



**FEDERATION INTERNATIONALE
DE MOTOCYCLISME**

**FIM SIDECARCROSS OF NATIONS
FIM QUADRCROSS OF NATIONS
REGULATIONS**

2025



FIM SIDECARCROSS OF NATIONS & FIM QUADCROSS OF NATIONS REGULATIONS



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General Undertakings and Conditions

All riders, Teams, officials and other parties participating in the FIM **SidecarCross of Nations/QuadCross of Nations** World Championships undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the:

1. FIM Sporting Code
2. FIM Code of Ethics
3. FIM SidecarCross of Nations / QuadCross of Nations Regulations
4. FIM Motocross Technical Regulations
5. FIM Fuel Regulations
6. FIM Sound Regulations
7. FIM Disciplinary **and Arbitration** Code
8. FIM Motocross Circuit Standards
9. FIM Environmental Code
10. FIM Medical Code
11. FIM Anti-Doping Code
12. FIM Yearbook
13. Protocol at FIM World Championship and Prize Events
14. Promoter / Organiser's Manual

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

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

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

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock, Waiting Zone, Pit Lane or on the course, must always carry an appropriate pass during the event.

Actions judged by the officials responsible to be contrary to the FIM Regulations - or judged to be unsportsmanlike or against the best interests of the sport or the event in question - are subject to disciplinary actions as provided by the **FIM Arbitration and** Disciplinary Code.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock, Waiting Zone, Pit Lane or on the course, must always carry an appropriate pass 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 SIDECARCROSS & FIM QUADCROSS OF NATIONS
1.1 FIM World Championship for National Teams



1. FIM SIDECARCROSS & FIM QUADCROSS OF NATIONS

1.1 FIM World Championships for National Teams

1. Each year, FIM holds the FIM SidecarCross and QuadCross World Championship for national teams.
2. FIM SidecarCross and QuadCross World Championship for national teams are organised according to the FIM Regulations, Sporting Code, Chapter 30 - "FIM World Championships and Prize Events".
3. An event counting towards the FIM World Championship for SidecarCross of Nations, and the QuadCross of Nations respectively will be organised for national teams, selected by the FMNs.
4. The following FIM SidecarCross and QuadCross World Championships for national teams will be organised in accordance with these Regulations:
 - a) FIM SidecarCross of Nations.
 - b) FIM QuadCross of Nations.

1.2 Event

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

1. **FIM SIDECARCROSS & FIM QUADCROSS OF NATIONS**
1.3 Format of the Event



1.3 Format of the Event

1. The format of a FIM SidecarCross of Nations event is as follows:

10 teams or less present:

SidecarCross Nations	Duration per session	Maximum
1 X Free Practice	30 minutes	30 sidecars
1 X Qualifying Race	20 minutes + 2 laps	30 sidecars
1 X Warm-Up	15 minutes	30 sidecars
2 X Races	30 minutes + 2 laps	30 sidecars

11 teams and up to 15 teams present:

SidecarCross Nations	Duration per session	Maximum
1 X Free Practice Group A	30 minutes	30 sidecars
1 X Free Practice Group B	30 minutes	30 sidecars
1 X Free Practice Group C	30 minutes	30 sidecars
1 X Qualifying Race Group A	20 minutes + 2 laps	30 sidecars
1 X Qualifying Race Group B	20 minutes + 2 laps	30 sidecars
1 X Qualifying Race Group C	20 minutes + 2 laps	30 sidecars
2 X Warm-Up	15 minutes	24 sidecars
3 X Races	30 minutes + 2 laps	30 sidecars

16 teams and up to 20 teams present:

SidecarCross Nations	Duration per session	Maximum
1 X Free Practice Group A	30 minutes	30 sidecars
1 X Free Practice Group B	30 minutes	30 sidecars
1 X Free Practice Group C	30 minutes	30 sidecars
1 X Qualifying Race Gr. A	20 minutes + 2 laps	30 sidecars
1 X Qualifying Race Gr. B	20 minutes + 2 laps	30 sidecars
1 X Qualifying Race Gr. C	20 minutes + 2 laps	30 sidecars
3 X Warm-Up	15 minutes	24 sidecars
1 X B-Final	15 minutes + 2 laps	24 sidecars
3 X Races	30 minutes + 2 laps	30 sidecars

21 teams and up to 30 teams present:

SidecarCross Nations	Duration per session	Maximum
1 X Free Practice Group A	30 minutes	30 sidecars
1 X Free Practice Group B	30 minutes	30 sidecars
1 X Free Practice Group C	30 minutes	30 sidecars
1 X Qualifying Race Gr. A	20 minutes + 2 laps	30 sidecars
1 X Qualifying Race Gr. B	20 minutes + 2 laps	30 sidecars
1 X Qualifying Race Gr. C	20 minutes + 2 laps	30 sidecars
3 X Warm-Up	15 minutes	30 sidecars
1 X B-Final	15 minutes + 2 laps	30 sidecars
3 X Races	30 minutes + 2 laps	30 sidecars

1. **FIM SIDECARCROSS & FIM QUADCROSS OF NATIONS**
1.3 Format of the Event



2. The format of a FIM QuadCross of Nations event is as follows:

10 teams or less present:

QuadCross Nations	Duration per session	Maximum
1 X Free Practice	30 minutes	30 quads
1 X Qualifying Race	20 minutes + 2 laps	30 quads
1 X Warm-Up	15 minutes	30 quads
2 X Races	25 minutes + 2 laps	30 quads

11 teams and up to 15 teams present:

QuadCross Nations	Duration per session	Maximum
1 X Free Practice Group A	30 minutes	30 quads
1 X Free Practice Group B	30 minutes	30 quads
1 X Free Practice Group C	30 minutes	30 quads
1 X Qualifying Race Group A	20 minutes + 2 laps	30 quads
1 X Qualifying Race Group B	20 minutes + 2 laps	30 quads
1 X Qualifying Race Group C	20 minutes + 2 laps	30 quads
2 X Warm-Up	15 minutes	24 quads
3 X Races	25 minutes + 2 laps	30 quads

16 teams present and up to 20 teams present:

QuadCross Nations	Duration per session	Maximum
1 X Free Practice Group A	30 minutes	30 quads
1 X Free Practice Group B	30 minutes	30 quads
1 X Free Practice Group C	30 minutes	30 quads
1 X Qualifying Race Gr. A	20 minutes + 2 laps	30 quads
1 X Qualifying Race Gr. B	20 minutes + 2 laps	30 quads
1 X Qualifying Race Gr. C	20 minutes + 2 laps	30 quads
3 X Warm-Up	15 minutes	24 quads
1 X B-Final	15 minutes + 2 laps	24 quads
3 X Races	30 minutes + 2 laps	30 quads

21 teams present and up to 30 teams present:

QuadCross Nations	Duration per session	Maximum
1 X Free Practice Group A	30 minutes	30 quads
1 X Free Practice Group B	30 minutes	30 quads
1 X Free Practice Group C	30 minutes	30 quads
1 X Qualifying Race Gr. A	20 minutes + 2 laps	30 quads
1 X Qualifying Race Gr. B	20 minutes + 2 laps	30 quads
1 X Qualifying Race Gr. C	20 minutes + 2 laps	30 quads
3 X Warm-Up	15 minutes	30 quads
1 X B-Final	15 minutes + 2 laps	30 quads
3 X Races	30 minutes + 2 laps	30 quads

1. FIM SIDECARCROSS & FIM QUADCROSS OF NATIONS
1.4 Criteria



1.4 Criteria

1. All FIM World Champions may be obliged to attend the official FIM World Champions Award Ceremony.

1.5 Support Races

1. During an FIM SidecarCross of Nations and QuadCross of Nations event, support Races may be organised.
2. However, these support Races, as well as any other activities such as the vehicular use of the circuit during the event, including demonstrations or exhibitions, must, always, receive prior authorisation from the FIM and the FIM Championship Promoter (if any) and not impede with the running of the FIM SidecarCross of Nations and QuadCross of Nations event.
3. Authorisation from the FIM does not imply nor include any FIM involvement in and/or liability for these support Races/activities which are not run under the aegis and the responsibility of the FIM.
4. Priority must, always, be given to the FIM SidecarCross of Nations and QuadCross of Nations programme.
5. If necessary - and upon recommendation of the FIM Delegate - the Race Direction can change the time schedule of these support races and/or other activities or cancel them.

