE EVENT



5.29 Stopping of a Race / + 2 Laps and - 51% Completed

2 minutes before the restart: (Cont'd)	penalty for violation of this regulation is disqualification from the restart in question.
	A rider who is not ready by this time must return to the pit box where he can receive assistance. He must remain there and will lose his starting position. Upon the signal of an official, he must take the restart from behind all the other riders. If several riders are concerned, they will take the restart according to their position at the end of the lap preceding the stopping of the race. The penalty for violation of this regulation is disqualification from the restart in question.
1 minute before the restart:	The "1 MINUTE" board is displayed.
	A green flag will be raised and all the riders are under the FIM Race Director's orders.
	The riders start their engines.
	A rider who stalls his engine or has any mechanical failure by this time must return to the pit box where he can try to restart his engine or receive assistance. He will lose his starting position and must take the restart from behind all the other riders. If several riders are concerned, they will take the restart according to their finishing order at the end of the lap preceding the stopping of the race. The penalty for violation of this regulation is disqualification from the restart in question.
As of then:	The green flag will be lowered.
	The race is restarted.

7. The pit lane exit will be reduced in width to allow only one motorcycle to pass through the exit at the time of the procedure.
8. Riders leave the pit lane onto the track one at a time and continue the race. A rider cannot overtake a rider in front of him before the designated starting line. Any rider overtaking another rider before the designated starting line will be disqualified.
9. Every attempt will be made to run the total duration of the race in question; time, conditions and weather permitting.
10. The rider(s) deemed to be at fault for the stopping of the Qualifying Race/ Race may be excluded by the Race Direction from taking part in the restart.

5. RUNNING OF THE EVENT

5.29 Stopping of a Race / + 2 Laps and - 51% Completed



5.29.JMX FIM Junior Motocross World Championships/Cup

2. If a “Last Chance” or a Race is stopped after 2 laps and before 51% of the race time (rounded up) has been completed, there will be a complete restart.
3. Riders will return to the paddock and the restart will take place 30 minutes after the red flag was displayed.
4. The rider(s) deemed to be at fault for the stopping of the “Last Chance”/ Race may be excluded by the Race Direction from taking part in the restart.
5. Reserve riders may take part in the restart if one or more of the original starters are unable to take part or are disqualified.

5. RUNNING OF THE EVENT



5.30 Stopping of a Race / + 51% Completed

5.30 Stopping of a Race / + 51% Completed

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.

In addition to 5.30:

5.30.MX FIM MXGP/MX2 Motocross World Championships

5.30.WMX FIM Women’s Motocross World Championship

5.30.MXN FIM Motocross of Nations

2. If a Qualifying Race or Race is stopped after 51% of the race time (rounded up) have elapsed, it will be completed. The riders’ placings will then be those at the end of the lap preceding the stopping of the race.
3. The Race Direction may place the rider(s) deemed to be at fault for the Qualifying Race or Race being stopped behind riders having completed an equal or greater number of laps.
4. In the case of a Race, full World Championship points will be awarded.

5.30.JMX FIM Junior Motocross World Championships/Cup

2. If a “Last Chance” or Race is stopped after 51% of the race time (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 “Last Chance”/Race.
3. The Race Direction may place the rider(s) deemed to be at fault for the “Last Chance”/Race being stopped behind riders having completed an equal or greater number of laps.
4. In the case of a Race, full World Championship/Cup points will be awarded.
5. Except in the case of a false start, a “Last Chance”/Race may be restarted only once. If it is necessary to stop a “Last Chance”/Race for a second time, and if 51% of the race time (rounded up) has been completed after the second start, it will be considered null and void.

5. RUNNING OF THE EVENT
5.31 Crossing of the Finish Line



5.31 Crossing of the Finish Line

1. After having crossed the finish line, riders must continue at a race speed until they have passed the “End Finish Zone” sign and clear the area as quick as possible. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.

5. RUNNING OF THE EVENT
5.32 Lap of Honour



5.32 Lap of Honour

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

5. RUNNING OF THE EVENT



5.33 Control of the Sound Levels after each Race

5.33 Control of the Sound Levels after each Race

1. Immediately after each Race, three motorcycles, chosen at random by the FIM Technical Director, may be checked for compliance with sound level regulations.
2. Other motorcycles may also be checked at the request of the Race Direction or the FIM Race Director.
3. A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the pit lane/paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.
4. 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 race in question.
5. Subject to rules governing outside assistance, riders may freely change their silencers but their motorcycles must be checked for compliance. Therefore, the Technical Stewards and their equipment must be available throughout the event.

