



# **FIM WORLD SUPERCROSS CHAMPIONSHIP REGULATIONS**

# **2025**



**WORLD  
SUPERCROSS**

# FIM SX1/SX2 WORLD SUPERCROSS REGULATIONS



# WORLD SUPERCROSS

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## **AMENDMENTS TO THE FIM WORLD SUPERCROSS CHAMPIONSHIP REGULATIONS**

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

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

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

- Two Representatives appointed by the Fédération Internationale de Motocyclisme (FIM) which includes the Chairman;
- Two Representatives appointed by the Promoter (SX Global).

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

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

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

## General Undertakings and Conditions

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

1. FIM Sporting Code
2. FIM Code of Ethics
3. FIM Supercross Regulations
4. FIM Motocross Technical Regulations
5. FIM Fuel Regulations
6. FIM Sound Regulations
7. **FIM Electric Regulations**
8. **FIM WSX Electric EOT - BOP**
9. FIM Disciplinary and Arbitration Code
10. FIM Environmental Code
11. FIM Medical Code
12. FIM Anti-Doping Code
13. FIM Yearbook
14. Protocol at FIM World Championship and Prize Events
15. 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, Staging Area, Mechanic & Signalling Area or on the course, must carry an appropriate pass at all times during the event.

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

1. **FIM WORLD SUPERCROSS CHAMPIONSHIPS**
- 1.1 **FIM World Championships**
  1. Each year, the FIM holds FIM World Supercross Championships.
  2. FIM World Supercross Championships are organised according to the FIM Regulations, Sporting Code, Chapter 30 - "FIM World Championships and Prize Events".
  3. A series of Supercross events counting towards the FIM World Supercross Championships will be organised for riders and manufacturers.
  4. The best placed Team will be awarded by the FIM Championship Promoter.
  5. The following Championships will be organised:
    - a) FIM **SX1** World Supercross Championship;
    - b) FIM SX2 World Supercross Championship.
  6. These Championships may also be called FIM World Supercross Championship(s).
  7. The name "WSX" is to be used exclusively for the FIM World Supercross Championship. Use of this name at the Continental or National levels is not allowed.

**1.2 Events**

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

1.3 Format of the Event

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

<b>SX1</b>	<b>Duration per session</b>	<b>Maximum</b>
1 X - Warm-Up Practice	Minimum 10 minutes	<b>20</b> riders
1 X - Free Practice	Minimum 10 minutes	<b>20</b> riders
1 X - Time Practice	Minimum 10 minutes	<b>20</b> riders
1 X - "SuperPole"	1 timed lap	4 Riders
1 X - Race 1 ( <b>Sprint Race</b> )	X(*) laps	20 riders
1 X - Race 2 ( <b>Sprint Race</b> )	X(*) laps	20 riders
1 X - Race 3 ( <b>Main Event</b> )	X(*) laps	20 riders

<b>SX2</b>	<b>Duration per session</b>	<b>Maximum</b>
1 X - Warm-Up Practice	Minimum 10 minutes	<b>20</b> riders
1 X - Free Practice	Minimum 10 minutes	<b>20</b> riders
1 X - Time Practice	Minimum 10 minutes	<b>20</b> riders
1 X - "SuperPole"	1 timed lap	4 Riders
1 X - Race 1 ( <b>Sprint Race</b> )	X(*) laps	20 riders
1 X - Race 2 ( <b>Sprint Race</b> )	X(*) laps	20 riders
1 X - Race 3 ( <b>Main Event</b> )	X(**) laps	20 riders

X(\*) The number of laps will be decided by the Race Direction, depending on the venue and the course).

2. Depending on the venue and/or the number of riders present:

- a) The Warm Up Practice and Time Practice may be contested in one single group or two groups of riders;

3. The Race format may consist of three Races (Race 1, 2 and 3) for each class

- a) The Race 1 or "Sprint Race 1" (\*) approximately 8 laps of racing;
- b) The Race 2 or "Sprint Race 2" (\*) approximately 8 laps of racing;
- c) The Race 3 or "Main Event" (\*) approximately 12 laps of racing.

4. In exceptional circumstances and for valid reasons, an additional Warm-Up Practice may be scheduled on the day prior to the regular programme. In that case, the FIM Championship Promoter must inform the FIM and the FMNR and it must be mentioned in the Supplementary Regulations. This additional Warm-Up Practice then replaces the on-course "Press activities".

5. The Warm-Up Practice and Time Practice sessions may also be referred to as "Practices" except when the context requires otherwise.

6. The Time Practices, and "SuperPole" may also be referred to as "Qualifying" except when the context requires otherwise.

7. Race 1, Race 2, Race 3 (including the sighting lap, if any) may also be referred to as “Races” except when the context requires otherwise.
8. On-course “Press activities”, Warm-Up Practice(s), Time Practice, “SuperPole” and Races may also be referred to as “the Competition”.

**1.4 FIM World Supercross Championships Criteria**

1. The final FIM World Supercross Championship standings cannot be considered definitive until the time limits for protests and appeals have elapsed, all protests and appeals have been settled and a final decision has been taken by the competent bodies.
2. All organised events counting towards the corresponding FIM World Supercross Championship will be taken into consideration. However, the FIM Board of Directors or, if necessary, the FIM Executive Board is entitled, upon proposal from the FIM Motocross Commission and in exceptional circumstances, to decide deviating from this principle.
3. For the first event of the FIM World Supercross Championship: the provisional point standings will be identical to the overall point standings of the event in question.
4. As of the second event of the FIM World Supercross Championship, the riders will be ranked according to the total number of points they have scored.
5. In case of ties in the provisional standings, the number of better placings will be considered.
6. 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 event will determine the order of placing in the provisional standings, and so on...
7. The winner of the FIM World Championship is the rider who has obtained the most points from all the Races of the Championship, irrespective of the number of Races he has completed.
8. In case of ties for the final standings of the FIM World Championship, the same conditions as for the provisional standings will apply to determine the winner of the Championship and the ranking of the riders tied in points (see §5).
9. For the FIM Manufacturers' World Championship, only the highest placed motorcycle of each Manufacturer will gain points, according to their position in each event of the Championship.
10. In case of ties for the FIM Manufacturers' World Championship, the same conditions as for the riders will apply to determine the ranking of the Manufacturers tied in points and the winner of the Championship.
11. In the case where a rider participates on motorcycles from different Manufacturers, it is the make of the motorcycle with which he has obtained the most points that will appear next to his name in the final standings, without, however, modifying the calculation for the FIM Manufacturers' World Championship.

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

### **1.5 Support Events / Support Races**

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

#### **A. Support Events**

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

#### **B. Support Races**

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

## 2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

### 2.1 Acceptance of Entries

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## 2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

### 2.1 Acceptance of entries

1. The number of entries in each class is limited to maximum 20 riders:
  - a) Up to 20 riders from between 6 to 10 permanent Teams;
  - b) Up to 6 "Promoter Wild Card" riders invited by the FIM Championship Promoter.
2. Riders are limited to compete in one single class at each FIM World Supercross Championship event.
3. Riders participating in the FIM World Supercross Championship must be holders of a the appropriate FIM Motocross/World Supercross Championship licence (Please refer to Art. 2.3 Age of Riders and FIM Sporting Code 70.2.1. FIM Licence for riders, passengers and teams). By issuing the FIM Motocross/World Supercross Championship/Cup licence, the FMN certifies that the rider is insured for personal accidents covering, death, permanent disability; medical treatment and repatriation equivalent to the minimum benefits required by the FIM for the current year in accordance with Art 110.2 of the FIM Sporting Code. The FMNs have the responsibility of informing the FIM and the FIM Championship Promoter whenever they have suspended a rider or withdrawn his licence.

#### A. Team riders

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

## 2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

### 2.1 Acceptance of Entries

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#### B. “Promoter Wild Card” riders

8. The FIM World Championship Promoter may enter up to 6 “Promoter Wild Card” rider in each class and must inform the FMNR, at the latest 21 days before the event, of the names of the riders he wishes to nominate.
9. “Promoter Wild Card” riders may not be a rider currently contracted by a permanent Team in the FIM World Supercross Championship.
10. The FIM Championship Promoter is then required to:
  - a) To ensure that the riders complete and sign an entry form for the event in question;
  - b) Fulfil their entry obligations as laid down by the FIM Championship Promoter.
11. If the FIM World Championship Promoter does not wish to nominate any riders or one rider in a class, he must inform the FMNR of its decision, at the latest 21 days before the event and the latter may automatically dispose of the entry.
12. For each event, the FIM Administration and the FIM Championship Promoter will publish the list of entries jointly 7 days before the event in question.
13. **“Promoter Wild Card” riders shall be eligible to score points in the event in which they participate. However, they shall not be eligible to accumulate points towards the overall Championship standings.**

**2.2 Substitutes, Replacements and/or Withdrawals**

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

2. Exceptions can only be made as follows:

**A. Substitutes**

3. A Team may withdraw a rider from an event or several events for medical reasons or in case of "force majeure".

4. In that case, the Team must make every reasonable effort to provide a qualified substitute rider to fulfil its entry obligations of 2 riders per class within 7 days of withdrawal.

5. The deadline for substitution of an entered rider is the end of the technical verifications of the event in question.

6. A substitute rider neither may not be a rider currently contracted by another Team in the FIM World Supercross Championship, nor a rider who participates in the Support Race(s) of the event in question.

7. Substitute riders are subject to approval by the FIM Championship Promoter.

**B. Replacements**

8. A Team may replace a rider which it has entered for reasons not being medical and not being "force majeure".

9. In that case, the Team must make every reasonable effort to provide a qualified replacement rider to fulfil its entry obligations of 2 riders per class within 7 days after the announcement.

10. The deadline for replacement of an entered rider is the end of the technical verifications of the event in question.

11. A replacement rider neither may not be a rider currently contracted by another Team in the FIM World Supercross Championship, nor a rider who participates in the Support Race(s) of the event in question.

12. Replacement riders are subject to approval by the FIM Championship Promoter.

**C. Withdrawals**

13. Once the Warm-Up Practice has started, a Team may withdraw a rider from the event, due to injury of the rider, irreparable damage to the motorcycle(s) or in case of "force majeure".

14. In that case, the Team must inform the FIM Race Director and the FIM Championship Promoter of the reasons of the non-participation of its rider(s).

## 2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

### 2.3 Age of Riders

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#### 2.3 Age of Riders

1. FIM Motocross World Championship licences for riders are issued, only when they have attained the minimum age, as indicated below:
  - a) FIM **SX1** World Supercross Championship: 16 years;
  - b) FIM SX2 World Supercross Championship: 15 years.
2. The limit for the minimum age starts on the date of the rider's birthday and must be reached at the moment of the first technical verifications of the event in question.
3. The maximum age is as indicated below:
  - a) FIM **SX1** World Supercross Championship: 50 years;
  - b) FIM SX2 World Supercross Championship: 50 years.
4. The limit for the maximum age finishes at the end of the calendar year in which the rider reaches the maximum age of the class in question.

## 2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

### 2.4 Starting Numbers

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#### 2.4 Starting Numbers

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

**2.5 Rider Apparel**

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

**A. Helmets**

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

**B. Eye protection**

6. Goggles must be worn at all times. However, in adverse racing conditions riders may take off their goggles but it is strongly recommended to get a new set in the mechanic & signalling area during the next lap.

**C. Equipment and protective clothing**

7. This equipment includes but is not limited to: boots, gloves, jerseys, pants and an unmodified full upper body protection in accordance with the FIM Technical Rules Motocross. Gloves must be worn at the start of each part of the Competition.

**D. FIM and Championship logos**

8. Riders must display the FIM and Championship logos on the upper front torso or shoulder area of their jersey or on their chest/back protector if the latter is worn over the jersey (see **7. Diagrams**).
9. It is recommended that riders print the FIM and Championship logos on their jerseys.

**E. Family name/Starting number of the rider**

10. Riders must wear a dorsal starting number conforming to the FIM Regulations, Art. 01.76 of the FIM Motocross Technical Regulations.
11. The rider's starting number must appear on the back of his jersey. The number on the jersey must be the same as the one that has been allocated to the rider for the event.
12. The family name of the rider must appear on the shoulder line on the back of his jersey.
13. If a back protector is worn over the jersey; the family name and number must appear on the back protector (same principles as for the jersey).