2. ENTRIES AND RIDERS

2.1 Acceptance of Entries



2. ENTRIES AND RIDERS

2.1 Acceptance of Entries

1. Entries must be made according to the procedure defined by the FIM Administration and will be published in the Supplementary Regulations of the event.
2. Entries to an FIM SidecarCross of Nations and QuadCross of Nations event will be accepted for riders who:
 - a) Are in possession of the appropriate FIM SidecarCross of Nations or FIM QuadCross of Nations licence (see Art. 2.3 Age of Riders and FIM Sporting Code 70.2.1. FIM Licence for riders, passengers and teams). By issuing the FIM SidecarCross of Nations or QuadCross of Nations 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 (if any) whenever they have suspended a rider or withdrawn his licence.
 - b) Have requested an entry before the closing date of the event.
3. Riders and passengers are restricted to compete in one class only during the weekend.
4. Riders and Passengers may enter for the event using the official/specific entry procedure of the Championship. All the requested information regarding the rider, passenger, team, the make of motorcycle and its year of production must be indicated.
5. Riders and passengers may be required to sign an individual entry form during the administrative control.
6. Each FMN can enter one team only for each of the events: FIM SidecarCross of Nations and FIM QuadCross of Nations. For SidecarCross of Nations, each team consists of three sidecars: three riders **and passengers** of the same country ~~and three passengers of any country~~. For the QuadCross of Nations, each team consists of three riders of the same country.
7. **For the SidecarCross of Nations, FMNs who cannot register a team missing one passenger due to injury, safety or other well documented reasons may be given the opportunity to complete their team with a foreign passenger (non-holder of a passport for the country they represent) and participate in the FIM SidecarCross of Nations, subject to approval of the FIM Motocross Commission.**
8. Riders entered by an FMN:
 - a) Must be holders of the passport of the country they represent;

2. ENTRIES AND RIDERS

2.1 Acceptance of Entries



- b) Can be holders of a valid FIM licence issued by any FMN.
- 9. Passengers entered by an FMN:
 - a) Must be holders of the passport of the country they represent, **unless previously authorised by the FIM Motocross Commission.**
 - b) Can be holders of a valid FIM licence issued by any FMN.
- 10. The closing date for entries for events counting towards the FIM SidecarCross of Nations and FIM QuadCross of Nations is **30** days before the event.
- 11. The FIM Administration will publish the list of entries for each event.
- 12. The motorcycles used by the riders and passengers are at the option of the team. However, a team participating in the FIM SidecarCross of Nations must field:

Sidecars, Category I, Group B1, B2

 - 2 strokes, over 350cc up to 750cc;
 - 4 strokes, 1 or 2 cylinders, up to 1000cc.
- 13. The motorcycles used by the riders are at the option of the team. However, a team participating in the FIM QuadCross of Nations must field:

Quads, Category II, Group G

 - 2 strokes, up to 500cc;
 - 4 strokes, up to 500cc.
- 14. Riders **or passengers** who have been entered in an event of the FIM SidecarCross of Nations or FIM QuadCross of Nations are not allowed to participate in any International, National or regional races at the same event.
- 15. Any FMN who considers its entry has been unjustly refused and because of this finds itself aggrieved, can appeal or lodge a protest to the FIM Administration in accordance with the regulations of the appropriate discipline.
- 16. Upon the request of the FMN concerned, the FIM Championship Promoter can accept additional teams after the closing date of the entries and before the end of the technical verifications prior to the event.
- 17. For those teams accepted by the Championship Promoter, all listed entry conditions (apart from the closing date of the entries) apply.

2.2 Age of Riders

1. FIM World Championship licences for riders **or passengers** are issued, only when they have attained the minimum age, as indicated below:
 - a) FIM SidecarCross of Nations: 16 years;
 - b) FIM QuadCross of Nations: 16 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 SidecarCross of Nations: 50 years;
 - b) FIM QuadCross of Nations: 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.
5. **For the SidecarCross of Nations**, riders **or passengers** who have reached or are above the maximum age but have finished in the **top 10 of the previous** year's final standings of the **FIM SidecarCross World Championship** will be given the opportunity to participate in the FIM SidecarCross of Nations **of the same** year, subject to the approval of the FIM Motocross Commission.
6. **For the SidecarCross of Nations**, riders **or passengers** who have reached or are above the maximum age, but have not finished in the **top 10 of the previous** year's final standings of the **FIM SidecarCross World Championship** ~~and have been confirmed with a season-long injury or any other special circumstance which have prevented them from competing~~, **but have been confirmed by their FMN to have the medical fitness and skills to participate in this event** will be given the opportunity to participate in the FIM SidecarCross of Nations **of the same** year, subject to the approval of the FIM Motocross Commission.

2.3 Replacement Riders

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

2.4 Starting Numbers

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

2.5 Non-Participation in an Event

1. Riders who enter an FIM SidecarCross of Nations or an FIM QuadCross of Nations event and who cannot take part are subject to the provisions of the FIM Regulations.
2. The FMN(s) of any riders who do not inform both the FIM Administration and/or the FMNR/organisers of their inability to attend, or who do not provide an acceptable reason before the end of the Technical Verifications, may be fined € 150.- by the FIM Administration.
3. A team may withdraw a rider or passenger, or a rider or passenger may withdraw from an event which has already started for valid reasons (injury of the rider, irreparable damage to the motorcycle(s) or in case of “force majeure”). A withdrawal for medical reasons must be supported by a piece of information from the Chief Medical Officer of the event.
4. A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the FIM Race Director of the reasons for his non-participation.
5. During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised by the Race Direction.

2.6 Rider Apparel

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

A. Helmets

5. Helmets must be marked with one of the official international standard marks mentioned in the FIM Technical Rules Motocross. Riders with long hair should tie it up in a bun, or braid and tuck it into their shirt or jacket.
6. It is recommended that the helmet's overall colour scheme represents the colours of the team's national flag. The national flag can be replicated in stripes, bands or other designs.
7. In addition, the defending FIM Team World Champion is allowed to wear the rainbow colours on the helmet.
8. The overall pattern on the helmet – including its colour scheme, the stripes and bands or other designs representing the national flag of the team entered by an FMN must always be approved by the FMN entering the team.
9. The rider's personal sponsors may be integrated into the overall pattern or displayed in a separate area under the lower end of the strap of the goggles (horizontal line). Consequently, the helmet of each of the riders may be different, but the pattern of the helmet of each rider of a single team must have a similar visual appearance.
10. Whenever a team is using a helmet and there is a case of "force majeure" (e.g. change of rider, broken helmet, etc.), the helmet in question can be replaced by any other helmet, if it complies with the FIM Technical Rules for the current year and has been presented to the Technical Stewards of the event.

B. Eye protection

11. Goggles must be worn during all on-course competition (Practices, sighting laps or Races). However, in adverse racing conditions riders may take off their goggles but it is strongly recommended to get a new set in the pit lane during the next lap.

C. Equipment and protective clothing

- 12. This equipment includes but is not limited to boots, gloves, jerseys, pants and an unmodified full upper body protection (front and back). Gloves must be worn at the start of each practice, sighting lap or Race.
- 13. The same recommendations as for the helmet are valid for the rider's equipment and protective clothing.
- 14. The overall pattern on the equipment and protective clothing – including its colour scheme, the stripes and bands or other designs representing the national flag of the team entered by an FMN and/or use of the “rainbow” (in case of the defending Champions) – must always be approved by the FMN entering the team.
- 15. The upper (visible) half of the jersey will display the logo(s) of the FMN and/or FMN's sponsor(s) (which cannot conflict with the rider's and his team's sponsors).
- 16. The lower (visible) half of the jersey will display the logo(s) of the teams and riders' sponsor(s).
- 17. The sleeves of the jersey will display the logo(s) if the teams and riders' sponsor(s).
- 18. The back of the jersey will display the rider's name and number.