In addition to 5.33:

5.33.MX FIM MXGP/MX2 Motocross World Championships

5.33.WMX FIM Women's Motocross World Championship

5.33.MXN FIM Motocross of Nations

6. The maximum limit of the post-race sound level is fixed at:
 - MXGP / MX2 / WMX: **115 dB/A (Target 114 dB/A +1 dB/A for the degradation of the silencer)** for all engine types).

5.33.JMX FIM Junior Motocross World Championships/Cup

6. The maximum limit of the post-race sound level is fixed at:
 - JMX65 / JMX85 : **112 dB/A (Target 111 dB/A + 1 dB/A for the degradation of the silencer).**
 - JMX125 : **115 dB/A (Target 114 dB/A + 1 dB/A for the degradation of the silencer)**

5.34 Results / Procedure

1. All official outings of the riders on the circuit (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) 5 minutes after the end of each free or timed practice session.
 - b) 5 minutes after the arrival of the winner of the race (= Qualification Race, "Last Chance" and/or Race) in question.
3. The winner of a race is the rider who crosses the finish line first.
4. Races are officially ended at the completion of the lap at which the chequered flag is displayed to the winner.
5. The riders who follow the winner will then be stopped when crossing the finishing line.
6. The time at which a motorcycle crosses a control line shall be registered at the moment the foremost part of the motorcycle crosses the line.
7. When crossing control lines, the rider must always be in contact with the motorcycle.
8. All the riders participating in a race will be classified in order of finish and number of laps completed: i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by riders with one less lap, then two laps and so on. Riders must cross the finish line within 5 minutes of the arrival of the winner, i.e. riders have 5 minutes to complete the lap or it will not be counted in their result.
9. The procedure to determine the classification in the results of riders who do not complete the lap within 5 minutes after the arrival of the winner will be according to the number of laps completed, and in the event of a tie, according to their finishing order at the end of the preceding lap.
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 time/distance, the finishing order shall be determined by the running order at the official time/distance.
12. Under any other circumstances, such as mistaken display of the chequered flag before the official time/distance, the finishing order shall be determined by the running order at the time the chequered flag is displayed.
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
5.34 Results / Procedure



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15. If a protest is lodged, 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
5.35 Results / Awarding of Points



5.35 Results / Awarding of Points

5.35.MX FIM MXGP/MX2 Motocross World Championships

5.35.WMX FIM Women's Motocross World Championship

5.35.JMX FIM Junior Motocross World Championships/Cup

1. Points counting towards the FIM World Championship/Cup and event final standings will be awarded to riders in each Race according to the following scale:

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

5.35.MXN FIM Motocross of Nations

1. Points are allocated in each Qualifying Race/Race.
2. The winner of each Qualifying Race/Race obtains one point, the second two points, etc. irrespective of class.

In addition to 5.35:

5.35.MX FIM MXGP/MX2 Motocross World Championships

2. Points counting towards the FIM MXGP World Championship will be awarded to riders in the Qualifying Race according to the following scale:

10 points to the 1 st	5 points to the 6 th
9 points to the 2 nd	4 points to the 7 th
8 points to the 3 rd	3 points to the 8 th
7 points to the 4 th	2 points to the 9 th
6 points to the 5 th	1 point to the 10 th

3. However, the points gained during the Qualifying Race do not count towards the event final standings.

5.35.JMX FIM Junior Motocross World Championships/Cup

2. The "Last Chance" does not award any points for the FIM Junior Motocross World Championship/Cup.

5. RUNNING OF THE EVENT

5.36 Results / Event Final Standings



5.36 Results / Event Final Standings

5.36.MX FIM MXGP/MX2 Motocross World Championships

5.36.WMX FIM Women's Motocross World Championship

5.36.JMX FIM Junior Motocross World Championships/Cup

1. In each FIM Motocross World Championship/Cup, the winner of the event is the rider who has obtained the most points; the runner-up will be the rider who has obtained the second-best number of points, and so on, irrespective of the number of races they have finished.
2. If a tie exists, the points scored in the Race 2 will determine the order of placing in the final standings of the event of those riders who scored points.
3. The overall results will be completed with those riders who have not scored any points. They will be ranked by adding their positions of Race 1 and Race 2. Of these riders, the rider who has obtained the smallest overall placing will be placed first behind those riders who have scored points. He will be followed by the 2nd placed non-point scoring rider; and so on.
4. These results will be completed by adding those riders who did not obtain two results according to the same principle.
5. If a tie exists, the position in the Race 2 will determine the order of placing in the final standings of the event of those riders who did not score any points.