## 2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

### 2.5 Rider Apparel

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14. The name and the number must be legible at a distance and be in contrasting colour from the jersey/back protector colour surrounding the placement of the name/number. The name and number may be outlined. The colour of the outlining must be in contrast to the jersey/back protector colour as well as the name/number colour (ex: a white jersey with orange name/numbers could use a black outline).

## 2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

### 2.6 Rider/Mechanic/Team Clothing

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#### 2.6 Rider/Mechanic/Team Clothing

1. All riders, mechanics and Team members must present a clean and neat appearance.
2. Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.
3. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in restricted areas.
4. Shirts must have a collar.
5. Riders, mechanics and Team members must display the FIM and Championship logos on the upper front torso or shoulder area of their shirts/uniform/clothing (see 7. Diagrams).

## 2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

### 2.7 Rider Behaviour and Assistance

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#### 2.7 Rider Behaviour and Assistance

1. Riders, mechanics and Team members must at all times adhere to the provisions of the FIM Regulations.
2. All riders, mechanics and Team members must present a clean and neat appearance.
3. Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in restricted areas.
4. Riders, mechanics and Team members must display the FIM and Championship logos on shirts/uniform/clothing
5. 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.
6. Riders must report any underlying medical disorder or injury they may have to the CMO.
7. 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.
8. 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.
9. At all times during the event, a Team/rider will be responsible for keeping its/his motorcycle in conformity with the rules.
10. A rider may change his motorcycle with the second motorcycle presented in his name and number at the technical verifications.
11. This motorcycle must then be presented in the staging area carrying the rider's transponder and the rider's front number plate. The side number plate may be without a number or carry the rider's number (if conditions and/or time do not allow the rider/Team to put the correct number).
12. When a rider changes motorcycle, he/his Team is responsible for mounting the rider's transponder and correct front number plate on the second motorcycle before it can be presented in the staging area.
13. 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 promotores' staff, medical staff, press, public, etc.) on or off the course may be sanctioned by the Race Direction with one of penalties under Art. 4.79.
14. Riders may be held responsible for the actions of their Team members.

## 2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

### 2.7 Rider Behaviour and Assistance

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15. "Track rentals" of the FIM World Supercross Championship course for testing or Practices within 72 hours prior to that event is not permitted.
16. Riders are forbidden to ride any motorised vehicle on the course outside the official Competition.
17. Riders may carry on-board cameras on their motorcycles when requested by the FIM Championship Promoter. An on-board camera (other than the one from the Championship Promoter) is not allowed during the Competition.
18. In the case provided for under 17, 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
19. Teams/riders are responsible for being aware of all information issued in the riders' e-briefing sent electronically to them and/or any other rider/Team's briefing held at the event.
20. Acceptance of the electronic briefing does not excuse a Team/rider from not attending any official riders meeting(s) at the event.
21. Team members or riders observed to be relieving themselves anywhere than in fixed or portable toilets will be fined a minimum of 1'000€.
22. All body jewellery is to be taped over or removed during on-course competition.
23. The use of a portable music player is not allowed during on-course competition.
24. 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.
25. Riders not performing up to competition level may be excluded from the event by the Race Direction.
26. No rider shall be allowed to compete on any other motorcycle than the one(s) that has(have) been presented at the technical verifications in his name and number.
27. 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 promotors' staff, medical staff, press, public, etc.) on or off the course. Riding in an irresponsible manner may be sanctioned by the Race Direction with one of the penalties under Art. 4.7§9.
28. Riders must obey the official flag, light and the board signals which convey instructions.

## 2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

### 2.7 Rider Behaviour and Assistance

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29. 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.
30. Goggles must be worn during all the Competition. However, in adverse racing conditions riders may take off their goggles but it is strongly recommended to get a new set in the mechanic and signaller area during the next lap.
31. Riders must always start any part of the Competition from the area indicated by the officials.
32. 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.
33. When the riders are on the course, consultation between them and Team members is restricted to the mechanic & signalling area. Riders who stop along the course to consult with others may hinder the progress of other riders, and such action will be considered as outside assistance.
34. Only the following signals are allowed between riders/motorcycles and persons connected with them: data and images from official timekeeping transponders and on-board cameras, pit board messages displayed in approved areas and "body language" communication by the rider. Radio communication with riders is strictly forbidden and will be considered outside assistance.
35. Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal carrying out his duty in the interests of safety. Any infraction of this rule may be penalised by the Race Direction.
36. Marshals may assist riders by lifting motorcycles and moving them to a safe place. Any repairs, adjustments or attempts to restart the motorcycle must be made by the rider, working alone with no outside assistance. Marshals are not allowed to assist riders to restart their motorcycles.
37. Receiving medical treatment while on-course at any time during the Competition, 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 part of the Competition.
38. Whenever a rider is receiving treatment by the medical staff, Team members are not allowed at any time to interfere or hinder their proceedings. Any infraction of this rule may be penalised by the Race Direction with one of the penalties under Art. 4.7§9.

## 2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

### 2.7 Rider Behaviour and Assistance

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39. 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.
40. Riders must use only the marked course. However, if they 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.
41. Riders who have 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.
42. It will be the duty of the Race Direction to make the determination as to whether a rider gained an advantage by leaving the course and re-entering.
43. 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.
44. 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.
45. 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/Qualifying/Race. Further penalties may be imposed.
46. A zone must be reserved for repairs and signalling (= mechanic & signalling area) during the Competition. Only mechanics, Team staff and the essential officials bearing valid passes are permitted in this area. Persons under the age of 16 are not allowed.
47. Riders will be allowed one (1) mechanic plus one (1) additional Team staff in the mechanic & signalling area (Maximum two (2) persons per rider).
48. Riders may enter the mechanic & signalling area to receive assistance, modify, adjust or replace any part of their safety apparel or motorcycle except the frame, which must be sealed. For silencers, refer to the FIM Motocross Technical Regulations. Refuelling, **recharging or changing batteries** in the mechanic & signalling area is prohibited at all times. Refuelling and **recharging** are allowed only in the designated area as indicated in the e-briefing.
49. Any assistance on the course by Team staff is prohibited. However, riders are allowed to adjust or repair their motorcycle, without any assistance, in a suitable area off the course.

50. Riders entering the mechanic & signalling area should ride in a responsible manner and must always come to a complete stop. In the latter case, violators will be disqualified from the respective session.
51. Riders in the mechanic & signalling area may be assisted in restarting their motorcycles.
52. Riders are not allowed to enter the mechanic & signalling area during the sighting lap or it will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective Race.
53. Riders riding slowly on the course and/or returning slowly to the mechanic area should ride carefully, avoid the racing line and not hinder or impede the progress of other riders.
54. Intentionally stopping on the course is prohibited and may be sanctioned each time by the Race Direction with one of the penalties under Art. 4.11.
55. Riders with mechanical problems during the Competition may seek assistance from their mechanic/Team in the mechanic & signalling area or return to the paddock.
56. Riders who leave the stadium infield (the “floor”) during a /Race will not be allowed to re-join that same /Race.
57. Riders who return to the staging area/paddock during a Race to change motorcycle will be allowed to take the start in the remaining Race(s) provided they follow the instructions under Art. 5.18 and are present with their motorcycle at the starting gate in due time (cut-off point: 1 minute before the start of the next Race). They will not be allowed to re-join that same Race.
58. Riders must select the starting gate position from behind the rear barrier and take the position quickly.
59. In case of a start from two rows, riders may not take any positions on the second starting row before all the positions on the first row have been filled.
60. Once a rider has taken his position at the starting gate, he cannot change it, return to the paddock, to the staging area or receive any technical assistance at that position prior to the start.
61. Once a rider has taken his position at the starting gate for Race 1, he must take the same position for Race 2 and Race 3.
62. Motorcycles must be centred in the starting gate. Riders may not start in an angle.
63. Should a rider have a mechanical problem once he has taken his starting gate position, then he must raise his arm and immediately push the motorcycle back to behind the metal mesh ~~of the last row~~ before he and/or

his mechanic can make any repairs and may receive technical assistance from his Team.

64. Riders and/or mechanics are not allowed to touch or drop the starting gate when preparing a start position. Grooming and/or using dirt to form an elevated pad under the riders' feet is forbidden. Grooming or watering in front of the starting gate is prohibited.
65. Once a rider has started his sighting lap, he must continue in the direction of the course. Stopping immediately in front of the starting gate to do a burn-out will be considered grooming in front of the starting gate. Stopping on the course and making practice starts during the sighting lap is not allowed. Any infraction may be penalised by the Race Direction.
66. Riders who fail to complete the sighting lap and/or do not succeed into bringing their motorcycle at the starting gate on time will be disqualified from the Race in question.
67. 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. Starting blocks must be in black and or silver colour and must have been approved beforehand by the FIM Technical Director (see 7 Diagrams).
68. Riders having mechanical problems at the starting gate during the start procedure must wait for assistance until the gate has dropped. Once the gate has dropped, their Team mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the Race in question. They may join the Race only upon a signal from the FIM Deputy Race Director.
69. In case of a start from two rows, the riders taking the start from the second row are not allowed to cross the metal mesh of the first row before the start has been given.
70. When crossing the finish control line, the rider must always be in contact with his motorcycle otherwise the lap will not be counted in his result.
71. After having crossed the finish control line during any part of the Competition, riders must follow instructions of officials and go directly to area indicated by them. They are not allowed to return to the starting gate to consult riders lined up at the start or it will be considered outside assistance.
72. A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the mechanic area/paddock, without receiving any technical assistance from his Team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the Practice/"SuperPole"/Race in question.
73. A rider who is present at an event and who does not take part in any part of the Competition and/or leaves the event must always inform the

FIM Race Director and the FIM Championship Promoter of the reasons for his non-participation.

74. Riders in the top three positions in the overall standings in the event and the rider leading in the points standings (and other participants invited at the discretion of the FIM Championship Promoter) must take part in the Prize-Giving Ceremony and the Press Conference. Any infraction of this rule may be penalised.
75. Riders must make themselves available for promotional activities as may reasonably be asked the FIM Championship Promoter, subject to 30 days, on the day prior to the event, for a period of 3 hours (time to be set by the FIM Championship Promoter).
76. Riders may be granted permission by the FIM Championship Promoter to not attend any particular promotional activity only due to injury or the requirement to be receiving medical attention at a time that coincides with such promotional activity. Requests for non-participation must be submitted to the FIM Championship Promoter in writing.
77. Teams, their staff and riders must avoid any verbal/written public declaration which could damage or negatively affect the FIM World Supercross 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 World Supercross Championship or the sport.
78. Public pronouncements which harm irresponsibly the lawful interest of the FIM World Supercross Championship or which are contrary to its integrity or the sport shall include, but not be limited to:
  - a) Public statements or comments to the media that irresponsibly attack, disparage, disrepute or damage the FIM and the FIM Championship Promoter;
  - b) Public comments that members and riders of the Team know, or should reasonably know, will irresponsibly harm the reputation, image or best interests of the sport and/or any of the FIM and the FIM Championship Promoter are expressly covered by this regulation;
  - c) It is understood that responsible expressions of legitimate disagreement with the FIM, the FIM Championship Promoter and FIM World Supercross Championship policies are not prohibited.
79. 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. Failing to do so may result in penalties.

### 3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

#### 3.1 Motorcycles and Classes

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### 3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

#### 3.1 Motorcycles and Classes

1. FIM World Supercross Championship events will include two classes; **SX1** and SX2.
2. FIM World Supercross Championship events are open to motorcycles as defined in the FIM Regulations, Appendix 01, FIM Technical Regulations-Motocross:
  - a) **SX1**: motorcycles of Cat. I, Group A1, over 290cc up to 450cc for 4-stroke engines; **Electric powered A1 solo motorcycles (Power limitation according to the current EOT / BOP rules for SX1 motorcycles)**
  - b) SX2: motorcycles of Cat. I, Group A1, over 175cc up to 250cc for 2-stroke or 4-stroke engines, **Electric powered A1 solo motorcycles (Power limitation according to the current EOT / BOP rules for SX2 motorcycles)**
3. The name “WSX” is to be used exclusively for the FIM World Supercross Championship. Use of this name at the Continental or National levels is not allowed.