D. FIM Championship logo

- 19. Riders must display the FIM Championship logo (L 70 mm x W 35 mm) on the upper front torso or shoulder area of their jersey or on their chest/back protector if the latter is worn over the jersey (see 6. Diagrams).
- 20. It is recommended that riders print the FIM logo on their jerseys.
- 21. Failure by the team to display the FIM Championship logo (FIM SidecarCross & QuadCross of Nations) on the upper front torso or shoulder area of the jersey or stone (or roost) shield/protector of its riders will result in a 50% reduction of the team's prizes.

E. Family name/Starting number of the rider

- 22. Riders must wear a dorsal starting number conforming to the FIM Regulations, Art. 01.76 of the FIM Motocross Technical Regulations.
- 23. 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.
- 24. The family name of the rider must appear on the shoulder line of his jersey.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.6 Rider Apparel



- 25. 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).
- 26. 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 with 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).

2.7 Rider/Mechanic/Team Clothing

1. All riders, mechanics and Team members must present a clean and neat appearance.
2. Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.
3. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in restricted areas.
4. Riders, mechanics and Team members are encouraged to display the FIM championship logo on shirts/uniform/clothing.
5. National teams are encouraged to have a team shirts/uniforms/clothing for their riders, mechanics and team members.
6. Their shirts/uniforms/clothing should include in the overall colour scheme the colours of the team's national flag. The national flag can be replicated in stripes, bands or other designs.

2.8 Rider Behaviour and Assistance

1. Riders must, always, 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 the restricted areas. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in restricted areas.
4. Riders must be physically and mentally fit to control their motorcycles to promote the safety of the other riders, team members, officials, spectators and other persons involved in the event.
5. Riders must report any underlying medical disorder or injury they may have to the CMO.
6. Any rider who refuses to submit himself to a special medical examination will be excluded from the event and his FMN, the Race Direction and the FIM will be notified about his refusal.
7. At any time during the event, on request of the Chief Technical Steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.
8. At all times during the event, a rider will be responsible for keeping his motorcycle in conformity with the rules.
9. Unsporting, aggressive or reckless behaviour from a rider or his team members and/or surroundings towards other competitors, mechanics, team staff and officials or other participants (organisers and promoters' staff, medical staff, press, public, etc.) on or off the track may be sanctioned by the Race Direction with one of penalties under [Art. 4.11 \(5\)](#).
10. Riders may be held responsible for the actions of their team members.
11. Riders and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races.
12. Riders must obey the official flag signals and the boards which convey instructions.
13. Riders may carry "on-board" cameras when requested by the FIM Championship Promoter. An "on-board" camera (other than the one from the Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.
14. The FIM Championship Promoter, rider and Team in question assume full responsibility and the FIM shall not be held liable in case of any incidents in connection with the use of these cameras.

15. Riders are responsible for being aware of all information issued in the riders' electronic briefing which will be sent **via Official Sportivity App Notice Board or** to the e-mail address provided by them and/or any other rider's briefings held at the event. Therefore, riders are also responsible to provide their correct e-mail address and to take care that e-mails can be delivered and read.
16. All body jewellery is to be taped over or removed during on-track competition.
17. The use of a portable music player is not allowed during on-track competition.
18. During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised by the Race Direction.
19. Riders not performing up to competition level may be excluded from the event by the Race Direction.
20. No rider shall be allowed to compete on any other motorcycle than the one(s) that has (have) been presented at technical control in his name and number.
21. Riders must ride in a responsible manner which does not cause danger to other competitors, mechanics, team staff and officials or other participants (organisers and promoters' staff, medical staff, press, public, etc.) on or off the track. Riding in an irresponsible manner may be sanctioned by the Race Direction with one of the penalties under **Art. 4.11 (5)**.
22. Riders must obey the official flag and the board signals which convey instructions.
23. Riders are responsible for always being aware of their surroundings while on the course. They must obey all official signals and directions given to them, or they may be sanctioned by the Race Direction.
24. ~~Goggles must be worn during all on-track competition (practice, qualification, sighting lap or race). However, in adverse racing conditions riders may take off their goggles but it is strongly recommended to get a new set in the pit lane during the next lap.~~
25. Riders must always start the Free/Time Practices from the area indicated by the officials. They will line up in order of their arrival. Upon the signal from an official, riders can leave for their practice session/Warm-Up one at a time without overtaking another rider before arriving on the track.
26. Whenever there is a Race, a rider must enter the waiting zone with the motorcycle he is going to use for the Race in question.
27. 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 at the riders' briefing. Not respecting these rules might result in a lap or lap times not being counted correctly.
28. When the riders are on the course, consultation between them and team members is restricted to the pit lane. Riders who stop along the course to consult with others may hinder the progress of other riders, and such action will be considered as outside assistance.
29. Only the following signals are allowed between riders/motorcycles and persons connected with them: data and images from official timekeeping transponders and **official** on-board cameras, pit board messages displayed in approved areas and "body language" communication by the rider. Radio communication with riders is strictly forbidden.
30. 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.
31. Marshals may assist riders by lifting motorcycles and moving them to a safe place. Any repairs or adjustments must be made by the rider and/or passenger, working alone with no outside assistance. Marshals are not allowed to assist riders to re-start their motorcycles.
32. Receiving medical treatment while on-course during a race, outside of the scope of evaluating the rider's ability to continue, will be considered outside assistance and the rider will not be allowed to continue that race.
33. Whenever a rider/passenger is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Any infraction of this rule may be penalised by the Race Direction with one of the penalties under **Art. 4.11 (5)**.
34. 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 assume or return to the competition.
35. Riders must use only the marked track (course). However, if they accidentally leave the course, they may continue at a greatly reduced speed, not accelerating in an unsafe manner, until they can re-enter the course safely. They must re-enter the course, without gaining an advantage **in position or time**, at the closest point where they left it.
36. Riders who have accidentally left the course and are off course accelerating in an unsafe manner or cutting part of the course may be determined to have gained an advantage without having gained a position.
37. It will be the duty of the Race Direction to determine as to whether a rider gained an advantage by accidentally leaving the course and re-entering it.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.8 Rider Behaviour and Assistance



38. 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.
39. 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.
40. Course cutting is forbidden. Should the Race Direction determine that a rider left the course with the intention to gain an advantage, then the rider in question will be disqualified from the respective practice/race. Further penalties may be imposed.
41. A zone must be reserved for repairs and signalling (= the pit lane) during the practices and races. Only mechanics, signallers, representatives of the industry and essential officials bearing valid passes are permitted in this area. Persons under the age of 16 years are not allowed.
42. Pit lane signals to riders must be given from the pit box. Signalling from any other spot outside the pit lane box is prohibited and will be considered outside assistance for which the penalty will be disqualification from the respective practice, qualification or race.
43. Riders may enter the pit lane to receive assistance or to modify, adjust or replace any part of their safety apparel or motorcycle except the frame, which must be sealed. For silencers, refer to the FIM Technical Rules for Motocross and/or FIM Sound Regulation. Refuelling is permitted but must be done with engines dead.
44. No replacement of safety apparel, refuelling or mechanical service may be carried out on the course or outside the pit lane or the waiting zone.
45. In addition, when riders want to change goggles, they must do this in the pit lane.
46. Riders must always enter the pit lane by the pit lane entrance. When a rider "misses" the pit lane entrance, he must continue in the direction of the course for another lap. Entering the pit lane by the pit lane exit will be considered as attempting to gain an advantage by course cutting for which the penalty will be disqualification from the respective practice, qualification or race. If necessary, further penalties may be imposed.
47. Riders entering the pit lane should ride in a responsible manner. They should not ride at an excessive speed, not overtake any other riders and must always come to a complete stop. In the latter case, violators will be disqualified from the practice/race in question.
48. Riders who stop their engines in the pit lane may be assisted in restarting their motorcycles.