In addition to 5.36:

5.36.MX FIM MXGP/MX2 Motocross World Championship

6. The points scored during the Qualifying Race count for the FIM MXGP Motocross World Championship but do not count for the overall event final standings.

5.36.MXN FIM Motocross of Nations

5.36.1.MXN C-Final

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

5.36.2.MXN B-Final

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

5.36.3.MXN FIM Motocross of Nations/Races

3. The FIM Motocross of Nations is a Championship for national teams. However, individual overall results will also be published in each class for those riders who participated in the FIM Motocross of Nations Races.

A) Team Results

4. The final team results of the FIM Motocross of Nations Races are determined as follows:
 - a) The team winning the FIM Motocross of Nations is the one which has gained the smallest total number of points after having added the five best results of its riders irrespective of class.
 - b) In case of a tie the results will be established as follows:
 - 1) The team whose riders have obtained the highest number of first places, second places, etc. amongst the five best results.
 - 2) The team winning the B-Final (and thus qualified for the FIM Motocross of Nations Races) is that which has gained the lowest total number of points after having added the two best results of its riders, irrespective of class.
 - 3) The team whose riders have obtained the highest number of first places, second places, etc. in the second Race (MX2 +“Open”).
 - 4) The team whose riders have obtained the highest number of first places, second places, etc. in the first Race (MXGP + MX2).
 - 5) If a tie still exists, the teams in question will be placed equal.
 - 6) These results will be completed by adding teams not having obtained five results. For these teams the same system will be used for classification and breaking ties.

B) Individual Results

5. In each class, the final individual results of the FIM Motocross of Nations Races are determined as follows:
- a) The rider winning the FIM Motocross of Nations in his class, is the one who has gained the smallest total number of points after having added his results in both races, irrespective of class (the same results/positions scored by the rider for the teams' standings will also be used for the individual standings per class).
 - b) In case of a tie between two or more riders in the individual results, the rider with the best position in the last race will be given the advantage.
 - c) These results will be completed by adding those riders who did not obtain two results. For these riders the same system will be used for classification and breaking ties.

5.36.4.MXN FIM Motocross of Nations/Races

A. Up to 36 teams present

6. The overall results of the FIM Motocross of Nations of all the teams that participated in the event are determined as follows:

Positions 1 to 20:	According to the final results of the FIM Motocross of Nations Races;
As of position 21: (to 32 maximum)	Teams eliminated in the B-Final, classified according to the final results of the B-Final
Over:	The remaining teams, eliminated in Qualifying, classified according to their final result in the Qualifying Races.

B. More than 36 teams present

7. The overall results of the FIM Motocross of Nations of all the teams that participated in the event are determined as follows:

Positions 1 to 20:	According to the final results of the FIM Motocross of Nations Races;
As of position 21: (to 32 maximum)	Teams eliminated in the B-Final, classified according to the final results of the B-Final.
As of position 33: (to 44 maximum)	Teams eliminated in the C-Final, classified according to the final results of the C-Final.
Over:	The remaining teams, eliminated in Qualifying, classified according to their final result in the Qualifying Races.

In addition to 5.36:

5.36.JMX FIM Junior Motocross World Championships/Cup

A) Team Results

1. For the Championship for National Teams, points are allocated according to the final standings in the Individual FIM Junior Motocross World Championship/Cup.
2. In each class, the winner of the Individual FIM Junior Motocross World Championship/Cup obtains one point, the second two points, etc.
3. The final results of the FIM Junior Motocross World Championship for National Teams are determined as follows:
 - a. The Team winning the FIM Junior Motocross Championship is the one that which has gained the lowest total number of points after having added the three best results of its riders; the best result in the JMX65 class, the best result in the JMX85 class and the best result in the JMX125 class.
 - b. In case of a tie, the Team whose rider has obtained the best place in the JMX125 class will be placed before the other(s).
 - c. If a tie still exists, then the Team whose rider has obtained the best place in the JMX85 class will be placed before the other(s).
 - d. Should a tie still exist, then the Team whose rider has obtained the best place in the JMX65 class will be placed before the other(s).
 - e. These results will be completed by adding those Teams who have not obtained two results. For these Teams, the same system will be used for classification and deciding ties.
 - f. Finally, the results will be completed by adding those Teams who have obtained one result only. For these Teams, the same system will be used for classification and deciding ties.

5. RUNNING OF THE EVENT

5.37 Results / Presentation and Publication



5.37 Results / Presentation and Publication

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

In addition to 5.37:

5.37.MX FIM Motocross World Championships

5.37.WMX FIM Women's Motocross World Championship

5.37.JMX FIM Junior Motocross World Championships/Cup

5. The results must also include the following information:
 - t) Team of the rider (only if the Team is holder of a valid FIM Team Licence).
 - u) Championship points earned by the rider.