**3.2 Front Number Plate**

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

Class	Background	Number	Logos
<b>SX1</b>	White	Black	FIM and Championship logos and Series Title Sponsor (if any)
SX2	Black	White	
<b>SX1 (EV)</b>	<b>Yellow</b>	<b>Black</b>	<b>FIM and Championship logos and Series Title Sponsor (if any)</b>
<b>SX2 (EV)</b>	<b>Yellow</b>	<b>Black</b>	

4. At the first event of the World Championship: a front red number plate with a white number "1" **may** be displayed by the reigning World Champion when competing in the class in which he won his World Title.
5. From the second event on, a front red number plate with white numbers is compulsory for, and must be displayed by the current leader in each class of the FIM World Supercross Championships.
6. The following colours shall be used, following the RAL colour table, i.e.:
  - Black: 9005;
  - White: 9010;
  - Red: 3020.
  - **Yellow 1026**

### 3.3 Side Number Plates

1. The motorcycle's side number plate must always display (see 7. Diagrams):
  - a) The number of the rider, in accordance with the FIM Regulations hereunder, as well as the FIM Motocross Technical Regulations;
  - b) The FIM and Championship logos on the top section of the number plate as shown on the diagram;
  - c) There must be a minimum clear space of 10 mm between the FIM and the Championship logos and the number.
2. The colour scheme for the background of the side number plates and the numbers is free for **combustion motorcycles, while for the electric-powered vehicles, they must be equipped with yellow background number plates (RAL 1026) and black numbers (RAL 9005)**. The number may be outlined.
3. There is freedom of design and publicity, but incorporation of the rider's number and the FIM and Championship logos into the graphics is compulsory.
4. The number and the FIM and Championship logos must be clearly visible.
5. There must be a clear colour distinction between the colour of the number, the FIM and Championship logos and the colour of the background.

### 3.4 Other Specifications

1. Teams/Riders are strongly recommended to consult the FIM Motocross Technical Regulations, especially in the fields of:

a) Rider safety equipment:

According to the FIM Motocross Technical Regulations

b) Fuel:

**For permanent teams/riders: only Panta MTV4T-01 fuel specification, compliant with the current FIM Fuel Category 2 regulations, is permitted for use.**

**For Wild Card teams/riders: any other fuel compliant with FIM Fuel Category 2 may be used.**

c) Sound:

According to the current FIM Sound Regulations.

### **3.5           On-Board Cameras**

1. Only on-board cameras from the Championship Promoter are allowed during the event:
  - A. On-Board-Motorcycle Cameras
2. At each event, riders may be asked by the FIM Championship Promoter to carry on-board cameras on their motorcycle.
3. In that case, the rider in question and his Team must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the camera on the motorcycle.
4. 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.
5. The cameras and associated equipment must be carried on the motorcycle during the entire Competition.
6. When a motorcycle is equipped with on-board cameras, the weight of the cameras and associated equipment will be included in the total minimum weight of the motorcycle.
7. The cameras and associated equipment are not considered as telemetry.
8. The FIM Championship Promoter must inform the Race Direction of the names of the riders who will be carrying the on-board cameras.
9. An on-board camera Motorcycle (other than the one from the Championship Promoter) is not allowed during the entire Competition.
- B. On-Board Helmet Camera
10. At each event one (1) rider per class - and one rider only - may be asked by the FIM Championship Promoter to carry a camera mounted on his helmet.
11. In that case, the rider in question and his Team must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the camera on the helmet.
12. The FIM Championship Promoter, the rider and his Team assume full responsibility for the mounting of the camera on the helmet, its use and for any related incidents.
13. The helmet camera is not considered as telemetry.
14. The FIM Championship Promoter must inform the Race Direction of the name of the rider who agreed to carry the camera mounted on his helmet.
15. 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.

16. An on-board helmet camera (other than the one from the Championship Promoter) is not allowed during the entire Competition.

## **4. OFFICIALS AND PROCEDURES**

### **4.1 General**

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## **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 (recommended) 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 a FIM Licence**

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

**4.4 Jurisdiction**

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

**4.5 FIM Delegate**

1. The FIM Motocross Commission (CMS) will appoint the FIM Delegate.
2. The FIM Delegate must be holder of an FIM Motocross Sporting Steward licence.
3. If the nominated FIM Delegate is prevented from arriving at the event in time, until his arrival, he will be replaced by the FIM Chief Steward.
4. In case of a “force majeure” during the event where the FIM Delegate becomes permanently unavailable for the event in question, he will be replaced by the FIM Chief Steward.
5. The FIM Delegate has no responsibility for the organisation of the event and his only duties are for representative or supervision purposes unless he is acting as a Member of the Race Direction.
6. The authority and duties of the FIM Delegate include but are not limited to:
  - a) The FIM Delegate must be present before the start of the technical verifications prior to “Press Day” activities and remain after the event until the completion of his duties.
  - b) The FIM Delegate exercises supreme control of the event and is responsible for ensuring that all FIM regulations are observed;
  - c) The FIM Delegate shall call a meeting of the Race Direction before the first official Practices and at the end of each day of official Competition;
  - 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 FIM Sporting Code, to the FIM Regulations 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:
  - FIM Delegate;
  - FMNR Steward.
2. The FIM Chief Steward and the FMNR Steward must be holders of an FIM Motocross Sporting Steward licence.
3. The FIM Chief Steward is appointed by the FIM Motocross Commission (CMS).
4. If the nominated FIM Chief Steward is prevented from arriving at the event in time, the CMS may name a replacement, with first priority given to a CMS Member not from the FMNR.
5. In case of a “force majeure” where the FIM Chief Steward has to replace the FIM Delegate during the event, the CMS may name his replacement, with first priority given to a CMS Member not from the FMNR.
6. The FMNR is limited to one FMNR Steward.
7. If the nominated FMNR Steward is prevented from arriving at the event in time or has to be replaced during the event, the FMNR may name a replacement.
8. Each Steward has one vote. Decisions are based upon a simple majority. In case of a tie, the FIM Chief Steward will exercise the casting vote.
9. The Stewards have no responsibility for the organisation of the event and their only duty is to give a verdict on appeals lodged against decisions of the Race Direction.
10. The authority and duties of the Stewards include but are not limited to:
  - a) Ensuring that the event is conducted according to the FIM 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 Race Direction conform to the rules of the FIM Sporting Code, to the FIM Regulations 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 Race Direction**

1. The Race Direction is composed of:
  - The FIM Delegate;
  - The FIM Race Director;
  - The Clerk of the Course.
2. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Delegate will exercise a casting vote.
3. The quorum for a meeting of the Race Direction is two persons.
4. The meetings of the Race Direction are chaired by the FIM Delegate.
5. The Race Direction will meet at any time required during the event; at least before the first official Practices and at the end of each of day of official Practices and/or Races.
6. The Race Direction will hear any protests that are submitted during the event.
7. The Race Direction has the competence to pronounce ex officio sanctions against riders, Teams and their staff, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship.
8. The authority and duties of the Race Direction are:
  - a) To ensure the smooth and efficient running of the event;
  - b) To approve all the official results of the event;
  - c) To impose penalties for any infringements of the FIM Regulations;
  - d) To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during an event, contrary to the FIM Regulations or instructions given by an official of the event;
  - e) To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of persons occurring during an event;
  - f) To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the FIM Regulations;
  - g) To adjudicate on any protest relating to infringements of the FIM Regulations.
9. The Race Direction may pronounce the following penalties provided for in the FIM Disciplinary Code, without prejudice to Art. 2.2 of the of the same Code:

- a) Warnings;
- b) Fines, subject to a maximum of € 10'000.-;
- c) Time and/or point penalties;
- d) Drop of positions;
- e) Disqualification;
- f) Suspension for a period not exceeding 30 days starting from the date of the offence. The application of this penalty may be conditionally deferred for a period of up to a maximum of two years;
- g) Loss of right to participate in the Championship, which may be applied to one or more events;

10. The Race Direction must pronounce a decision and notify in writing the party (parties) involved in writing at the event:

- a) For protests received during a one-day event:  
as soon as possible the same evening/night.
- b) For protests received on Day 1 of a two-day event:  
as soon as possible the same evening/night.
- c) For protests received on Day 2 of a two-day event:  
as soon as possible the same evening/night.

11. Any person or organisation affected by a disciplinary decision of the Race Direction during the event has the right to appeal this decision.

12. Appeals against a disciplinary decision taken by the Race Direction must be presented to the FIM Stewards Panel.

**4.8 FIM Stewards Panel**

1. The FIM Stewards Panel is composed of:
  - The FIM Chief Steward;
  - The FMNR Steward.
2. The quorum for a meeting of the FIM Stewards Panel is one person (FIM Chief Steward).
3. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Chief Steward will exercise a casting vote.
4. The meetings of the FIM Stewards Panel are chaired by the FIM Chief Steward.
5. The FIM Stewards Panel will meet at any time required during the event.
6. The FIM Stewards Panel will hear any appeals against decisions of the Race Direction.
7. The FIM Stewards Panel may pronounce the following penalties provided for in the FIM Disciplinary ~~and Arbitration~~ Code, without prejudice to Art. 2.2 and 2.3 of the of the same Code:
  - a) Warnings;
  - b) Fines, subject to a maximum of € 10'000.-;
  - c) Time and/or point penalties;
  - d) Drop of positions;
  - e) Disqualification;
  - f) Suspension for a period not exceeding 30 days starting from the date of the offence. The application of this penalty may be conditionally deferred for a period of up to a maximum of two years;
  - g) Loss of right to participate in the Championship, which may be applied to one or more events;

And or refer the case to the **International Court of Appeal (CAI)** to impose a higher penalty that it is empowered to.

8. Any person - rider, team, sponsor, manufacturer, official, etc. - being the holder of a FIM licence and directly affected by a disciplinary decision of the Race Direction has the right to appeal this decision. This appeal must be presented to the FIM Stewards Panel 30 minutes at the latest after the notification of that decision.
9. Appeals against a disciplinary decision taken by the Race Direction will be dealt with by the FIM Stewards Panel.
10. The FIM Stewards Panel must pronounce a decision and notify in writing the party (parties) involved in writing at the event:

- a) For appeals received during a one-day event:  
as soon as possible/2 days at the latest after receipt of the appeal.
- b) For appeals received on Day 1 of a two-day event:  
as soon as possible the same evening/before the start of the Day 2 official Practices.
- c) For appeals received on Day 2 of a two-day event:  
as soon as possible/2 days at the latest after receipt of the appeal.

11. After exhaustion of the FIM **disciplinary bodies present at the event**, an **appeal against the decision of the FIM Stewards Panel may be lodged to the CAI (International Court of Appeal)**. 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.-).

**4.9 Race Direction Meetings**

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

**4.10 Minutes of Meetings**

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

**4.11 Publication of Decisions**

1. All decisions necessary for the running of the event as well as the results must be published as soon as it is reasonably possible. These decisions must be published at least in English.
2. Any judicial decision pronounced by the Race Direction must be notified in writing to the party (parties) as soon as possible the same evening/night.
3. Except for cases under §6, this document/notification of a decision shall:
  - a) State the names and the licence numbers of the Members of the Race Direction/FIM Stewards Panel;
  - b) State the name(s) of the party (parties) involved;
  - c) In case of a protest, state that the protest fee has been paid by the protesting party;
  - d) State the reasons for the action taken/protest;
  - e) State the articles to which the action taken/protest relates;
  - f) State any additional information obtained during the hearing;
  - g) State the decision of the Race Direction/FIM Stewards Panel and its evidence and brief reasons;
  - h) For decisions of the Race Direction: shall be signed by the FIM Delegate;
  - i) For decisions of the FIM Stewards Panel: shall be signed by the FIM Chief Steward.
4. In the case of the following infractions (statements of fact to which no protest is possible), the notification of the Race Direction decision shall be different:

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

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

Offence (in alphabetical order)	Penalty
Leaving the course and gaining an advantage:	Loss of the fastest lap in the respective Warm-Up Practice/Time Practice.
Non-respect of the medical flag or flashing white lights	First offence: loss of 2 positions. Second offence during the same event: loss of 10 positions in the respective Warm-Up Practice/Time Practice
Radio communication between a rider and his Team:	Disqualification from the respective Warm-Up Practice/Time Practice.
Receiving any assistance other than from a marshal in the interest of safety (except in the mechanic & signalling area):	Disqualification from the respective Warm-Up Practice/Time Practice.
Receiving any assistance to restart or repair the motorcycle (except in the mechanic & signalling area):	Disqualification from the respective Warm-Up Practice/Time Practice.
Receiving any medical assistance outside the scope of evaluating the rider's ability to continue the Warm-Up Practice/Time Practice:	Disqualification from the respective Warm-Up Practice/Time Practice.
Receiving signals along the course (except in the mechanic & signalling area):	Disqualification from the respective Warm-Up Practice/Time Practice.
Stopping to consult with others (except in the mechanic & signalling area):	Disqualification from the respective Warm-Up Practice/Time Practice.
Stopping without any valid reason:	Loss of the fastest lap time in the Warm-Up Practice/Time Practice.