- 49. Once a rider has started his sighting lap, he must continue in the direction of the course. Stopping immediately in front of the starting gate to do a start practice will be considered grooming in front of the starting gate. Stopping on the course and making start practices during the sighting lap is not allowed. Any infraction may be penalised by the Race Direction.
- 50. Riders are not allowed to enter the pit lane during the sighting lap. Adjustments, repairs or refuelling must be done in the waiting zone. Entering the pit lane during the sighting lap will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.
- 51. Riders are not allowed to have a spare motorcycle in the pit lane during a sighting lap and/or race. Having a spare motorcycle in the pit lane during a race will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.
- 52. After they have returned from their sighting lap, riders may make adjustments, repairs, change wheels or refuel their motorcycle in the waiting zone. By doing so, they may lose their initial starting position if they are not ready when the starting procedure starts. If they are ready before the entrance to the start area is closed, they may take the next available place behind the starting gate.
- 53. Riders who have mechanical problems in the waiting zone but do not succeed in repairing their motorcycle before the entrance to the start area is closed, must remain in the waiting zone until the gate has dropped. Once the gate has dropped, they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the race in question.
- 54. Riders failing to complete the sighting lap and/or do not succeed in bringing their motorcycle into the waiting zone in time will be disqualified from the race in question.
- 55. Riders who enter the paddock during the sighting lap or a race will not be allowed to re-join that race.
- 56. Riders returning slowly to the pit lane or paddock should ride carefully, avoid the racing line and not hinder or impede the progress of other riders. Stopping on the course or riding at a slow pace in a manner that could impede or hinder the progress of other riders without a valid reason is prohibited and may be sanctioned each time by the Race Direction with one of the penalties under [Art. 4.11 \(5\)](#).
- 57. Riders select their starting position from behind the starting gate.
- 58. Riders may groom their place behind the starting gate, without the use of any tools.
- 59. Riders are not allowed to touch or drop the starting gate when preparing their start position.

- 60. Watering of starting lanes by riders and/or team staff is prohibited.
- 61. Ramps of any kind may not be formed in the starting line prepared by the rider behind the starting grid. The front and the rear tyres must be level.
- 62. Motorcycles must be centred in the starting gate. Riders may not start in an angle.
- 63. Riders may not use any mechanical starting aid devices except for front and rear suspension locks. Starting blocks are not allowed.
- 64. Riders may not take any positions on the second starting row before all the positions in the front row have been filled.
- 65. A rider can remove re-usable tyre covers if he does not bring it across the rear barrier behind his starting position yet. The penalty for violation of this regulation is disqualification from the race in question.
- 66. Once a rider has taken his position at the starting gate, he cannot change it. He cannot return to the waiting zone or receive assistance prior to the start.
- 67. Riders taking the start from the second row are not allowed to cross the rear barrier of the first row before the gate has dropped.
- 68. Riders having mechanical problems at the starting gate must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the race in question.
- 69. When crossing control lines, the rider and passenger or the rider must always be in contact with the motorcycle otherwise the lap will not be counted in his result.
- 70. After having crossed the finish line, riders must continue at race speed until they have passed the "END FINISH ZONE" board and clear the area as quickly as possible. Slowing down abruptly or stopping in this area is not allowed unless it is ordered by an official.
- 71. A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the pit lane/paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.
- 72. A rider or passenger who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the FIM Race Director of the reasons for his non-participation.
- 73. The teams concerned (top three positions in the overall standings of the event) and other participants invited at the discretion of the FIM Championship Promoter must take part in the Prize-Giving Ceremony. Any infraction of this rule will be penalised.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.8 Rider Behaviour and Assistance



74. Riders must make themselves available for promotional activities as may be asked by the FIM Championship Promoter, **subject to 30 days**, on the day prior to the event, for a period of 3 hours (time to be set by the FIM Championship Promoter).
75. Teams, their staff and riders must avoid any verbal/written public declaration which could damage or negatively affect the FIM SidecarCross of Nations, **the FIM SidecarCross World Championship** and/or the FIM QuadCross of Nations event. Accordingly, it is an obligation for all the 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 SidecarCross of Nations, **the FIM SidecarCross World Championship** and/or FIM QuadCross of Nations or the sport.
76. Public pronouncements which harm irresponsibly the lawful interest of the FIM SidecarCross of Nations, **FIM SidecarCross World Championship** and/or the FIM QuadCross of Nations or which are contrary to its integrity, or the sport shall include, but not be limited to:
- a) Public statements or comments to all types of media (Social Networks and TV or video and classic media) that irresponsibly attack, disparage, disrepute or damage the FIM and the FIM Championship Promoter;
 - b) Public comments that members and riders of the team know, or should reasonably know, will irresponsibly harm the reputation, image or best interests of the sport and/or 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 SidecarCross of Nations, **the FIM SidecarCross World Championship** and/or FIM QuadCross of Nations policies are not prohibited.
77. Before leaving a venue/facility, it is the responsibility of the riders/teams to deposit all their waste fuel, fuel drums, motor oils, coolants, tires, batteries, black water and all other hazardous wastes in the proper hazardous waste disposal area provided by the venue/facility. Should proper hazardous waste disposal containers not be available on-site, riders/teams must transport such items from the venue/facility for proper disposal.

2.9 Team Manager

1. Each national team is limited to one Team Manager.
2. A Team Manager should not at the same time be a rider.
3. The Team Manager is appointed by the FMN of the team he represents.
4. If an FMN is participating in both FIM SidecarCross of Nations and FIM QuadCross of Nations, then the FMN can appoint two separate Team Managers, if they wish.
5. During the event, the Team Manager shall be responsible for all the matters regarding his team.
6. The FIM must be informed, in writing, of all appointments of Team Managers on the closing date of the entries at the latest.

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS
3.1 Motorcycles and Classes



3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.1 Motorcycles and Classes

1. FIM SidecarCross of Nations are open to motorcycles as defined in the FIM Technical Motocross Regulations:
Cat. I, Groups B1 and B2, over 350cc and up to a maximum of 750cc for 2-stroke engines or a maximum of 1000cc for a 4-stroke mono and bi-cylinder engines.
2. FIM QuadCross of Nations are open to motorcycles as defined in the FIM Technical Motocross Regulations:
Up to 500cc 2 or 4-stroke engines.

3.2 Number Plates

1. The motorcycle's front number plate must always display (see diagrams):
 - a) The background colour, in accordance with the FIM Regulations hereunder, as well as the FIM Technical Rules Motocross.
 - b) The number of the rider, in accordance with the FIM Regulations hereunder, as well as the FIM Technical Rules Motocross.
 - c) The FIM Championship logo on the top section of the number plate as shown on the diagram (L 70 mm x W 35 mm).
 - d) Team publicity is allowed on the front plate within a space 50 mm from the top section of the number plate or below the number plate.
 - e) There must be a minimum clear space of 10 mm between the logos and the number (front and side plate) and team publicity (front plate).
2. The FIM Championship logo, as well as the numbers must be clearly visible for spectators and officials.

3. The following colour schemes shall be used:

Championship	Background	Number	Logo(s)
SidecarCross	Yellow	Black	FIM Championship logos
QuadCross	Yellow	Black	FIM Championship logos

4. For the winning Team of the previous FIM SidecarCross of Nations and FIM QuadCross of Nations: a front red number plate with white numbers.

Championship	Background	Number	Logo(s)
SidecarCross	Red	White	FIM Championship logos
QuadCross	Red	White	FIM Championship logos

5. The motorcycle's side number plates must always display the Team's national flag and the FIM Championship logo, respecting the dimensions of the number plate.
6. The colour scheme for the numbers on the side number plates is free. However, there must be a clear colour distinction between the colour of the number and the colour of the background/flag/emblem.
7. The following colours shall be used, following the RAL colour table, i.e.:
 - Yellow: 1003,
 - Black: 9005,
 - Red: 3020,
 - White: 9010.