5. RUNNING OF THE EVENT

5.37 Results / Presentation and Publication



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6. The following results of each event must be transmitted to the FIM Administration:
 - a) Race 1.
 - b) Race 2.

5.37.MXN FIM Motocross of Nations

5. The results must also include the following information:
 - a) In the case of a team entered by an FMN:
Team/Country represented by the riders = their nationality.
 - b) In the case of a team entered by a CONU:
Team/CONU represented by the riders = their nationality.
6. The following results of the event must be transmitted to the FIM Administration:
 - a) Race 1, MXGP and MX2 (individual results).
 - b) Race 2, MX2 and "Open" (individual results).
 - c) Race 3, MXGP and "Open" (individual results).
 - d) B-Final (individual results).
 - e) B-Final (Team results).
 - f) C-Final (individual results).
 - g) C-Final (Team results).
 - h) Overall result of the FIM Motocross of Nations (Team results according to Art. 5.35.4).

5. RUNNING OF THE EVENT
5.38 Prize-Giving Ceremony



5.38 Prize-Giving Ceremony

1. A Prize-Giving Ceremony must be held at each event, conditions and time permitting.
2. The top three positions in the overall standings in the event must take part in the Prize-Giving Ceremony. Any non-respect of this rule may be penalised by the Race Direction.

In addition to 5.38:

5.38.MXGP FIM MXGP Motocross World Championship

A. Prize-Giving Ceremony after the Qualifying Race on Saturday

3. The following persons must take part in the Saturday Prize-Giving Ceremony:
 - a) The rider winning the Qualifying Race.
 - b) The second placed rider in the Qualifying Race.
 - c) The third placed rider in the Qualifying Race.

B. Prize-Giving Ceremony: after the second Race on Sunday

4. The following persons must take part in the Sunday Prize-Giving Ceremony:
 - a) The rider winning the event (with motorcycle).
 - b) The second placed rider in the event (with motorcycle).
 - c) The third placed rider in the event (with motorcycle).
 - d) 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.
5. During this Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) must be played.
6. The national flags of the top three finishers (based on their passport) must be hoisted at the same time.

5.38.MX2 FIM MX2 Motocross World Championship

5.38.WMX FIM Women's Motocross World Championship

3. Prize-Giving Ceremony: after the second Race of each class.
4. The following persons must take part in the Prize-Giving Ceremony:
 - a) The rider winning the event (with motorcycle).
 - b) The second placed rider in the event (with motorcycle).
 - c) The third placed rider in the event (with motorcycle).
 - d) 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.
6. During this Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) must be played.

5. RUNNING OF THE EVENT
5.38 Prize-Giving Ceremony



7. The national flags of the top three finishers (based on their passport) must be hoisted at the same time.

5.38.JMX FIM Junior Motocross World Championships/Cup

A) Individual Results

3. Prize-Giving Ceremony (for all classes): after the last Race of the event.
4. The following persons must take part in the Prize-Giving Ceremony:
 - a) The rider winning the event (with motorcycle).
 - b) The second placed rider in the event (with motorcycle).
 - c) The third placed rider in the event (with motorcycle).
 - d) The team manager of the rider winning the event.
5. During this Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) must be played.
6. The national flags of the top three finishers (based on their passport) must be hoisted at the same time.

B) Team Results

7. Prize-Giving Ceremony: after the individual Prize-Giving Ceremony for the individual results.
8. For each team, the team manager and the three riders who have gained the results for the team (the rider with the best overall result in the JMX65 class, the rider with the best overall result in the JMX85 class and the rider with the best overall result in the JMX125 class) must take part in the Prize-Giving Ceremony:
 - a) The team winning the FIM Junior Motocross Championship (with their motorcycles);
 - b) The second placed team in the FIM Junior Motocross Championship;
 - c) The third placed team in the FIM Junior Motocross Championship.

5.38.MXN FIM Motocross of Nations

3. Prize-Giving Ceremony: after the last FIM Motocross of Nations Race.
4. The riders and team managers of the following teams must take part in the Prize-Giving Ceremony:
 - a) The team winning the FIM Motocross of Nations (with their motorcycles).
 - b) The second placed team in the FIM Motocross of Nations.
 - c) The third placed team in the FIM Motocross of Nations.
5. When the team winning the FIM Motocross of Nations and the second and third placed teams have been entered by an FMN:
 - a) During this Prize-Giving Ceremony, the national anthem of the country of the team winning the event must be played.