**B. In the Staging Area**

Offence	Penalty
Arriving too late in the staging area:	Disqualification from the respective Race.
Motorcycles being returned to the paddock after the entrance to the staging area has been closed:	Disqualification from the respective Race.
Motorcycles returning to the paddock when the riders are being called to take their position at the starting gate:	Disqualification from the respective Race.

**C. At the starting gate**

<b>Offence</b>	<b>Penalty</b>
Changing start position at the starting gate:	Disqualification from the respective Race.
Leaving the start position for any other reason than making repairs:	Disqualification from the respective Race.
Making repairs/receiving technical assistance when at the starting gate position prior to the gate drop:	Disqualification from the respective Race.
Not present for the start of a Race:	Excluded from taking the start or any restart in the respective Race.
Receiving any assistance from a person not allowed at the starting gate:	Disqualification from the respective Race.
Receiving any medical assistance outside the scope of evaluating the rider's ability to continue the Race:	Disqualification from the respective Race.
Returning to the staging area or paddock prior to the start of a Race:	Excluded from taking the start or any restart in the respective Race.

**D. During/After the Sighting Lap**

<b>Offence</b>	<b>Penalty</b>
Entering the mechanic area:	Disqualification from the respective Race.
Failing in completing the sighting lap or not succeeding in bringing the motorcycle back at the starting gate in time:	Disqualification from the respective Race.
Receiving any assistance to restart or repair the motorcycle:	Disqualification from the respective Race.
Receiving any medical assistance outside the scope of evaluating the rider's ability to continue the sighting lap:	Disqualification from the respective Race.
Returning to the staging area to change motorcycle after the sighting lap:	Disqualification from the respective Race.
Stopping on the course and make a practice start:	Disqualification from the respective Race.

**E. On the Course during a Race**

Offence	Penalty
Cutting the course:	Disqualification from the respective Race.
Entering the mechanic area by the exit:	Disqualification from the respective Race.
Entering the mechanic area and not coming to a complete stop:	Disqualification from the respective Race.
Leaving the course and gaining an advantage without gaining any position:	Loss of one position in the respective Race.
Leaving the course and gaining an advantage and/or positions:	Loss of one position plus the number of positions gained in the respective Race.
Radio communication between a rider and his Team:	Disqualification from the respective Race.
Receiving any assistance other than from a marshal in the interest of safety (except in the mechanic area):	Disqualification from the respective Race.
Receiving any assistance to restart or repair the motorcycle (except in the mechanic & signalling area):	Disqualification from the respective Race.
Receiving any medical assistance outside the scope of evaluating the rider's ability to continue the Race:	Disqualification from the respective Race.
Receiving signals along the course (except in the mechanic area):	Disqualification from the respective Race.
Returning to the staging area or paddock during a Race:	Disqualification from the respective Race and exclusion from taking the restart in the respective /Race.
Stopping to consult with others (except in the mechanic area):	Disqualification from the respective Race.
Taking the start without the correct front number plate and transponder	Disqualification from the respective Race.

In addition to 4.11:

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:

**A. During Free Practice/Time Practice:**

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

**B. During a Race:**

Offence (in alphabetical order)	Penalty
Non-respect of the waved medical flag / First offence during an event:	Withdrawal of 5 championship points (*)
Non-respect of the waved medical / 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.

6. Riders with no scored points, or if points cannot be fully deducted from their Championship standings, will receive a €300 fine per offence or the equivalent amount in local currency (cash). The fine must be paid to the FIM Delegate before the end of event.

7. Penalties received by riders during the Free Practice and Time Practice will be carried out for the remainder of the event.

**F. In the case of a restart**

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

**G. At the end of a Practice/”SuperPole”/Race**

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

8. In the above-mentioned cases, the following procedure will apply:
  - a) The rider(s) will be notified verbally by the FIM Race Director/ when he (they) finishes (finish) the session.
  - b) The official results will be modified accordingly, with mention of the rider(s) concerned and the imposed penalty.
  - c) The rider may appeal the decision within 30 minutes after the publication of the results.
9. Position/point penalties incurred prior to the red flag will be assessed at the completion of the Race, not during the restart.

**4.12 FIM Race Director**

1. The FIM Race Director is nominated by the Director of the Motocross Commission (CMS), in consultation with the FIM Championship Promoter.
2. The FIM Race Director must be holder of an FIM Motocross Clerk of the Course Superlicence.
3. If the FIM Race Director is prevented from arriving at the event in time, he will be replaced by the FIM Deputy Race Director.
4. The FIM Race Director has no responsibility for the organisation of the event and his only duties are for representative or supervision purposes unless he is acting as a Member of the Race Direction.
5. The authority and duties of the FIM Race Director include but are not limited to:
  - a) The FIM Race Director must be present at least 24 hours before the start of the technical verifications prior to On-Course "Press Day" activities and remain after the event until the completion of his duties.
  - b) The FIM Race Director must inspect the course and safety installations before the official Practices begins (= circuit control).
  - c) The FIM Race Director may make recommendations to the Race Direction which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.
  - d) In exceptional circumstances occurring during the Competition, 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/"SuperPole"/Race, the disqualification of a rider.

**4.13 Clerk of the Course**

1. The Clerk of the Course is appointed by the FMNR.
2. The Clerk of the Course must be holder of an FIM Motocross Clerk of the Course Superlicence.
3. The Clerk of the Course cannot be at the same time the FMNR Steward.
4. When carrying out his duties, the Clerk of the Course shall act and work in permanent consultation with the FIM Race Director.
5. The Clerk of the Course is responsible for the conduct and efficient running of the event. His essential duties include but are not limited to:
  - a) The Clerk of the Course must be present as of 09:00 a.m. the day preceding the start of the official Practices and remain available after the event until the completion of his duties.
  - b) The Clerk of the Course must certify that official permissions from the local authorities to run the event have been granted to the organiser.
  - c) The Clerk of the Course must present a copy of the third-party insurance policy of the organiser to the FIM Delegate.
  - d) The Clerk of the Course must ensure that the course or venue is in good condition, that all officials are present and ready to carry out their duties and that the safety, medical and control services are on duty.
  - e) The Clerk of the Course may make recommendations to the Race Direction which affect or modify the published programme, such as the duration, the postponement, re-running, stopping of a Practice/ "SuperPole"/Race or abandonment of the event.
  - f) The Clerk of the Course, in consultation with the FIM Race Director, can prevent a rider or a motorcycle from starting, or order their withdrawal from the event if he considers such action necessary for safety reasons.
  - g) The Clerk of the Course must ensure that the FIM Regulations are respected; he may propose penalties to the Race Direction.
  - h) The Clerk of the Course can order the removal from the circuit, course or venue and its vicinity of any person refusing to obey the orders of an official in charge.
  - i) The Clerk of the Course must notify the Race Direction of all decisions to be taken or already taken, and of any protest handed over to him.
  - j) The Clerk of the Course must collate the reports and results from all officials and all other information necessary to present his report to the Race Direction, and to have the provisional results of the event approved.

#### **4. OFFICIALS AND PROCEDURES**

##### **4.13 Clerk of the Course**



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

**4.14 FIM Chief Flag Steward**

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

**4.15 FIM Technical Director**

1. The FIM Technical Director is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM Motocross Commission.
2. The FIM Technical Director must be holder of an FIM Senior Technical Steward's licence.
3. The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Motocross Technical Regulations.
4. The FIM Technical Director works in cooperation with the FIM Race Director, the FIM Delegate, the **FIM Electric Coordinator** 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 Motocross Technical Regulations):
  - 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 **and the FIM Electric Coordinator** will hold a briefing with the technical stewards prior to the technical verifications.
  - c) The FIM Technical Director and **the FIM Electric Coordinator** are the final arbiters 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 **and the FIM Electric Coordinator** have the right to review this 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.

**4.16 Chief Technical Steward**

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

**4.17 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 World Supercross 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.

**4.18 Sustainability Steward**

1. The Sustainability Steward is appointed by the FMNR.
2. The Sustainability Steward must be holder of an FIM Environmental Steward's licence.
3. The Sustainability Steward, appointed by the FMNR, shall be responsible for all environmental aspects and shall in particular (Please refer to the FIM Environmental Code):
  - a) Ensure that the FIM Environmental Code is respected.
  - b) Report to the Clerk of the Course any infringement to the FIM Environmental Code.
  - c) Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations on all aspects of the event which may have potential environmental consequences.
  - d) Fill in the environmental check-list, send it as per the instructions to the CID and hand a copy to the FIM Delegate.
  - e) Give his recommendations to the Race Direction.
  - f) If requested to do so by the Race Direction, attend meetings, but without voting rights.
4. After an event, the Sustainability Steward must remain available until protest time has expired.

**4.19 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](mailto: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 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 part of the Competition.
  - j) To examine with the FIM Medical Director all competitors listed as injured (Unfit Riders List) who wish to compete and assess and agree their fitness to do so.
  - k) Ascertain that fallen riders are medically fit to continue in competition.

- l) In accordance with normal medical practice will complete a clinical record of all medical examinations and assessments. A copy of the clinical record should be provided to the rider or their nominated representative to facilitate ongoing treatment after the event and referral to the rider's medical insurance provider.
- m) Will prepare the list of injured riders (Medically unfit list) to be given to the FIM Medical Director and FIM Medical Representative (if present).
- n) Must inform and update the FIM Medical Director and FIM Medical Coordinator ([cmi@fim.ch](mailto: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](mailto:cmi@fim.ch)) by the day following the event (Appendices B and A/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 FIM Medical Code available on: <https://www.fim-moto.com/en>

**4.20 Flag Marshals / Sector Marshals**

1. Flag Marshals are appointed by the FMNR/organiser.
2. It is recommended that Flag Marshals/Sector Marshals/**Electric Marshals** be holder of an FMNR Flag Marshal's licence. The minimum age for Flag Marshals is 18 years.
3. Flag Marshals/Sector Marshals/**Electric Marshals** must have participated in a briefing with the FIM Chief Flag Steward, the Clerk of the Course or a qualified official nominated by him.
4. For each Flag Marshal's post, the Organiser must establish a list with the names of the marshals occupying the post. This list is to be given to the Clerk of the Course, who will hand it over to the FIM Delegate before the start of the official Practices.
5. The Organiser must also establish a list with the names of the Sector Marshals responsible for each sector of the course. 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.
6. 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. **Electric Marshals must wear a uniform, bib or any other piece of equipment clearly distinguishing them from other marshals.**
7. As a principle, there should be sufficient Sector Marshals, Flag Marshals (using a flag) and marshals (without a flag) to give assistance to a rider in the interests of safety positioned around the course.
8. However, the position/sector and occupation of each position/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.
9. After an event, the Flag Marshals must remain available until protest/appeal time has expired.

**4.21 Official Signals**

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

Signal	Meaning
“30 seconds” board: (Held upright)	30 seconds until the starting procedure enters its final phase.
“30 seconds” board: (Held sideways)	The starting gate will drop within the next 5 to 10 seconds.
Green flag:	<b>On-Course</b> “Press Day” activities, Warm-Up Practices and Time Practices: course clear for the start of the session. Race: course clear for the start of the Race.
Blue flag, waved:	Warning, you are about to be lapped. Hold your line, do not ride erratically and do not impede the faster rider’s progress. <ul style="list-style-type: none"> <li>• The blue flag must be used by supplementary flag marshals, specialised for this flag only.</li> </ul>
Yellow flag, waved or yellow flashing light:	Danger, ride cautiously, passing is allowed <ul style="list-style-type: none"> <li>• The waved yellow flag will be displayed during the first lap of the Warm-Up Practice.</li> </ul>
Medical flag, waved or white flashing light:	White flag with a diagonal red cross: indicates that ambulances, safety vehicles or emergency personnel may be on the course. Riders must show extreme caution, slow down, maintain their position, not gain an advantage and wheels of the motorcycle must not leave the ground between the flag and the incident. (Please also refer to Art. 4.11) <ul style="list-style-type: none"> <li>• The Medical flag or white flashing lights may be used at the beginning of a triple jump or a series of jumps. The Medical flag is superior to the waved yellow flag.</li> <li>• Riders must follow all directions given by officials in the area of concern. The area of concern is the whole obstacle; i.e. if a rider is down on the face of the triple or after the first or second jump, a rider must not jump any section of the triple.</li> </ul>

Signal	Meaning
Black flag and a board with a rider's number on it:	Rider in question to stop racing, reduce speed carefully and proceed to the mechanic area or paddock. <ul style="list-style-type: none"> <li>• The rider has been penalised or there is a problem with his motorcycle.</li> </ul>
Red flag:	All riders must stop racing, reduce speed carefully and proceed to the area indicated by the officials. <ul style="list-style-type: none"> <li>• The red flag may be displayed anywhere on the course.</li> <li>• All false starts will be indicated by a red flag.</li> <li>• The red flag is superior to all flags/light signals.</li> </ul>
“LAST LAP” board: (At the finish)	Last lap before the end of the /Race.
Black and white chequered flag:	End of the Practice//Race.