3.3 On-Board Cameras

1. Riders may be required by the Championship Promoter to carry on-board cameras, **which must be mounted exclusively on the motorcycle or by means of a body harness (allowed only during Camera-On-Board-Laps-Session)**.
2. The FIM Championship Promoter, rider and Team in question assume full responsibility and the FIM shall not be held liable in case of any incidents in connection with the use of these cameras.
3. Riders and teams must give reasonable access and assistance to the designed technicians to facilitate mounting and adjustment of the equipment.
4. The cameras and associated equipment must be carried during the entire event, from the practice sessions until the end of the event.
5. When a motorcycle is equipped with on-board cameras, the weight of the camera and associated equipment will count towards the total minimum weight of the motorcycle.
6. These cameras and associated equipment are not considered as telemetry.
7. An **unofficial** on-board camera (other than the one of the Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.

4. OFFICIALS AND PROCEDURES

4.1 General

1. The management and supervision of events, as well as the judicial procedure, are the responsibility of the officials appointed by the FIM or the FMNs.
2. Appointed officials must be fluent in English or French. Other languages are an asset.
3. The FIM and the FMNs shall appoint officials whose aptitude and integrity for the position they can fully justify. These officials must be in possession of a valid FIM licence for the appropriate discipline and function.
4. Official's FIM licences are only issued after the officials have proved to be competent according to the special requirements for each discipline. The relevant FIM Commissions organise seminars **compulsory** for certain officials.
5. The FIM or the FMNs have the right to renew or cancel an appointment whenever necessary.
6. An official shall not be a rider, passenger, sponsor, team manager, mechanic or promoter participating 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.
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 **is** 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 in 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 two 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 SidecarCross of Nations and/or FIM QuadCross of Nations events, must be a holder of the appropriate FIM official's licence valid for the current year:
 - a) FIM Delegate;
 - b) FIM Race Director;
 - c) FIM Chief Steward;
 - d) FMNR Steward;
 - e) Clerk of the Course;
 - f) FIM Chief Flag Steward;
 - g) FIM Technical Director;
 - h) Chief Technical Steward;
 - i) Technical Steward;
 - j) Chief Timekeeper;
 - k) FIM Medical Director;
 - l) Chief Medical Officer;
 - m) **Sustainability** Steward.
2. To facilitate communication between the various officials, it is recommended that they speak English fluently.

4.4 Jurisdiction

1. Except for 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 holders of FIM Licences and laissez-passer, all officials and their assistants, as well as all other persons involved in the event are subject to the authority of the Clerk of the Course.

4.5 FIM Delegate

1. The FIM Motocross Commission (CMS) will appoint the FIM Delegate.
2. The FIM Delegate must be holder of an FIM Motocross Sporting Steward licence.
3. If the nominated FIM Delegate is prevented from arriving at the event in time, until his arrival, he will be replaced by the FIM Chief Steward.
4. In case of a “force majeure” during the event where the FIM Delegate becomes permanently unavailable for the event in question, he will be replaced by the FIM Chief Steward.
5. The FIM Delegate has no responsibility for the organisation of the event and his only duties are for representative or supervision purposes unless he is acting as a Member of the Race Direction.
6. The authority and duties of the FIM Delegate include but are not limited to:
 - a) The FIM Delegate must be present before the start of the circuit control and remain at the event until the completion of his duties.
 - b) The FIM Delegate exercises supreme control of the event and is responsible for ensuring that all FIM regulations are observed.
 - c) The FIM Delegate shall call a meeting of the Race Direction before the first official practice session and at the end of each day of official practices and/or races to hear the reports of all the appropriate officials. He will also convene any extraordinary meetings whenever necessary.
 - d) The FIM Delegate is responsible for the communication with the Stewards.
 - e) The FIM Delegate has the right to invite any guests to the Race Direction meetings, when appropriate.
 - f) The FIM Delegate must ensure that the decisions of the Race Direction conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.
 - g) The FIM Delegate must ensure that all parties concerned 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) At the end of the event, the FIM Delegate, together with the Race Direction Secretary, must sign the Minutes of all the meetings of the Race Direction.

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

4.6 FIM and FMNR Stewards

1. There will be a Panel of two Stewards:
 - a) The FIM Chief Steward.
 - b) The FMNR Steward.
2. The FIM Chief Steward and the FMNR Steward must be holders of an FIM Motocross Sporting Steward licence.
3. **The FIM Chief Steward must be holder of an FIM Motocross SuperLicence.**
4. The FIM Chief Steward is appointed by the FIM Motocross Commission (CMS).
5. If the nominated FIM Chief Steward is prevented from arriving at the event in time, the CMS may name a replacement, with priority given to a CMS Member not from the FMNR.
6. In case of a “force majeure” where the FIM Chief Steward must 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.
7. The FMNR is limited to one FMNR Steward.
8. If the nominated FMNR Steward is prevented from arriving at the event in time or must be replaced during the event, the FMNR may name a replacement.
9. 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.
10. The Stewards have no responsibility for the organisation of the event and their only duties is to give a verdict on appeals lodged against decisions of the Race Direction.
11. The authority and duties of the Stewards include but are not limited to:
 - a) Ensuring that the event is conducted according to the Regulations and report any infringement to the Race Direction;
 - b) Adjudicating on any appeal against the decisions of the Race Direction;
 - c) The FIM Chief Steward must ensure that the decisions of the FIM Stewards Panel conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.
 - d) The FIM Chief Steward must ensure that all parties concerned, as well as the Race Direction, receive written notification of any judicial decision pronounced by the Stewards as soon as possible.

4.7 Race Direction

1. The Race Direction is composed of:
 - a) The FIM Delegate,
 - b) The FIM Race Director,
 - c) The Clerk of the Course.
2. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Delegate will exercise a casting vote.
3. The quorum for a meeting of the Race Direction is two persons.
4. The meetings of the Race Direction are chaired by the FIM Delegate.
5. The Race Direction will meet at any time required during the event; at least before the first official practice session and at the end of each day of official practices and/or races.
6. All FIM licence and FIM laissez-passers holders as well as all other persons involved in the event are subject to the authority of the Race Direction.
7. The Race Direction will hear any protests that are lodged during the event.
8. The Race Direction has the competence to pronounce ex officio sanctions against riders, team staff, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship.
9. The authority and duties of the Race Direction are:
 - a) To approve all the official results of the event.
 - b) To impose penalties for any infringements of the Regulations.
 - c) To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during an event, contrary to the current Regulations or instructions given by an official of the event.
 - d) To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of persons occurring during an event.
 - e) To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
 - f) To adjudicate on any protest relating to infringements of the Regulations.
 - g) The Race Direction may pronounce the following penalties provided for in the FIM Disciplinary **and Arbitration** Code, without prejudice to Art. **2.1 2.2 and 2.3 of the** of the same Code:
 - 1) Warnings;
 - 2) Fines, subject to a maximum of € 3'000;

- 3) Time and/or point penalties;
 - 4) Drop of positions;
 - 5) Disqualification;
 - 6) Suspension for a period not exceeding 30 days starting from the date of the offence;
 - 7) Loss of right to participate in the Championship/Cup, which may be applied to one or more events;
- ~~and/or refer the case to the International Disciplinary Court to impose a higher penalty that it is empowered to.~~
- 10. Any person or organisation affected by a disciplinary decision of the Race Direction has the right to appeal this decision according to the FIM Disciplinary ~~and Arbitration~~ Code. This appeal must be presented to the FIM Stewards Panel 30 minutes at the latest after the notification of that decision.
 - 11. Appeals against a disciplinary decision taken by the Race Direction will be dealt with by the FIM Stewards Panel.