5. RUNNING OF THE EVENT
5.38 Prize-Giving Ceremony



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- b) The national flags of the three countries of the teams finishing on the podium must be hoisted at the same time.
6. When the team winning the FIM Motocross of Nations has been entered by a CONU or finishes second or third in the overall results:
- a) During this Prize-Giving Ceremony, no national anthem will be played for the winning team.
 - b) The flag of the CONU of the team(s) winning the event and/or finishing second or third must be hoisted.
 - c) The riders of the CONU team(s) are not allowed to display any national flag during the Prize-Giving Ceremony.

5. RUNNING OF THE EVENT
5.39 Press Conference



5.39 Press Conference

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

In addition to 5.39:

5.39.MXGP FIM MXGP Motocross World Championship

3. The following persons must take part in the Press Conference:
 - a) The rider winning the event.
 - b) The second placed rider in the event.
 - c) The third placed rider in the event.
 - d) Other participants invited at the discretion of the FIM Championship Promoter.
4. In the MXGP class, the post Qualifying Race Press Conference will be replaced by the “MXGP Paddock Show” which must be attended by the following persons:
 - a) The rider winning the event.
 - b) The second placed rider in the event.
 - c) The third placed rider in the event.
 - d) Other participants invited at the discretion of the FIM Championship Promoter.

5.39.MX2 FIM MX2 Motocross World Championship

5.39.WMX FIM Women’s Motocross World Championship

5.39.JMX FIM Junior Motocross World Championships/Cup

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

5.39.MXN FIM Motocross of Nations

3. The riders and team managers of the following teams must take part in the Press Conference:
 - a) The team winning the FIM Motocross of Nations.;
 - b) The second placed team in the FIM Motocross of Nations.
 - c) The third placed team in the FIM Motocross of Nations.

5. RUNNING OF THE EVENT
5.40 Final Verification



5.40 Final Verification

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

In addition to 5.40:

5.40.MX FIM MXGP/MX2 Motocross World Championships

5.40.WMX FIM Women's Motocross World Championship

5.40.JMX FIM Junior Motocross World Championships/Cup

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

5.40.MXN FIM Motocross of Nations

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

5.41 Protests / Appeals

1. Any person or group of persons (rider, team, manufacturer, official, etc.), recognised by the FIM and concerned by a decision taken under the authority of the FIM, may ask for redress for the consequences of that decision.
2. All protests must be lodged to the Race Direction.
3. Generally, protests against the eligibility of a rider, team or a motorcycle entered, must be made before the start of the **first** official practice.
4. Any other protests must be lodged immediately after the reason for the protest is known.
5. Protests against results must be presented within 30 minutes following the announcement of the results.
6. Protests must be lodged according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event and be accompanied by the applicable deposit of 660€ or the equivalent amount in local currency, returnable if the protest is justified.
7. If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of € 120.- or the equivalent amount in local currency. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.
8. Protests entailing a fuel control must be accompanied by an additional deposit of € 800.- or the equivalent amount in local currency.
9. Anybody who has lodged a protest according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event may request to have access to any element (written or printed matters and/or official TV images-if available) that allowed the Race Direction to take its decision. Such a request must be made in writing within 30 minutes after reception of the decision of the Race Direction.
10. If this information is required in order to formulate an appeal against a decision of the Race Direction, the time limit for acceptance of the appeal must be extended until 30 minutes after this information has been provided.
11. An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision and must be accompanied by a deposit of **€ 1'320.-** or the equivalent amount in local currency, returnable if the appeal is justified.
12. Protests to the Race Direction must be handed over to a member of the Race Direction
13. An appeal against the decision of the Race Direction must be handed over to a member of the FIM Stewards Panel.

5. RUNNING OF THE EVENT
5.41 Protests / Appeals



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14. **The person receiving the protest/appeal must note the time at which the appeal was handed over to him on the document.**
 15. **The person handing over the protest/appeal must confirm the time noted down by writing his name and counter-signing the document.**
 16. An appeal against the decision of the FIM Stewards Panel may be lodged to the CDI. This appeal must be presented 5 days at the latest after the notification of the FIM Stewards Panel decision (Security deposit for appeal: € 1'320.-).
 17. 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.

5.42 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 82.19 and Article G of the current FIM Fuels Regulations**.
2. All requests for fuel controls following a protest must be accompanied by a deposit of € 800.- or the equivalent amount in local currency, paid to the competent body or the FIM (supplementary controls).
3. In that case, any new request for controls must be presented to the FIM within 72 hours 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. **The rider/team will also be liable for the reimbursement of the costs of the counter expertise of the C sample, if requested.** Further penalties may be imposed.