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

**5. RUNNING OF THE EVENT**

**5.1 Administrative control**

1. The FIM Championship Promoter must prepare the latest entry list and give it to the Clerk of the Course before the start of the administrative control and the technical verifications.
2. The FIM Championship Promoter must verify that there is nothing to prevent a rider from participating in the event, e.g. injury, suspension, disqualification, or any other ban on riding.
3. Riders entered in an event may be required to present their FIM World Supercross Championship licence and/or to sign an individual entry form during the administrative control carried out by the FIM Championship Promoter.
4. During the first meeting of the Race Direction, the FIM Championship Promoter must confirm that all the riders present at the event:
  - a) Are not prohibited from participating in the event, e.g. injury, suspension, disqualification, or any other ban on riding.
  - b) Are in possession of a valid FIM World Supercross Championship licence.
  - c) Have duly completed the official FIM World Supercross Championship entry form.
5. A written report (confirmation) of administrative control must be presented to the Race Direction by the representative of the FIM Championship Promoter during the first meeting of the Race Direction.

## 5. RUNNING OF THE EVENT

### 5.2 Passes

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#### 5.2 Passes

1. The FIM World Supercross Championship is covered by a contract signed by the FIM.
2. Therefore, and for security and practical reasons, only passes issued by the FIM Contractual Partner are valid.
3. Passes are issued for exclusive use by the person named on the pass or to whom the pass has been assigned. The lanyard is considered part of the pass and must be worn with the pass around the neck.
4. **All pass holders must sign a waiver before being granted access to the stadium premises.**
5. Transfer, misuse of, or failure to display the pass as described may be cause for disciplinary action or revocation.
6. Passes can be revoked at any time without refund of the pass fees.
7. 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.

### 5.3 Preliminary Technical Verifications

1. Prior to any “Press Day” activities and/or official Practices, technical verifications must be carried out in accordance with the procedure and the times fixed in the FIM Motocross Technical Regulations, the FIM Sound Regulations, **the FIM Electric Regulations, the FIM WSX Electric BOP-EOT**, and/or the Supplementary Regulations of the event.
2. The technical verifications must be held on the site of the event.
3. The rider and/or the mechanic and/or the Team Manager must attend the technical verifications.
4. Each rider must present one motorcycle in his name and number at the technical verifications.
5. In each class at each event, Teams may present at the technical verifications a second motorcycle (Team motorcycle) to be used by its two riders. In this case, the team presenting the motorcycle must inform the Technical Stewards of the names and numbers of the riders eligible to use this motorcycle.
6. “Wild Card” riders are not allowed to present a second motorcycle.
7. The motorcycle’s number plates must display:
  - a) Front number plate: the FIM logo, the Championship logo and the Series Title Sponsor;
  - b) Side number plates: the FIM logo and the Championship logo.
8. During these technical verifications, a rider must also present for verification his helmet, his full upper body protection equipment and his racing jersey.
9. The jersey and/or must upper body protection (when worn over the jersey) must display (see 7. Diagrams):
  - a) On the front: the FIM and the Championship logos;
  - b) On the back: the name and number of the rider.
10. A rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.
11. During the event and per class, riders are allowed to use only the motorcycle(s) presented in their name and number at the technical verifications.
12. For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per motorcycle. Other spare silencers may be presented after all participants have presented their motorcycle.

The maximum limit of the pre-race sound level is fixed at:

- a) **SX1 / SX2: 114.0 dB/A**  
(Target 112.0 + 2.0 for the precision of the method / for all **combustion** engine types).
- 13. At any time during the event:
  - a) On request of the FIM Technical Director, **FIM Electric Coordinator** or Chief Technical Steward, a rider must present himself and/or their motorcycle and/or equipment to the technical verification;
  - b) The Team and/or rider will be responsible for keeping his motorcycle(s) and/or equipment in conformity with the rules;
  - c) Data provided by a rider/motorcycle may be used for investigation purposes. The FIM Technical Director/**FIM Electric Coordinator** have the right to review this data. Any data reviewed by the FIM Technical Director must remain strictly confidential;
  - d) The FIM Race Director can disqualify a motorcycle of which the construction or condition is considered to be or may become a source of danger.

**5.4 Special Medical Examination**

1. At any time during an event, at the request of the FIM Medical Director, FIM Race Director, FIM Delegate or International Medical Panel Representative, a special medical examination may be carried out by an Official Doctor, or another doctor nominated by the Chief Medical Officer.
2. Any rider who refuses to submit himself to such special medical examination will immediately be excluded from the event (including the on-course "Press-Day activities" and/or Support Event), and his case notified to his FMN, to the Race Direction and the FIM.

**5.5 On-Course “Press-Day” Activities**

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

**5.6 Circuit Control**

1. Prior to homologation of the course, a Circuit Control will be carried out by the Race Direction the day preceding the first official Practices or at any other time set by the latter.
2. If deemed necessary, a second Circuit Control can be carried out.
3. If the Circuit Control has been carried out in conformity with the FIM Regulations and conditions are judged suitable, the FIM Race Director will propose to Race Direction to homologate the course for the event.
4. The homologation of a course by the Race Direction is only valid for and restricted to the official Competition counting towards the FIM Championship run under the jurisdiction of the FIM, without prejudice to Art. **10.7** of the FIM Sporting Code.
5. The FIM Medical Director and the Chief Medical Officer, as well as the FIM Chief Flag Steward and the Chief Flag Marshal, must also attend the Circuit Control.
6. If the Chief Medical Officer is not present, the organiser must be prepared to discuss any topics related to the medical set-up around the course: positions and number of staff for each ground post, evacuation of injured riders, etc.
7. If the Chief Flag Marshal is not present, the Clerk of the Course must be prepared to discuss any topics related to the Flag/Sector Marshals: number of marshals, positions, sectors, etc.
8. Members of the FIM Stewards Panel, Representatives of the FMNR, the FIM Championship Promotor, the FMNR or the Organiser as well as the Secretary of the Event or any other person deemed necessary, may also attend the Circuit Control.
9. The FIM Delegate, together with the FIM Race Director, must prepare the Circuit Control Report.
10. 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.

**5.7 Meeting with the Organisers**

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

**5.8 Race Direction Meetings**

1. The Race Direction will meet at any time required during the event; at least before the first official Practices and at the end of each of day of official Practices and/or Races.
2. The Members of the Race Direction and FIM Stewards Panel, as well as the FIM Chief Flag Steward, the FIM Medical Director and Chief Medical Officer, have to attend these meetings.
3. Also invited to attend this meeting are: the Secretary of the Event, the Chief Timekeeper and the Chief Technical Steward, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, representatives of the FMNR, FIM Championship Promoter, the organisers, etc.
4. All the Officials participating in these meetings must be fully prepared to discuss any topics related to their respective duties.

**5.9 Camera-On-Board-Laps Session**

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

**5.10 Riders' Briefing/Meetings**

1. All information regarding the event will be sent to riders and officials via the Sportify App **on the official World Supercross Championship channel**, no later than the day before the official Practices. Additional details may be provided during the event.
2. In addition to this electronic briefing, there will be a demonstration of the complete start procedure which is scheduled after the track-walk.
3. It is the responsibility of each rider and Team to attend the start procedure demonstration, be aware of all information given and follow all instructions issued in the electronic briefing or any other meetings in person.
4. If deemed necessary by the Race Direction, additional meetings in person with riders and Teams can also be held.
5. A separate briefing/meeting in person may be held with the Wild Card riders whose participation is mandatory. The time and place of this briefing will be decided by the Race Direction.

**5.11      Track-Walk**

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

**5.12 Warm-Up Practice**

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

Warm-Up Practice:	Upon a signal from an official nominated by the FIM Race Director, the riders will be allowed to proceed on the course for one sighting lap. All the flag marshals will be on their position waving the yellow flag. Riders proceed with extreme caution.
At the end of the sighting lap:	The flag marshals will stop waving the yellow flag. And the official time will commence for warm-up

**5.13 Start Practice**

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

**A. Warm-Up Practice**

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

**B. Time Practice**

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

**5.14 Qualifying – SX1/SX2**

1. Qualifying will involve a Time Practice and/or “SuperPole”.
2. Riders must start the Time Practice sessions from behind the starting gate.
3. Riders must record at least one officially timed lap in order to be classified in the results of Time Practice.

**A. Time Practice**

4. Riders will qualify for their starting position in Race 1, Race 2 and Race 3 according to their best overall result in the Time Practice, ~~irrespective of the Group in which they participate~~. In case of ties, the second-best overall times will be taken into consideration:

<b>SX1/ SX2</b>	<b>Positions</b>	<b>Results</b>
Time Practice (Maximum <b>20</b> riders)	<b>1 to 4</b>	Participate in the “SuperPole”.
	<b>5 to 20</b>	Advance to the Races; results determine starting positions <b>5 to 20</b> for the respective riders in the Races

5. If, for unforeseen reasons, a rider does not score any qualification time in the **Free Practice**, he will be placed last ~~in his Group~~ (behind the riders who have scored a result in Time Practice). If several riders are concerned, the times set in the latest Warm-Up Practice will be taken in consideration. Should there still be riders without any times after this procedure, then a ballot will decide upon their starting position.
6. If the **Free Practice** is cancelled for any reason, times from the latest Warm-Up Practice will be used as qualifying times for the Races.
7. In proven exceptional cases of force majeure where a rider does not participate in the latest Warm-Up Practice, **Free Practice** and Time Practice, he may be admitted by the Race Direction to participate in the Races. 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 Races). **If several riders are concerned, then a ballot will decide upon their starting position.**

8. Riders will qualify for their starting position in the Races according to their result in their respective Time Practice and/or “SuperPole”:
9. If for unforeseen reasons, a rider does not score a result in a Time Practice, he will be placed last (behind the all riders who scored a result in the Time Practice). If several riders are concerned, then their result in the Free Practice will decide upon their starting order in the Races (Position, and in case of a tie fastest Qualifying Group)

**B. “SuperPole” SX1 / SX2**

10. The **4** fastest riders from Time Practice will take part in the “SuperPole”, except for reasons of force majeure approved by the Race Direction:

<b>SX1 / SX2</b>	<b>Positions</b>	<b>Results</b>
“SuperPole” (Maximum 4 riders)	1 to 4	Determine starting positions 1 to 4 for the respective riders in the Races.

11. **The order in which the riders start the “SuperPole” is based on their results in Time Practice. The 4th placed rider of the Time Practice (SP4) will go first. He will be followed by the 3th placed rider of the Time Practice (SP3), followed by the 2th placed rider (SP2) and so on.**
12. The riders must always start the “SuperPole” from the same position as directed by the officials, one by one under the authority of the FIM Race Director or his designee.
13. Riders who qualified for the “SuperPole” will each make 1 full timed lap.
14. The FIM Race Director or his designee will give the start to the first rider (**SP4**) at the time scheduled and then to each following rider (**SP3, SP2 and SP1**), approximately 30 seconds after the previous rider has finished his warm-up lap.
15. If one of these 4 riders does not participate in the “SuperPole”, he will not be replaced.
16. The results of each rider’s timed lap of the “SuperPole” will determine starting positions 1 to 4 for the Races; the fastest rider of the “SuperPole” will take the pole, followed by the 2<sup>nd</sup> placed rider who will take position 2, the 3<sup>rd</sup> placed rider who will take position 3, and so on. In case of ties, their Free Practice results will be taken into consideration.
17. ~~The fastest rider of the “SuperPole” will obtain 5 points (5), the second fastest 3 points (3), and the third fastest 1 point (1) for their respective FIM World Championship and the corresponding motorcycle manufacturer.~~
18. If one of these 4 riders does not score a result in the “SuperPole”, he will be placed last in the results of the “SuperPole”. If several riders are

concerned, then their position in their respective Time Practice will determine the order in which they will be placed at the starting gate. Should there still be a tie, then the rider of the fastest Time Practice will be placed before the rider of the slower Time Practice.