4.8 FIM Stewards Panel

1. The FIM Stewards Panel is composed of:
 - a) The FIM Chief Steward.
 - b) The FMNR Steward.
2. The quorum for a meeting of the FIM Stewards Panel is one person.
3. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Chief Steward will exercise a casting vote.
4. The meetings of the FIM Stewards Panel are chaired by the FIM Chief Steward.
5. The FIM Stewards Panel will meet at any time required during the event.
6. The FIM Stewards Panel will hear any appeals against decisions of the Race Direction.
7. The FIM Stewards Panel may pronounce the following penalties provided for in the FIM Disciplinary ~~and Arbitration~~ Code, without prejudice to Art. 2.1 ~~2.2 and 2.3~~ of the same Code:
 - a) Warnings.
 - b) Fines, subject to a maximum of € 10'000.
 - c) Time and/or point penalties.
 - d) Drop of positions.
 - e) Disqualification.
 - f) Suspension for a period not exceeding 30 days starting from the date of the offence.
 - g) Loss of right to participate in the Championship/Cup, which may be applied to one or more events.

And or refer the case to the **International Court of Appeal (CAI)** to impose a higher penalty that it is empowered to.
8. An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel according to the FIM Disciplinary ~~and Arbitration~~ Code. This appeal must be presented 30 minutes at the latest after the notification of that decision.
9. After exhaustion of the FIM **disciplinary bodies present at the event**, an appeal to the **International Appeal Court (CAI)** is still possible. This appeal must be presented 5 days at the latest after the notification of the final decision **of the FIM Stewards Panel (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 to the Race Direction stipulating that all riders and participants entered have duly completed the official FIM SidecarCross or QuadCross of Nations entry form and that they are in possession of their respective licences;
 - d) Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event;
 - e) Report and control of the safety standards of the event;
 - f) Control and approve any amendments of requests of extra safety measures as mentioned in the inspection report;
 - g) Control of the official permission from the local authorities to run the event and of the third-party insurance policy of the organiser.

4.10 Minutes of the Meetings

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

4.11 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 in English.
2. Any judicial decision pronounced by the Race Direction or the FIM Stewards Panel must be notified to the party (parties) involved directly at the venue of the event or, failing that, addressed by registered letter with acknowledgement of receipt.
3. Except for cases under §6, this document/notification of a decision shall:
 - a) State the names and the licence numbers of the Members of the Race Direction/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/Stewards Panel and its evidence and brief reasons.
 - h) Shall be signed by the FIM Delegate for decisions of the Race Direction and by the FIM Chief Steward for decisions of the FIM Stewards Panel.
4. Whenever the party (parties) involved is (are) notified in writing at the event, the following procedure must be respected:
 - a) The party (parties) concerned by the decision of the Race Direction/FIM Stewards Panel decision must sign for receipt on a copy of that decision/ acknowledgement of receipt.
 - b) For decisions of the Race Direction, this receipt shall be signed by the FIM Delegate while for decisions of the FIM Stewards Panel, this receipt shall be signed by the FIM Chief Steward.
 - c) The name of the person who receives the decision, his position/ function, the venue, date, time of reception must also be mentioned on this acknowledgement of receipt.
 - d) The copy of the decision, signed for receipt by the party (parties) concerned, must be added to the Report of the FIM Delegate.
5. In the case of the following infractions (statements of fact to which no protest is possible), the notification of a decision shall be different (please, also refer to §6 below):

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A. Any time during the event:

Offence (in alphabetical order)	Penalty
Entering the pit lane by the exit:	Disqualification from the respective Practice/Race.
Entering the pit lane and not coming to a complete stop:	Disqualification from the respective Practice/Race.
Non-conformity of the rider's motorcycle / General:	Disqualification from the respective Practice/Race.
Non-conformity of the rider's motorcycle / Failing a sound test:	Loss of 5 positions in the respective Practice/Race (*).
Radio communication between a rider and his team:	Disqualification from the respective Practice/Race.
Receiving any assistance to control, restart or repair the motorcycle on the course (except in the pit lane):	Disqualification from the respective Practice/Race.
Receiving any assistance on the course other than from a marshal in the interest of safety (except in the pit lane):	Disqualification from the respective Practice/Race.
Refuelling on the course:	Disqualification from the respective Practice/Race.
Receiving signals along the course, (except from the pit lane box):	Disqualification from the respective Practice/Race.
Stopping to consult with others on the course (except in pit lane):	Disqualification from the respective Practice/Race.
Non-respect of the waved yellow and/or medical and or green flag(s) / First offence during an event	<u>First offence during the event:</u> Loss of 2 positions in the respective Free Practice/Time Practice/Race (*)
Non-respect of the waved yellow and/or medical and or green flag(s) / Any additional offence during the same event	Loss of 10 positions in the respective Free Practice/Time Practice/Race (*).

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

B. During the Free Practices/Warm-Up:

Offence (in alphabetical order)	Penalty
Hindering or impeding the progress of other riders:	Loss of the fastest lap time in the respective Free Practice/Warm-Up.
Leaving the course and gaining an advantage:	Loss of the fastest lap in the respective Free Practice/Warm-Up.

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Stopping on the course without any valid reason:	Loss of the fastest lap in the respective Free Practice/Warm-Up.
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C. Waiting zone:

Offence	Penalty
Arriving late in the waiting zone (cut-off point: 15 minutes before the start of the Qualifying Race/Race):	Disqualification from the respective Qualifying Race/Race.
Arriving back from the sighting lap in the waiting zone after the start has been given:	Disqualification from the respective Qualifying Race/Race.
Changing motorcycle after having crossed the rear barrier behind the starting gate:	Disqualification from the respective Qualifying Race/Race.

D. During the Sighting Lap:

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

E. During the Start Procedure:

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

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Returning to the waiting zone after having taken a position behind the starting gate:	Disqualification from the respective Qualifying Race/Race.
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F. During the Qualifying Races/B-Final**/Races:**

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

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

G. In the case of a Re-Start:

Failing in bringing the motorcycle in the waiting zone:	Disqualification from the respective Qualifying Race/Race.
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6. In the statement of fact cases listed, the following procedure will apply:
- Whenever possible, the rider(s) will be notified orally by the Clerk of the Course when he (they) finishes (finish) the race.
 - The official results will be modified accordingly, with mention of the rider(s) concerned and the imposed penalty.
 - The rider may appeal the decision within 30 minutes after the publication of the results.
 - Penalties given by the FIM Race Direction during track activities (practice and races) may be communicated on monitors. Such communications on time-keeping or other public screens shall be considered as valid notifications.
7. 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).
2. The FIM Race Director must be holder of an FIM Motocross **Sporting Steward Licence and of an FIM Motocross Super Licence**.
3. If the FIM Race Director is prevented from arriving at the event in time, the FIM Delegate will decide on his replacement.
4. The FIM Race Director has no responsibility for the organisation of the event and his only duties are for representative or supervision purposes and his only executive duties are those defined in these Regulations.
5. The authority and duties of the FIM Race Director include but are not limited to:
 - a) The FIM Race Director must be present at least 24 hours before the start of practice and remain after the event until the completion of his duties.
 - b) The FIM Race Director must inspect the circuit and safety installations before practice begins (= circuit control).
 - c) The FIM Race Director may make recommendations to the Race Direction which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.
 - d) In exceptional circumstances occurring during a practice session and/or a race, the FIM Race Director may on his own initiative take decisions which affect or vary from the published programme, such as the duration, stopping and re-running of a practice session/race, the disqualification of a rider.