In addition to 5.42:

- 5.42.JMX FIM Junior Motocross World Championships/Cup**
5.42.MXN FIM Motocross of Nations
-

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

5. RUNNING OF THE EVENT
5.43 Anti-Doping Tests



5.43 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.
2. A rider who tests positive will be disqualified from the whole event and forfeit all points and trophies earned. Additional penalties may be imposed.

In addition to 5.43:

5.43.JMX FIM Junior Motocross World Championships/Cup

5.43.MXN FIM Motocross of Nations

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

5.44 Alcohol Tests

1. Alcohol tests may be carried out according to the FIM Regulations.
2. 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
5.45 Travel Indemnities and Prizes



5.45 Travel Indemnities and Prizes

5.45.MXN FIM Motocross of Nations

1. All amounts are shown in Euros (€). They are net amounts from which no deductions are allowed. They are payable in € only.
2. They will be paid to the FMNs/CONUs of the teams which participated in the FIM Motocross of Nations, by bank transfer after the event.
3. The travel indemnity for each team present at the FIM Motocross of Nations is € 2'040.-.
4. The minimum prize money is € 23'000.- which must be divided as follows:

FIM Motocross of Nations		B-Final	
Position	Prize money (€)	Position	Prize money (€)
1.	3'420.-	1.	545.-
2.	2'730.-	Total:	545.-
3.	2'370.-		
4.	2'045.-		
5.	1'920.-		
6.	1'845.-		
7.	1'635.-		
8.	1'440.-		
9.	1'225.-		
10.	960.-		
11.	810.-		
12.	750.-		
13.	690.-		
14.	615.-		
Total:	22'455.-		

5. All the team's riders must display the FIM Motocross of Nations logo on the front number plate and their racing shirt otherwise their team will forfeit 50% of its prize money.
6. Should an FMN/CONU consider that its team has had his travel indemnity and/or prize money not paid at the correct minimum level, this matter may be submitted to the FIM Administration which will take immediate action.

5. RUNNING OF THE EVENT
5.46 FIM Awards



5.46 FIM Awards

5.46.MXN FIM Motocross of Nations

1. The following awards will be presented, for one year, to the FMN of the first three teams in the final standings of the FIM Motocross of Nations:
 - a) 1st team: The “Peter Chamberlain Trophy” donated by the ACU.
 - b) 2nd team: The “Trophée” given by the FMI;
 - c) 3rd team: The “Coupe” given by the FMI.
2. The FIM will send the awards to the FMNR which must ensure that they are available for presentation at the event.
3. The FMNR is also responsible for sending them back to the FIM according to the procedure defined by the FIM.

6. TIME TABLES

6.1 FIM MXGP, MX2 & WMX Motocross World Championships

**6. TIME TABLES****6.1 FIM MXGP/MX2 Motocross World Championships
FIM Women's Motocross World Championship**

MXGP/MX2/WMX	Friday
Briefing Technical Stewards	09:00
Technical Control	10:00 – 18:00
Random Sound Testing	10:00 – 18:00
Circuit control	15:00
Second Circuit Control (if necessary)	18:00
Combined Meeting Organizer / Race Direction	18:30
Riders' Briefing / Demonstration of the starting procedure	TBA

The complete time table of the event will be published by the Championship Promoter in due time: <https://www.mxgp.com>

6. TIME TABLES

6.2 FIM Junior Motocross World Championships / Cup



6.2 FIM Junior Motocross World Championships / Cup

JMX	Friday
Technical Control:	09.00 – 17.00
Circuit Control:	14:00
Combined Meeting Organizer / Race Direction:	17:30
Second Circuit Control (if necessary):	After the Race Direction Meeting