19. In the case of changing weather conditions (dry-wet) during the “SuperPole”, the Race Direction may decide to maintain the “SuperPole” riders’ respective Time Practice results in order to designate their starting positions. If, for unforeseen reasons, the “SuperPole” cannot be run completely/at all, then the “SuperPole” riders’ respective Time Practice results will be maintained in order to designate their starting positions.

## 5. RUNNING OF THE EVENT

### 5.15 Stopping of a Warm-Up Practice/Free Practice/Time Practice/“SuperPole”



#### 5.15 Stopping of a Warm-Up Practice/Free Practice/Time Practice/“SuperPole”

1. The FIM Race Director is authorised to prematurely stop any part of the Competition for urgent and/or safety reasons or other cases of “force majeure”. In that case, a red flag will be displayed to the riders.
2. Riders must follow instructions of officials and go directly to area indicated by the officials where they can receive assistance.
3. The Competition will continue as soon as possible, upon the discretion of the FIM Race Director; time, conditions and weather permitting. In all cases, every attempt will be made to run the total duration of the session in question.
4. The rider(s) deemed to be at fault for the stopping of the Competition, may be excluded by the Race Direction from taking part in the remainder of the session.

## 5. RUNNING OF THE EVENT

### 5.16 Opening Ceremony / Riders Presentation



#### 5.16 Opening Ceremony / Riders Presentation

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

**5.17 Second Motorcycle**

1. Changing motorcycle after the sighting lap or during a Race is not allowed.
2. However, riders are allowed to change their motorcycle with the second motorcycle presented in their name and number at the technical verifications in between Races.
3. There are two options:
  - a) The rider can return the motorcycle to the paddock during or after a Race, take the second motorcycle provided it is eligible to race (= the motorcycle carries the transponder and the front number plate of the rider at least. The side number plates can be without a number or carry the rider's number (if conditions and/or time do not allow to put it). The rider then presents himself with his motorcycle at the staging area for the next Race;
  - b) His Team may bring the second motorcycle to the entrance of the staging area.
4. In the latter case, the rider must return to the staging area during or after the Race upon which the second motorcycle can be allowed in the area. The Team must then mount the rider's transponder and front number plate on the second motorcycle before the motorcycle will be deemed eligible to race and the rider can return to the floor for the next Race. The side number plate can be without a number or carry the rider's number (if conditions and/or time do not allow to put it).
5. Riders returning to the staging area during a Race must remain there until that Race is finished while their Team prepares their second motorcycle. They cannot return to the same Race. When the Race is finished and their second motorcycle is eligible to race, they may return to the floor after having received authorisation from an official.
6. Riders changing motorcycle at the end of a Race will be authorised by an official to return to the floor for the next Race as soon as their second motorcycle is eligible to race.
7. The motorcycle that will not be used for the next Race must leave the staging area and be brought back to the paddock.

**5.18 Staging Area**

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

Start - A minutes:	The entrance to the staging area is open. <del>Reserve riders who are not allowed to participate in the race must leave the Staging Area</del>
	Each rider, his mechanic and the motorcycle that he will be using in the Race may enter the staging area.
	Only one motorcycle per rider is allowed in the staging area. A second motorcycle cannot be brought in the area unless it is being used by the rider for the Race in question.
Start - B minutes:	The entrance to the staging area is closed for the Race in question (*).
	All the riders, mechanics and motorcycles must be in the staging area.
	Riders, mechanics and motorcycles arriving late in the staging area are excluded for participation in the Race in question.
	As of this moment, a motorcycle cannot be returned to the paddock or its rider will not be allowed to take in the start in the /Race in question.
	For Races only: late arrivals will be allowed to enter the staging area only after all the riders have left the area to take their position at the starting gate. They must remain in the staging area until that Race is finished after which they will receive a signal from an official upon which they may leave the area to take their position at the starting gate for the next Race.
Start - C minutes:	Upon the signal from an official, riders, mechanics and the motorcycle that will be used in the /Race leave the staging area to take their positions behind the starting gate.
	Motorcycles or riders returning to the paddock at this point in time will not be allowed to take in the start in the Race in question.
	Should a motorcycle fail to start, an attempt may be made to push-start the motorcycle outside the staging area. The motorcycle must remain under the visual control of an official at all times during this process and cannot return to the paddock. If the

	<p>motorcycle cannot be started before all the riders have left the staging area, then the rider is no longer permitted to participate in the /Race in question.</p>
	<p>For Races only: riders whose motorcycle was returned to the paddock prior to a Race or who returned to the staging area to change motorcycle during a Race must remain in the staging area until that Race is finished: They will then receive a signal from an official upon which they may leave the area to take their position at the starting gate for the next Race.</p>

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

(\*) *In case of 3 consecutive Races: will be applied only for Race 1.  
In case of separate Races: will be applied for Race 1, **Race 2 and Race 3**.*

**5.19 Starting Gate Positions**

1. As soon as the riders, their motorcycles and/or mechanics enter the floor to take their gate positions, they are under the orders of the FIM Deputy Race Director or his designee.
2. The rider with the motorcycle take a position behind the starting gate as quickly as possible according to his qualifying results (= "loading of the starting gate").
3. In case of a start from two rows, riders may not take any positions on the second starting row before all the positions on the first row have been filled.
4. The motorcycle must be placed centred in the starting gate position. Riders may not start at an angle.
5. Starting blocks are allowed but must be in black / silver colour and be approved by the FIM Technical Director (See 7. Diagrams).
6. Once a rider has taken his position at the starting gate, he cannot change it, receive any technical assistance at the gate prior to the start or he will be disqualified from the /Race in question.
7. Once a rider has chosen his position for Race 1, he must take the same position for Race 2 and Race 3 or he will be disqualified from the Race in question.
8. The FIM Race Director or his designee is responsible for registering the position taken by each rider (Position #/Rider #), as well as the correct loading of the starting gate for Race 2 and Race 3.
9. Riders who have changed motorcycle in between Races must have taken their position at the starting gate for the next Race in due time (cut-off point: 1 minute before the start of the Race in question).
10. Riders who have changed motorcycle but have not taken their position at the gate in due time must follow the instructions of the FIM Deputy Race Director and go to the side of the starting gate until the gate has dropped. Then, upon the signal of the FIM Race Director or his designee they may take the start of that Race.

**5.20 Sighting Lap**

1. Before Race 1 (when two consecutive Races), and **each Race** (when **the Races** are being run separately), riders will be given the opportunity to make a sighting lap.
2. Participation in the sighting lap is optional.
3. The procedure is the following (approximate times):

Start - D minutes:	Riders start their engines and prepare for the sighting lap.
Start - E minutes:	The starting gate drops and the riders may start the sighting lap.
Start - F minutes	The starting gate is raised again. No further sighting laps are allowed.
At the end of the sighting lap:	The riders return to the starting gate as directed by the official and take their starting position.
Start - G minutes:	All the riders should be back from their sighting lap.

*D, E, F, G minutes: Time depending on the venue where the event is being held.*

*Time to be announced in the electronic briefing of the event.*

4. Once a rider has started his sighting lap, he must continue in the direction of the course. Stopping immediately in front of the starting gate to do a burn-out will be considered grooming in front of the starting gate; stopping on the course and making practice starts during the sighting lap is not allowed either. Both of which may be sanctioned by the Race Direction with one of penalties under Art. 4.11§4.
5. Grooming or watering in front of the starting gate is not allowed.
6. At the end of the sighting lap, riders must return directly to their initial starting position behind the gate. Cleaning the motorcycle in adverse racing conditions will be considered technical assistance and must be done before the rider takes his starting position. Changing motorcycle after the sighting lap is not allowed.
7. Riders who fail to complete the sighting lap and/or do not succeed into bringing their motorcycle at the starting gate on time will be disqualified from the Race in question.

**5.21 Start Procedure**

1. The following procedure will apply for the Races:

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

*Mechanic(s\*): Maximum 2 mechanics; the mechanic of the rider having the mechanical problem and the mechanic of the second rider from the same team in the same class.*

2. The FIM Race Director or his designee, and the person with the "30 seconds" board will be standing on the starting area in front of the starting gate.
3. When all the mechanics and riders/mechanics making repairs have left the starting gate area, the start procedure will enter its final phase:

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

4. Riders who did not succeed in repairing their motorcycle or had a mechanical problem during the start procedure may receive help from their mechanic(s) at the starting gate. If their motorcycle has been

repaired they may join the /Race only after having received a signal from the FIM Deputy Race Director.

**5.22 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 “30 seconds” board is turned sideways.
3. The FIM Race Director or his designee will lower the green flag during the 5 to 10 seconds interval, upon which the /Race starts.

**5.23 Races**

1. In each class, the event will be run over three Races of:
  - a) **SX1: Race 1, Race2 (Sprint Races): X(\*) laps each;**  
**SX1: Race 3 (Main Event): X(\*) laps each;**
  - b) **SX2: Race 1, Race2 (Sprint Races): X(\*) laps each;**  
**SX2: Race 3 (Main Event): X(\*) laps each;**

*X(\*) The number of laps will be decided by the Race Direction, depending on the venue and the course. Please also refer to Art. 1.3 Format of the Event).*
2. Depending on the programme, the three Races may be run consecutively and Race 1 and Race 2 **may** be run together and Race 3 at a later time.
3. When the rider leading the Race starts the penultimate lap, he - as well as all the following riders - will be shown the “1 Lap” board and they continue for one more lap.
4. When the leader of the Race crosses the finish again, he will be shown the chequered flag. The riders who follow the winner will then be stopped when crossing the finishing line.
5. Riders are allowed to change motorcycle in between Races as stated in Art. **5.17**.
6. The rider must be on his starting gate position in due time (cut-off point: 1 minute before the start of the Race in question).
7. Riders with mechanical problems during the Races may go for assistance to the mechanic & signalling area or return to the paddock.
8. Riders who leave the floor during a Race will be allowed to take the start in the remaining Race(s) provided they present themselves at the starting gate in due time (cut-off point: 1 minute before the start of the Race(s) in question).

**5.24 False start**

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

## 5. RUNNING OF THE EVENT

### 5.25 Stopping of a /Race // - 2 Laps Completed



#### 5.25 Stopping of a /Race // - 2 Laps Completed

1. The FIM Race Director is authorised to prematurely stop any Race for urgent and/or safety reasons or other cases of "force majeure".
2. A red flag will be displayed to the riders.
3. If a Race is stopped before 2 laps have been completed, there will be a complete restart.
4. Riders will return to their initial position behind the starting gate where they may receive non-technical assistance from their mechanic. Cleaning the motorcycle in adverse racing conditions will be considered technical assistance and must be done before the rider takes his starting position.
5. The restart will take place as soon as possible. Changing of motorcycle is not 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. Only riders who are "on-course" (actively taking part in the Race or who are involved in a racing incident) at the moment of the stopping of the Race will be allowed in the restart. Riders who have left the stadium infield (the "floor") or returned to the paddock are excluded from taking the restart.
8. 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.
9. The restarted /Race will be run for the scheduled time:
  - a) **SX1:** Race 1, Race 2 (**Sprint Races**): X(\*) laps each;  
**SX1: Race 3 (Main Event): X(\*) laps each;**
  - b) SX2: Race 1 and Race 2 (**Sprint Races**): X(\*) laps each;
  - c) **SX2: Race 3 (Main Event): X(\*) laps each;**

*X(\*) The number of laps will be decided by the Race Direction, depending on the venue and the course. Please also refer to Art. 1.3 Format of the Event)*
10. If it were not possible to restart a Race, then this Race is cancelled and no FIM World Championship points will be awarded for that Race.

## 5. RUNNING OF THE EVENT

### 5.26 Stopping of a Race // + 2 Laps and - 70% Completed



#### 5.26 Stopping of a Race / + 2 Laps and - 70% Completed

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

At the end of the given time:	The FIM Race Director or—his designee stands in front of the staggered formation at the start line.
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## 5. RUNNING OF THE EVENT

### 5.26 Stopping of a Race // + 2 Laps and - 70% Completed



	<p>The mechanics stop giving assistance to the rider and leave the start area.</p>
	<p>Riders and mechanics who are still not ready by that time must go to the area indicated by the officials where they can continue making repairs.</p>
	<p>Riders start their engines and prepare for the remainder of the Race.</p>

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

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

14. Riders are not allowed to overtake the rider in front of them until they pass the designated starting line. Any rider doing so may be penalised by the Race Direction as under Art. 4.11§4.