4.13 Clerk of the Course

1. The Clerk of the Course is appointed by the FMNR and must be holder of an FIM Motocross Clerk of the Course Licence **and of an FIM Motocross SuperLicence**.
2. When carrying out his duties, the Clerk of the Course shall act and work in permanent consultation with the FIM Race Director.
3. The Clerk of the Course is responsible for the conduct and efficient running of the event. His essential duties include but are not limited to:
 - a) The Clerk of the Course must be present as of 09:00 a.m. the day preceding the start of the official Practices and remain available after the event until the completion of his duties.
 - b) The Clerk of the Course must certify that official permissions from the local authorities to run the event have been granted to the organiser.
 - c) The Clerk of the Course must present a copy of the third-party insurance policy of the organiser to the FIM Delegate.
 - d) The Clerk of the Course must ensure that the circuit, 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 must verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider/passenger from participating in the event, e.g. suspension, disqualification or any other ban on riding.
 - f) The Clerk of the Course may make recommendations to the Race Direction which affect or modify the published programme, such as the duration, the postponement, re-running, stopping of a Practice/Race or abandonment of the event.
 - g) 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.
 - h) The Clerk of the Course must ensure that the FIM Regulations are respected; he may propose penalties to the Race Direction.
 - i) 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.
 - j) 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.
 - k) 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.

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

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

4.16 Chief Technical Steward

1. The Chief Technical Steward is appointed by the FMNR.
2. The Chief Technical Steward must be holder of an FIM Technical Steward's **Senior** licence.
3. In addition to the Chief Technical Steward, at least one Technical Steward must be holder of an **FMNR FIM** Technical Steward's licence.
4. The Chief Technical Steward shall in particular:
 - a) Together with his staff and equipment, be fully operational as of one hour before the technical verifications.
 - b) Together with his staff, participate in a briefing with the FIM Technical Director prior to the technical verifications.
 - c) Verify the machines and equipment in accordance with the FIM Regulations and the Supplementary Regulations.
 - d) Draw up a technical report and hand a copy to the Clerk of the Course.
 - e) If requested to do so by the FIM Delegate, 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 time has expired.

4.17 Chief Timekeeper

1. The Chief Timekeeper is appointed by the FMNR and 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 SidecarCross of Nations and FIM QuadCross of Nations 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, **will** 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 by the Race Direction, attend meetings, but without voting rights.
 - f) **If requested by the Race Direction, will produce any type of result/classification/simulation/intermediate point standing to be available for all stakeholders.**
3. After an event, the Chief Timekeeper, his staff and equipment must remain available **and operational** until protest time has expired.
4. The Chief Timekeeper and the timekeepers are appointed by the FIM Championship Promoter.

4.18 Sustainability Steward

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

4.19 FIM Medical Director

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

A. Overall Role and Responsibilities

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

B. Rules of Engagement

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

4. OFFICIALS AND PROCEDURES

4.19 FIM Medical Director



- 28. The Medical Director will, if necessary, attend the hospital to ensure the prompt and appropriate treatment of riders and officials if required and to ascertain the arrangements for repatriation.
- 29. The Medical Director will ensure that arrangements are in place to receive information and updates from the hospitals regarding the condition of injured riders.
- 30. The Medical Director will provide advice regarding anti-doping requirements to the riders, their doctors, their teams and the CMO.
- 31. The overall aim of the Medical Director is to ensure that all participants are provided with rapid, appropriate and all necessary medical care of the highest standard at each event.
- 32. This list is not exhaustive and also includes any other duties that are required to ensure the safety and wellbeing of the participants and to ensure the event medical service is in accordance with the FIM Medical Code.

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

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

4.20 Chief Medical Officer

1. The Chief Medical Officer (CMO) is appointed by the FMNR.
2. The CMO must be holder of an FIM Chief Medical Officer licence.
3. The CMO has the overall responsibility for the medical service and shall, in particular:
 - a) Be the same throughout the event.
 - b) Must complete the FIM Circuit CMO Questionnaire (Appendix F) and send it - together with all relative documents - to cmi@fim.ch and to the FIM Medical Director at least 60 days prior to the event.
 - c) Must contact in writing, at least 60 days before the event, hospitals in the vicinity of the event that are able to provide the specialist services as required by the current FIM Medical Code.
 - d) Be familiar with the circuit and the organisation of the medical services at which he is appointed.
 - e) Must attend the circuit control together with the FIM Medical Director and the Clerk of the Course one day prior to the first practices.
 - f) Inspect, together with the FIM Medical Director, all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the event.
 - g) Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
 - h) Ensure that all medical/paramedical services are briefed prior to the first practice session, as well as debriefed after the event.
 - i) Give information and recommendations to the Race Direction on injured riders and all aspects of the event which may have potential medical consequences and/or may require the stopping of a practice/race.
 - j) To examine with the FIM Medical Director all competitors listed as injured (Unfit Riders List) who wish to compete and assess and agree their fitness to do so.
 - k) Ascertain that fallen riders are medically fit to continue in competition.
 - l) In accordance with normal medical practice will complete a clinical record of all medical examinations and assessments. A copy of the clinical record should be provided to the rider or their nominated representative to facilitate ongoing treatment after the event and referral to the rider's medical insurance provider.
 - m) Will prepare the list of injured riders (Medically unfit list) to be given to the Medical Director and FIM Medical Representative (if present).

4. OFFICIALS AND PROCEDURES
4.20 Chief Medical Officer



- n) Must inform and update the FIM Medical Director and FIM Medical Coordinator (cmi@fim.ch) regarding the condition of injured riders and liaise with the relevant hospital to ascertain and report the progress of their condition and treatment.
 - o) Send the accident reports and accident statistic forms electronically to the FIM Medical Coordinator (cmi@fim.ch) by the day following the event (Appendices D and E/FIM Medical Code).
 - p) Should attend Race Direction meetings, but without voting rights.
4. This list is not exhaustive and includes any other duties that are required to ensure the safety and well-being of the participants and to ensure the event medical service are in accordance with the FIM Medical Code. Please, also refer to the current FIM Medical Code.

4.21 Flag Marshals / Sector Marshals

1. Flag Marshals are appointed by the FMNR/organiser.
2. It is recommended that Flag Marshals/Sector Marshals be holder of an FMNR Flag Marshal's licence. The minimum age for Flag and Sector Marshals is 18 years.
3. Flag Marshals/Sector Marshals must have participated in a briefing with the FIM Chief Flag Steward, the Clerk of the Course and/or a qualified official nominated by him.
4. For each Flag Marshal post/sector, the Organiser must establish a list with the names of the marshals occupying the post. This list is to be given to the Clerk of the Course, who will hand it over to the FIM Delegate before the start of the official practices.
5. The marshals must be identified by uniform shirts or bibs of a neutral colour, in no case yellow or red, so that they cannot be mistaken with the flags.
6. As a principle, there should be a minimum of two marshals available per post: one Flag Marshal (using a flag) and one marshal (without a flag) to give assistance to a rider in the interests of safety. One or more additional marshals are recommended at jumps.
7. However, the position/sector and occupation of each post/sector will be decided by the FIM Race Director, the Clerk of the Course, the FIM Chief Flag Steward and the Chief Flag Marshal during the circuit control. If deemed necessary, the position and occupation of a post/sector may be modified at any time.
8. In addition to the required number of Flag Marshals, there should be a minimum of five Sector Marshals present at the event.
9. The FIM Race Director, the Clerk of the Course, the FIM Chief Flag Steward and the Chief Flag Marshal will define the different sectors of the course during the circuit control. If deemed necessary, the sectors may be modified at any time.
10. After an event, the Sector Marshals and Flag Marshals must remain available until protest/ appeal time has expired.

4. OFFICIALS AND PROCEDURES

4.22 Official Signals



4.22 Official Signals

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

Signal	Meaning
"2 MINUTES" Board (In the waiting zone)	2 minutes until the riders leave the waiting zone for the sighting lap or take their position at the starting gate.
	Riders get ready.
"1 MINUTE" Board (In the waiting zone)	1 minute until the riders leave the waiting zone for the sighting lap or take their position at the starting gate.
	The starting gate is cleared.
	The riders prepare for the start.
"15 SECONDS" board: (At the start)	15 seconds until the starting procedure enters its final phase.
"5 SECONDS" board: (At the start)	The starting gate will drop within the next 5 to 10 seconds.
"END FINISH ZONE" board (At the finish)	Riders must continue at race speed until they have passed this board. Slowing down abruptly or stopping before it is not allowed unless it is ordered by an official.