SATURDAY TIME SCHEDULE A
3 QUALIFYING GROUPS
3 classes / 3 X 1 Group

SATURDAY TIME SCHEDULE B
4 QUALIFYING GROUPS
3 classes / 2 X 1 + 1 X 2 Groups

SATURDAY TIME SCHEDULE C
5 QUALIFYING GROUPS
3 classes / 1 X 1 + 2 X 2 Groups

SATURDAY TIME SCHEDULE D
6 QUALIFYING GROUPS
3 classes / 3 X 2 Groups

**The Saturday time schedule will be published after
the first meeting of the Race Direction.**

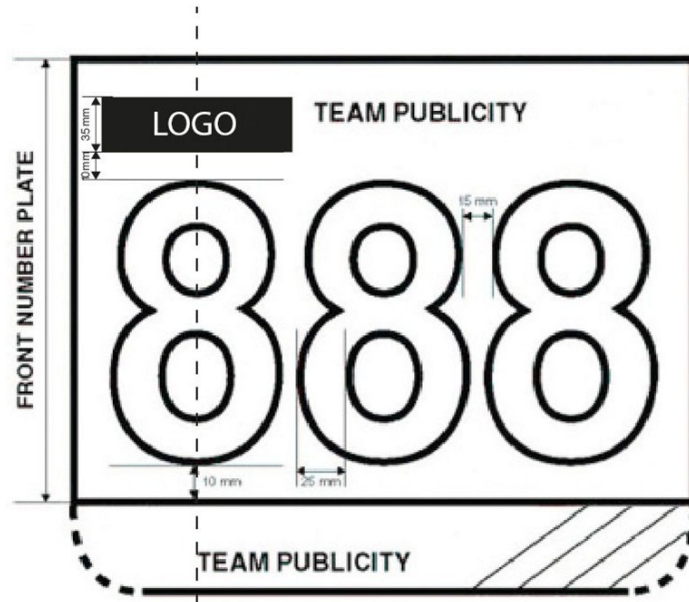
6. TIME TABLES**6.2 FIM Junior Motocross World Championships / Cup**

FIM Junior Motocross World Championships / Cup

JMX	Sunday
Warm-Up, 65cc (15 minutes):	08:45 – 09:00
Warm-Up, 85cc (15 minutes):	09:10 – 09:25
Warm-Up, 125cc (15 minutes):	09:35 – 09:50
Opening Ceremony:	10:30
65cc, Course 1 (Start - 10 minutes): Motorcycles in the Waiting Zone	11:20
65cc, Course 1, Start: (maximum 40 riders / 12 minutes + 2 laps)	11:30
85cc, Course 1 (Start - 10 minutes): Motorcycles in the Waiting Zone	12:05
85cc, Course 1, Start: (maximum 40 riders / 20 minutes + 2 laps)	12:15
125cc, Course 1 (Start - 10 minutes): Motorcycles in the Waiting Zone	13:00
125cc, Course 1, Start: (maximum 40 riders / 25 minutes + 2 laps)	13:10
65cc, Course 2 (Start - 10 minutes): Motorcycles in the Waiting Zone	14:20
65cc, Course 2, Start: (maximum 40 riders / 12 minutes + 2 laps)	14:30
85cc, Course 2 (Start - 10 minutes): Motorcycles in the Waiting Zone	15:05
85cc, Course 2, Start: (maximum 40 riders 20 minutes + 2 laps)	15:15
125cc, Course 2 (Start - 10 minutes): Motorcycles in the Waiting Zone	16:00
125cc, Course 2, Start: (maximum 40 riders / 25 minutes + 2 laps)	16:10
65cc Prize-Giving Ceremony (PGC): (riders positions 1, 2, 3 of the overall results)	17:00
85cc Prize-giving Ceremony (PGC): (riders positions 1, 2, 3 of the overall results)	Immediately after 65cc PGC
125cc Prize-Giving Ceremony (PGC): (riders positions 1, 2, 3 of the overall results)	Immediately after 85cc PGC
Team Prize-Giving Ceremony (Team PGC): (teams positions 1, 2, 3 of the overall results)	Immediately after 125cc PGC
Race Direction, Third Meeting:	17:30

The complete timetable of the event will be published by the Championship Promoter in due time: <https://www.mxgp.com>.

7. FRONT NUMBER PLATE



Championships Logos

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

In order to obtain this logo in high resolution together with the corporate chart, please contact Infront Moto Racing, Mr Hans-Martin Fetzer: (sportoffice@mxgp.com).

8. FIM MOTOCROSS CHAMPIONSHIPS LOGOS

FIM MXGP MOTOCROSS WORLD CHAMPIONSHIP



FIM MX2 MOTOCROSS WORLD CHAMPIONSHIP



FIM WOMEN'S MOTOCROSS WORLD CHAMPIONSHIP



FIM MOTOCROSS OF NATIONS 2024



FIM JUNIOR MOTOCROSS WORLD CUP



FIM JUNIOR MOTOCROSS WORLD CHAMPIONSHIP



FIM JUNIOR MOTOCROSS WORLD CHAMPIONSHIP





SUPPLEMENTARY REGULATIONS FIM MOTOCROSS WORLD CHAMPIONSHIPS

The Moto Club

The National Federation (FMNR)

will organise a round of the 2024 FIM Motocross World Championship. The event will be held in accordance with the FIM Sporting Code together with the relevant Appendices and Regulations.