15. The Race will be run for the remaining number of laps.

16. Eligible riders who are unable to participate in the restart due to a stalled motorcycle or continued repairs may join the Race from the starting area only after having received a signal from the FIM Deputy Race Director.

17. Penalties incurred prior to the red flag will be assessed at the completion of the Race, not during the restart.

## 5. RUNNING OF THE EVENT

### 5.26 Stopping of a Race // + 2 Laps and - 70% Completed



18. Example:

<b>SX1/SX2</b>	Distance	70%	Staggered start if stop +2 L / -70% completed	X Laps remaining after restart	/Race finished +70% completed
<b>Race 1 / 2 Sprint Races</b>	8 laps	= 5.6 L	= During L 5	4 L	= 6 L

<b>SX1 / SX2</b>	Distance	70%	Staggered start if stop +2 L / -70% completed	X Laps remaining after restart	/Race finished +70% completed
<b>Race3 Main Event</b>	12 laps	= 8.4 L	= During L 8	5 L	= 9 L

19. If it were not possible to restart a Race, then this Race is cancelled and no FIM World Championship points will be awarded for that Race.

## 5. RUNNING OF THE EVENT

### 5.27 Stopping of a /Race // + 70% Completed

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#### 5.27 Stopping of a Race // + 70% Completed

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

**5.28 Crossing the Finish Line**

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

## 5. RUNNING OF THE EVENT

### 5.29 Controls of the Sound Levels after Practice/"SuperPole"/Race



#### 5.29 Controls of the Sound Levels after a Practice/"SuperPole"/Race

1. Immediately after each Practice/"SuperPole" and/or Race, three motorcycles, chosen at random by the FIM Technical Director, may be checked for compliance with sound levels fixed in the FIM Sound Regulations.
2. Other motorcycles may also be checked at the request of the Race Direction or the FIM Race Director.
3. A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the mechanic & signalling area/paddock, without receiving any technical assistance from his Team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the Practice/"SuperPole"/Race in question.
4. Any rider whose motorcycle is above the maximum allowed post-race sound level limit - whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified - will be penalised by losing 5 positions in the Practice/"SuperPole"/Race in question.
5. If the penalty concerns a rider from the "SuperPole", he will be placed on the according position in the starting list. In that case, the starting list will be adapted accordingly
6. The maximum limit of the post-race sound level is fixed at:
7. **SX1 / SX2:** 115.0 dB/A (Target 114.0 + 1.0 dB/A for the degradation of the silencer accepted after the Practice/"SuperPole"/Race (for all **combustion** engine types).

**5.30 Results / Procedure**

1. All official outings of the riders on the course (see Art. 1.3 Format of the Event) must be timed, with the results displayed on monitors and communicated to the press.
2. Timing shall continue until:
  - a) 2 minutes after the end of each Warm-Up Practice or Time Practice;
  - b) 2 minutes after the arrival of the winner of the Race in question.
3. The winner of a Race is the rider who crosses the finish line first.
4. Races are officially ended at the completion of the lap at which the chequered flag is displayed to the winner.
5. The riders who follow the winner will then be stopped when crossing the finishing line.
6. The time at which a motorcycle crosses a control line shall be registered at the moment the foremost part of the motorcycle crosses the line.
7. When crossing control lines, a rider must always be in contact with the motorcycle or the lap will not be counted in his result.
8. All the riders participating in a Race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by riders with one less lap, then two laps and so on. Riders must cross the finish line within 2 minutes of the arrival of the winner, i.e. riders have 2 minutes to complete the lap or it will not be counted in their result.
9. The procedure to determine the classification in the results of riders who do not complete the lap within 2 minutes after the arrival of the winner will be according to the number of laps completed, and in the event of a tie, according to their finishing order at the end of the preceding lap.
10. If a rider does not complete one officially timed lap during a Race, he will be placed last in the results. If more than one rider is concerned, then they will be placed according to their qualifying position.
11. If the chequered flag is mistakenly displayed later than the official distance, the finishing order shall be determined by the running order at the official distance.
12. Under any other circumstances, such as mistaken display of the chequered flag before the official distance has been covered, the finishing order shall be determined by the running order at the time the chequered flag is displayed.
13. All results must be homologated by the Race Direction.
14. The results will not become official until the time limits for protests have elapsed.

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

## 5. RUNNING OF THE EVENT

### 5.31 Results / Awarding of FIM World Championship Points



#### 5.31 Results / Awarding of FIM World Championship Points

##### 5.31.1 SX1 /SX2

1. Points counting towards the FIM SX1 and SX2 World Championship will be awarded to riders according to the following scale:

###### a) In Race 1 and Race 2 (Sprint Races):

10	points to the	1 <sup>st</sup>
9	points to the	2 <sup>nd</sup>
8	points to the	3 <sup>rd</sup>
7	points to the	4 <sup>th</sup>
6	points to the	5 <sup>th</sup>
5	points to the	6 <sup>th</sup>
4	points to the	7 <sup>th</sup>
3	points to the	8 <sup>th</sup>
2	points to the	9 <sup>th</sup>
1	points to the	10 <sup>th</sup>

###### b) Race 3 (Main Event):

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

2. “Promoter Wild Card” riders are not eligible to accumulate points towards the overall Championship standings.

### 5.32 Results / Final Standings

1. The winner of the event is the rider who has obtained the most points during the Competition, the runner-up will be the rider who has obtained the second-best number of points, and so on, irrespective of the number of Races they have finished and bonus points they have scored.
2. These results will be completed with those riders who have not scored any points. They will be ranked by adding their positions in the three Races. Of these riders, the rider who has obtained the smallest overall placing will be placed first behind those riders who have scored points. He will be followed by the 2nd placed non-point scoring rider; and so on.
3. These results will be completed by adding those riders who obtained two results, then the riders who obtained one result, always according to the same principle.
4. If a tie exists, the position in **Race 3** will determine the order of placing in the final standings of the event of those riders who did not score any points.

## 5. RUNNING OF THE EVENT

### 5.33 Results / Presentation and Publication



#### 5.33 Results / Presentation and Publication

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

**5.34 Prize-Giving Ceremony**

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

**5.35 Press Conference**

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

**5.36 Final Verification**

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

**5.37 Protests and Appeals**

1. Any person or group of persons (rider, Team, manufacturer, official, etc.), recognised by the FIM and directly affected by a decision taken under the authority of the FIM, may ask for redress for the consequences of that decision.
2. All protests must be submitted to the Race Direction **in writing**.
3. Generally, protests against the eligibility of a rider, Team or a motorcycle entered, must be made before the start of the official Practices and or **Press Day**.
4. Any other protests must be submitted immediately after the reason for the protest is known.
5. Protests against results must be presented within 30 minutes following the announcement of the results.
6. Protests must be submitted according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event and be accompanied by the applicable deposit of 660€ or the equivalent amount in local currency (cash) 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 (cash). 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 (cash).
9. Anybody who has submitted a protest according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event may request to have access to any element (written or printed matters and/or official TV images-if available) that allowed the Race Direction to take its decision. Such a request must be made in writing within 30 minutes after reception of the decision of the Race Direction.
10. If this information is required in order to formulate an appeal against a decision of the Race Direction, the time limit for acceptance of the appeal must be extended until 30 minutes after this information has been provided.
11. An appeal against the decision of the Race Direction may be submitted to the FIM Stewards Panel.
12. Appeals against the decision of the Race Direction must be presented according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event 30 minutes at the latest after the notification of the Race Direction decision and must be accompanied by a deposit of € 1'320.- or the equivalent amount in local currency (cash), returnable if the appeal is justified.

13. Protests to the Race Direction must be handed over to a member of the Race Direction
14. An appeal against the decision of the Race Direction must be handed over to a member of the FIM Stewards Panel
15. The person receiving the protest/appeal must note the time at which the appeal was handed over to him on the document.
16. The person handing over the protest/appeal must confirm the time noted down by writing his name and counter-signing the document.
17. An appeal against the decision of the FIM Stewards Panel may be lodged to the [CAI \(International Court of Appeal\)](#). 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.-).

**5.38 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 Fuel Regulations.
4. After the last control:
  - a) The winning party will have its deposit reimbursed;
  - b) The losing party will have to pay the costs of all the controls carried out after deduction of deposits which it had already paid.
5. In all cases, a rider whose fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all points and trophies earned. This rider will also be liable for the reimbursement of the full costs of the test. Further penalties may be imposed.

**5.39 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.

**5.40 Alcohol Tests**

1. Anti-doping and 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, Art. 09.1.1 l. and appendix N "FIM Alcohol Testing Procedure".

**5.41 Prizes**

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

**6. FIM WORLD SUPERCROSS CHAMPIONSHIPS COURSES**

**6.1 General**

1. Supercross is conducted in a covered or open stadium-type facility on a temporary and special constructed course for the event.
2. The materials used to construct the course must be natural and consistent (dirt, sand mixed with a binding substance, clay) or any material with comparable qualities and must be malleable. The course must be free of stones and the use of concrete is prohibited.
3. A metal ramp may be used for the Finish area. Metal mesh platforms may be used for the positions behind the starting gate.
4. For open courses, particular attention must be given to water drainage at the low parts of the course.
5. The layout of the course must be initially designed with the participants' (riders, spectators, officials, flag marshals, medical staff, etc.) safety in mind. Particular attention must be given to the set-up of the jumps and the jump faces. "Finishing touches" to the jumps may be made with the help of a qualified rider present.
6. The length of the course is contingent upon the design of the course and the size of the area of the facility where the event is being held.
7. The minimum width of the course should be approximately 6m, except where narrower sections are a benefit to traffic flow, such as dual turns, etc.
8. The whole length of the course must be defined by banners, tuff blocks or straw bales.
9. Netting, straw bales, in a plastic wrapping, or other shock absorbent materials to protect the competitors from danger must be placed to cover all obstacles, such as poles, bridges, podium, walls, etc.
10. Straw bales, in a plastic wrapping, to create additional lines through the corners may be used to split racing lines.
11. The starting gate must provide a minimum of 16 individual positions (1m/rider) divided over one or two rows contingent of the size of the facility where the event is being held.
12. The starting gate must be of an individually backfolding or dropping type with maximum 22 positions (1m/rider).
13. The height of the starting gate must be between 500 mm and 520 mm. The width of the base used in the construction of the starting gate must not exceed 600 mm.

14. The starting gate must be controlled manually or by remote control. The operator and the mechanism must be totally out of sight of the riders so that not unfair advantage can be gained by one rider over another.
15. The starting gate must be set up in such a way that it allows a regular start to all participants.
16. The area for the riders' positions behind the starting gate must be level. Individual mesh start platforms (one per rider for each position) will be used. Each position must be numbered. The mesh platforms structures must be installed in such a way that they allow a regular start to all participants.
17. The lining up of the riders must be possible during the Races. Therefore, the distance between the row of riders and the publicity backdrop should be sufficiently large to let the riders proceed to their start position.
18. The surface of the straight in front of the starting gate up to the exit of the first corner must be flat allow a regular start to all participants. The area shall be prepared in a consistent manner providing conditions as equal as possible for all the riders. The length of the straight after the starting gate should be between 30 m and 80 m.
19. A mechanic & signalling area for mechanics must be provided in a safe area along the course for repairs and signalling to allow:
  - a) Mechanics to carry out any repairs and signal to their riders;
  - b) Riders to clearly see the signals from their mechanics.
20. The timekeeping and lap scoring services must be in view of the finish bridge.
21. A counter/display panel indicating the number of laps during the Races should be installed on the finish bridge and be visible to the riders.

7. **DIAGRAMS**

**FIM LOGO**



FIM Logo: black



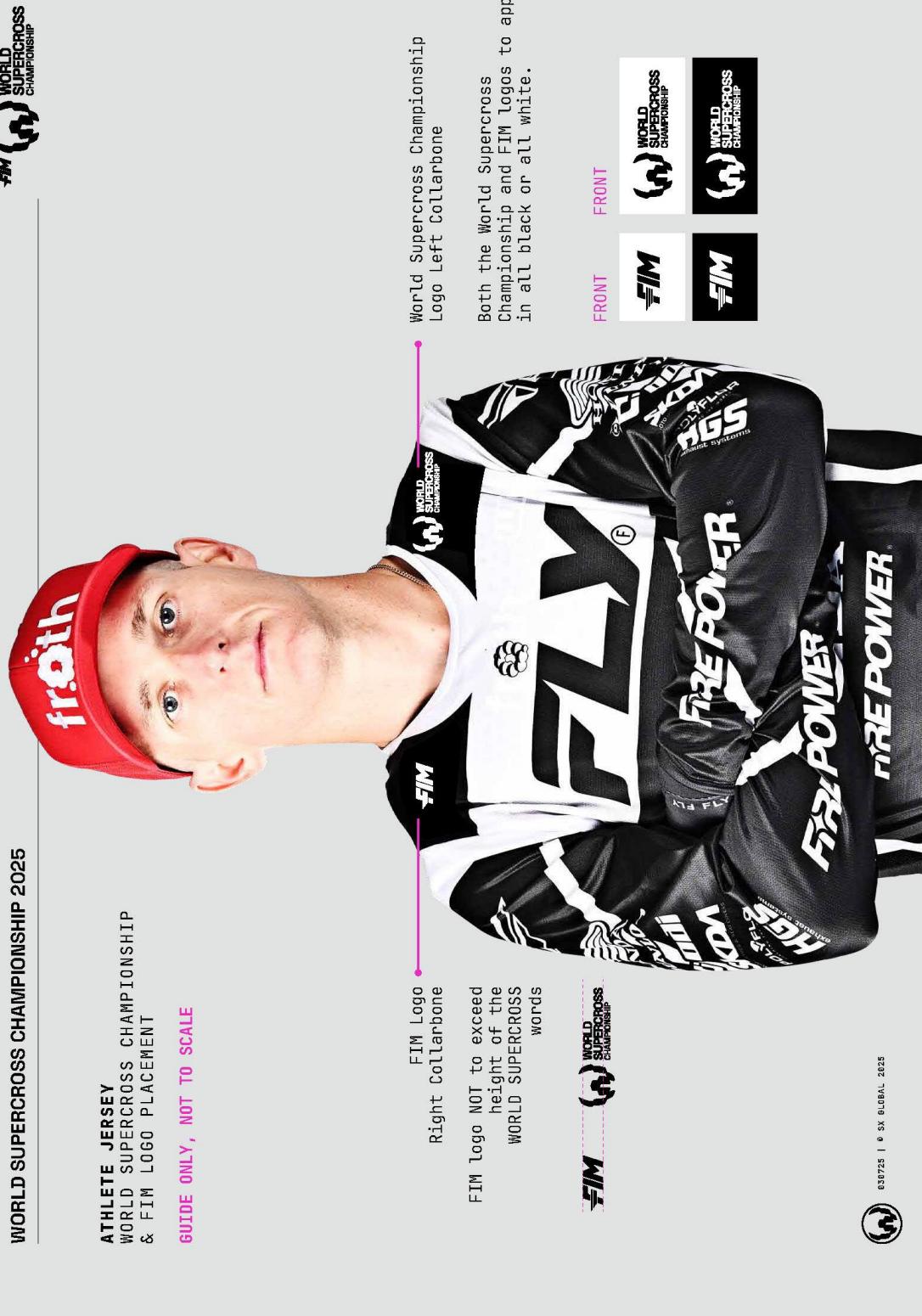
FIM Logo: white

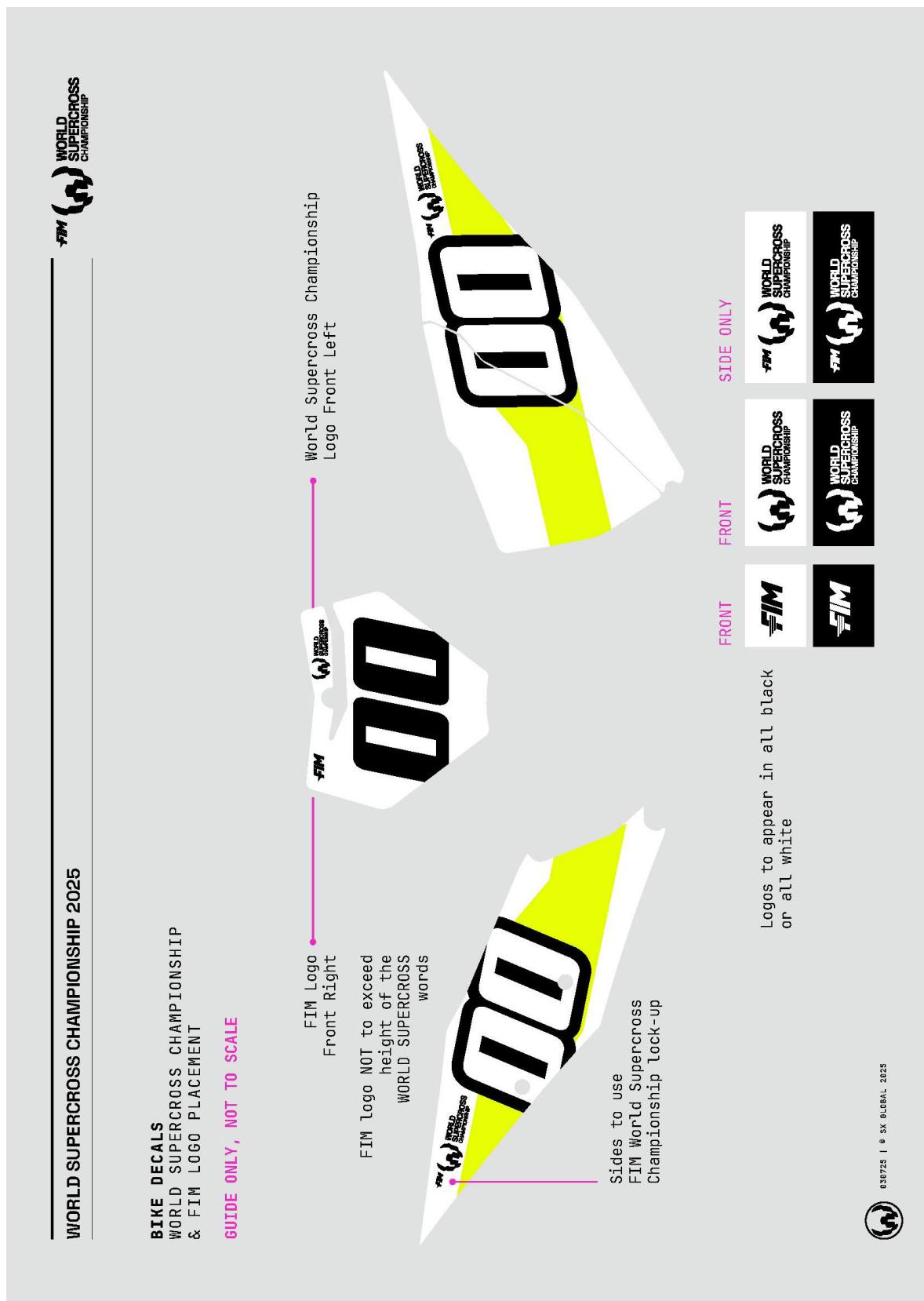
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WORLD SUPERCROSS CHAMPIONSHIP 2025

**ATHLETE JERSEY** WORLD SUPERCROSS CHAMPIONSHIP  
& FIN LOGO PLACEMENT

GUIDE ONLY. NOT TO SCALE





# JERSEY

Back



**# Rider's number**

# STARTING BLOCKS





Organiser's Logo  
Will be placed  
by the FIM

FMNR Logo  
Will be placed  
by the FIM

## SUPPLEMENTARY REGULATIONS FIM WORLD SUPERCROSS CHAMPIONSHIPS

### The FIM Championship Promoter

### The National Federation (FMNR)

will organise a round of the 2025 FIM World Supercross 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 Venue + Country

Date of the event

IMN	Championship
207/	SX1 / SX2

### ACCESS

 See attached map of access

Nearest airport  
Motorway  
National Road  
Nearest town

Exit  
at km

### ORGANISER

Name (Club)  
Address  
Tel. No  
Website

Email

### CIRCUIT

 See attached drawing of the circuit

Name  
Length  
Google link Access Map

Minimum Width

### NEAREST HOSPITAL

Name  
Address  
Tel. No  
Website  
Google link

Email



## **SECRETARIAT OF THE EVENT**

Address  
Tel. No Email

### **Opening days / hours**

Thursday	from	to
Friday	from	to
Saturday	from	to

## **TECHNICAL CONTROL OF THE EVENT**

Date from to Place

### **1. ENTRIES**

Entries must be made via SX Global by completing the appropriate entry form.

Please contact: Mrs Sonia Goggin. / E-mail: [sonia@acu.org.uk](mailto:sonia@acu.org.uk)

Closing date of entries is 21 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. The general liability insurance coverage shall be in an amount not less than the amount required as compulsory by the National law of the hosting country of the Championship. Nonetheless the amount shall not be less than Euros 5'000'000 per occurrence.

This insurance includes a guarantee of amount in Euros or equivalent in local currency

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 Code and be accompanied by applicable deposit of € 660.-\*, 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





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CHAMPIONSHIP**

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FMNR Logo  
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decision and must be accompanied by a deposit of € 1'320.-\*, returnable if the appeal is justified.

An appeal against the decision of the FIM Stewards Panel may be lodged to the CAI. 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.-\*.

\*or the equivalent amount in local currency.

#### **4. FUEL**

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

#### **5. TIMETABLE**

The complete timetable of the event will be published by the Championship Promoter in due time in the Sportify App with the code WSX2025.

#### **6. PRIZE-GIVING CEREMONY**

Venue of the prize-giving ceremony: SX Podium

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

#### **7. PRIZES**

Prizes will be paid to the Teams by the Promotor according to the prize scale agreed between both parties by contract.





## 8. OFFICIALS

FIM Representative (if applicable)			
<b>Race Direction</b>	<b>Licence</b>	<b>Email</b>	
FIM Delegate			
FIM Race Director	Dave Edwards	50183	dave3902@icloud.com
<b>Clerk of the Course</b>			
<b>Stewards Panel</b>	<b>Licence</b>	<b>Email</b>	
FIM Chief Steward			
<b>FMNR Steward</b>			
<b>Technical</b>	<b>Licence</b>	<b>Email</b>	
FIM Technical Director	Allan Laurimäe	15642	allan.laurimae@gmail.com
CTI Electric Coordinator	Nicolas Therouin	50140	nicolas.therouin@fim.ch
<b>FMNR Chief Technical Steward</b>			
FMNR Technical Steward			
<b>Medical</b>	<b>Licence</b>	<b>Email</b>	
FIM Medical Director	Michael Thumm	50119	MThumm@outlook.com
<b>Chief Medical Officer</b>			
<b>Sustainability</b>	<b>Licence</b>	<b>Email</b>	
FIM Sustainability Representative (if applicable)			
FMNR Sustainability Steward			
<b>Other Officials</b>	<b>Licence</b>	<b>Email</b>	
FIM Chief Flag Steward	Kenny Gardner	50189	kgracing14@gmail.com
Chief Timekeeper	Graham Smith	16918	graham.smith@apgsportsgroup.com
Promoter Representative	Kurt Nicoll		kurt.nicoll@sxglobal.com
Official Responsible of Protocol	Celia de Latour		celia.delatour@sxglobal.com
Press Officer	TBC		
Paddock Official	Marcus Lowe		
Secretary of the Race Direction			

**No SR's can be approved with a TBA not for the following roles: Clerk of the Course, FMNR Steward, FMNR Chief Technical Steward, Chief Medical Officer.**

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.

## 9. 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:





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## GOOGLE LINKS ACCESS MAP

Paddock  
Welcome Office  
Opening Ceremony  
Other

## HOTELS SUGGESTIONS

### (1<sup>st</sup> choice)

Hotel Name  
Address  
Tel. No  
Email  
Website

### (2<sup>nd</sup> choice)

Hotel Name  
Address  
Tel. No  
Email  
Website

### (3<sup>rd</sup> choice)

Hotel Name  
Address  
Tel. No  
Email  
Website





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The Championship Promoter / FIM will publish in due time the complete or updated timetable of the event on the dedicated FIM SuperCross World Championship Sportity Channel.



[www.sportity.com](http://www.sportity.com)

Sportity app is available in





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

- Your FMNR logo
- The Organiser's Logo
- The drawing of the circuit
- The access map





**FIM-MOTO.com**

ROUTE DE SUISSE 11 | 1295 MIES | SWITZERLAND

[cms@fim.ch](mailto:cms@fim.ch)