The event will be held in

Date of the event

<i>IMN</i>	<i>Championship</i>
201/	MXGP / MX2
211/	WMX

ACCESS See attached map of access

Nearest airport

Motorway

Exit

National Road

Nearest town

at km

ORGANISER

Name (Club)

Address

Tel. No

Email

Website

CIRCUIT See attached drawing of the circuit

Name

Length

Minimum Width

Map link

NEAREST HOSPITAL

Name

Address

Tel. No

Email

Website

Map link





SECRETARIAT OF THE EVENT

Address

Tel. No

Email

Opening days / hours

Thursday	from	to
Friday	from	to
Saturday	from	to
Sunday	from	to

TECHNICAL CONTROL OF THE EVENT

Date	from	to	Place
Date	from	to	Place

1. ENTRIES

Entries must be made online via Infront's [Registration Platform](#).

For any info, please contact: Infront Moto Racing / E-mail: sportoffice@mxgp.com.

Closing date of entries:

For the first event of the season: 60 days before the start of the event.

For the other events of the season: 15 days before the start of the event.

2. INSURANCE

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

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

This insurance includes a guarantee of (min. US\$ 2'500'00.-)

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





3. PROTESTS AND APPEALS

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

Protests may be lodged to the Race Direction according to the FIM Disciplinary and Arbitration Code and be accompanied by applicable deposit of € 660.- or the equivalent amount in local currency, returnable if the protest is justified.

An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision and must be accompanied by a deposit of € 1'320.- or the equivalent amount in local currency, returnable if the appeal is justified.

An appeal against the decision of the FIM Stewards Panel may be lodged to the CDI. This appeal must be presented 5 days at the latest after the notification of the FIM Stewards Panel's decision (Security deposit for appeal: € 1'320.-).

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

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

Protests against results must be presented to the Race Direction within 30 minutes following the announcement of the results.

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

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

4. FUEL

In accordance with FIM specifications. Please see the FIM Fuel Regulation of the current year.

5. TIMETABLE

See attached timetable.





6. OFFICIALS

FIM Representative (if applicable)			
Race Direction		Licence	Email
FIM Delegate			
FIM Race Director	Ingo Partsch	4745	ingo.partsch@oeamtc.at
Clerk of the Course			
Stewards Panel		Licence	Email
FIM Chief Steward	Antonio Alía Portela	4757	cms-director@fim.ch
FMNR Steward			
Technical		Licence	Email
FIM Technical Director	Andrew Summers	15644	aws.30@icloud.com
FMNR Chief Technical Steward			
FMNR Technical Steward			
Medical		Licence	Email
FIM Medical Director			
Chief Medical Officer			
Environmental		Licence	Email
FIM Environmental Representative (if applicable)			
FMNR Environmental Steward			
Other Officials		Licence	Email
FIM Deputy Race Director			
FIM Chief Flag Steward			
Chief Timekeeper	Ludwig Verheyden	15625	timekeeping@mxgp.com
Promoter Representative	Andis Steins		a.steins@mxgp.com
Official Responsible of Protocol	Matteo Zompetti		matteo.zompetti@mxgp.com
Press Officer			
Paddock Official			
Secretary of the Race Direction			

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

7. INTERPRETATION OF THE SR

The interpretation of these Supplementary Regulations rests entirely with the Race Direction.

Place and date:

The Clerk of the Course:

Approved by FMNR:





Time Table

MXGP/MX2/WMX	Friday
Briefing Technical Stewards	09:00
Technical Control	10:00 – 18:00
Random Sound Testing	10:00 – 18:00
Circuit control	15:00
Meeting with the Organiser	17:00
Second Circuit Control (if necessary)	18:00
Meeting of the Race Direction	18:15
Riders' Briefing / Demonstration of the starting procedure	TBA

The complete time table of the event will be published by the Championship Promoter in due time:
<https://www.mxgp.com>





HOTELS SUGGESTIONS

(1st choice)

Hotel Name

Address

Tel. No

Email

Website

(2nd choice)

Hotel Name

Address

Tel. No

Email

Website

(3rd choice)

Hotel Name

Address

Tel. No

Email

Website

MAP LINKS

Paddock

Welcome Office

Opening Ceremony

Other





Please insert in the Header of the SR:

- Your FMNR logo
- The Organiser's Logo

Please insert hereafter or send by mail with the SR for approval:

- The drawing of the circuit
- The access map





**FEDERATION INTERNATIONALE
DE MOTOCYCLISME**

FIM-MOTO.com

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cms@fim.ch

6520001