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

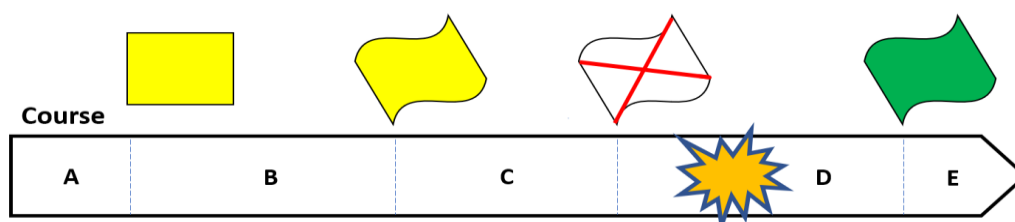
Signal	Meaning
Red flag:	All riders must stop racing, reduce speed carefully and proceed to the area indicated by the officials.
<ul style="list-style-type: none">• All false starts will be indicated by a red flag.• The red flag is superior to all flags/light signals.	
Black flag and a board with a rider's number on it:	Rider in question to stop racing and leave the course using the pit lane or access from the course to the paddock.
Yellow flag, held stationary:	Danger, ride cautiously.
<ul style="list-style-type: none">• A yellow stationary flag will be displayed for maximum 5 minutes at the beginning of the first free practice session and during the sighting lap which precedes a qualifying race or a race	

4. OFFICIALS AND PROCEDURES

4.22 Official Signals

Yellow flag, waved:	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed; therefore, jumps should not be attempted.
<ul style="list-style-type: none"> The waved yellow flag is superior to the stationary yellow flag. 	
Medical flag:	Medical staff on the track, proceed with extreme caution. Riders must roll each jump individually with no overtaking until past the area of concern and the green flag (if displayed at the end of the area).
<ul style="list-style-type: none"> A medical flag must be available at each flag marshal post. The medical flag is superior to the stationary and waved yellow flags. 	
Blue flag, waved:	Warning, you are about to be lapped. Hold your line.
<ul style="list-style-type: none"> The blue flag must be used by supplementary flag marshals, specialised for this flag only. A blue stationary flag will be displayed during the sighting lap which precedes a qualifying race or a race. 	
Green flag:	In case of a combined Free and Time Practice: beginning of Time Practice. In case of a Race: course clear for the start of the race, end of danger area.
<ul style="list-style-type: none"> The green flag can only be used by an Official, specialised for this flag only. 	
Black and white chequered flag:	End of the practices, the qualifications, the "Warm-Up", the race.

- Whenever several flags are displayed in the same area, the superior flag/light always takes precedence over the other flag(s).
- The non-respect of the waved yellow and/or the medical flag by a rider(s) will be considered as a statement of fact to which no protests are possible and will be sanctioned with one of the penalties under Art. 4.11§5.
- The non-respect of the waved yellow and/or the medical flag by a rider will be sanctioned with a loss of 2 positions for the first offence and 10 positions as of the second offence for the rider(s) in question. Such an action will be considered as a statement of fact to which no protests are possible.
- Practical Example:



4. OFFICIALS AND PROCEDURES

4.22 Official Signals



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

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. Riders entered in an event may be required to present their **Passport/National ID together with the** FIM SidecarCross or QuadCross of Nations World Championship licence, and/or to sign an individual entry form during an administrative control carried out by the FIM/FMNR/Organisers and/or the FIM Championship Promoter.
2. It is necessary to confirm whether all the riders present at the event:
 - a) Are in possession of a valid FIM SidecarCross or QuadCross of Nations World Championship licence.
 - b) Have duly completed the official FIM SidecarCross or QuadCross of Nations World Championship entry form.
3. The FIM Administration must prepare an updated entry list and give it to the Clerk of the Course before the start of the administrative control.
4. The FIM Administration must also verify that there is nothing to prevent a rider from participating in the event, e.g. injury, suspension, disqualification, or any other ban on riding.
5. The report (confirmation) of administrative control must be presented to the Race Direction by the FIM Administration before the start of the official practices of the event.

5.2 FIM Laissez-Passer

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

5.3 Preliminary Technical Verifications

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

- a) Riders may present at technical control a second motorcycle in their name and number.
 - b) Teams may present at technical control a second motorcycle to be used by two or more riders. In this case, the team presenting the motorcycle must inform the Technical Stewards of the names and numbers of the riders eligible to use this motorcycle.
10. Random sound controls will be carried out on Friday.
11. The maximum limit of the pre-race sound level is fixed at:
- SidecarCross / **QuadCross: 111 dB/A** (Target **109 dB/A** + 2 dB/A for the precision of the method, for all engine types);
 - **QuadCross: 114 dB/A (Target 112 dB/A + 2 dB/A for the precision of the method, for all engine types).**
12. Riders may change motorcycles at any time except during a race.
13. Before a race, a rider can change motorcycle up to the moment that he enters the Waiting Zone with his motorcycle to take his position. Changing motorcycles during a race is prohibited.

5. RUNNING OF THE EVENT



5.4 Motorcycle testing by riders and / or team members

5.4 Motorcycle testing by riders and / or team members

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

5.5 Special Medical Examination

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

5.6 Circuit Control

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

5.7 Meeting with the Organisers / Race Direction Meetings

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

5.8 Filming with On-Board Cameras

1. Riders may be required by the FIM Championship Promoter to carry on-board cameras, **which must be mounted exclusively on the motorcycle or by means of a body harness (allowed only during Camera-On-Board-Laps-Session)**.
2. The FIM Championship Promoter, riders, passengers and Teams in question assume full responsibility and the FIM shall not be held liable in case of any incidents in connection with the use of these cameras.
3. When a motorcycle is equipped with on-board cameras, the cameras and associated equipment must be carried during the entire event, from the practice sessions until the end of the event.
4. Cameras and other equipment will be supplied to the designated riders/teams in due time before the first practice.
5. Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.
6. An **unofficial** on-board/**helmet/body**-camera (other than the one from the Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.

5.9 Riders' Briefing

1. All the information related to the event will be sent to the riders and officials electronically **by means of the Official Sportity App Notice Board**. Additional information may be sent during the event.
2. In addition to this “electronic briefing”, there will be a demonstration of the complete start procedure.
3. It is the responsibility of each rider and team to attend the start procedure demonstration, be aware of all information given and follow all instructions issued in the “electronic briefing”.
4. If deemed necessary by the Race Direction, additional meetings in person with riders and Teams can also be held. The time and place of this briefing will be decided by the Race Direction.

5.10 Practice Restrictions

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

5.11 Free Practice

1. The maximum number of riders/teams in each Free Practice session is 30.
2. Participation in the Free Practices is optional.
3. If the Qualifying Race is cancelled for any reason, times from the Free Practice will determine the starting order for the Races.

A. Up to 10 teams present:

4. If there are up to 30 riders/crews present, there will be one Group only.

B. More than 10 teams present:

5. If there are more than 30 riders/crews present, the riders will be allocated to Groups A, B & C according to the Entry Registration performed by each FMN, via the online registration system:
 - Group A,
 - Group B,
 - Group C.
6. Riders/Teams may not change Groups.
7. For each Group, one separate Free Practice session must be provided.

5.12 Camera-On-Board Lap Session

1. The FIM Championship Promoter may schedule a separate “Camera-On-Board-Lap Session” in the programme.
2. In that case, a rider/riders may be asked by the FIM Championship Promoter to do the “Camera-on-Board-Lap Session” with an on-board camera **mounted exclusively on the motorcycle or by means of a body harness (allowed only during Camera-On-Board-Laps-Session)**.
3. The “Camera-On-Board-Laps-Session” may be scheduled as of the time the course has been homologated by the FIM Race Director but cannot be done during the Practices, Qualifying or Races.
4. The rider must take the start from the area indicated by the officials.
5. Officials, flag marshals and medical staff must remain on their positions during the “Camera-On-Board-Laps-Session”.
6. The FIM shall not be held liable in case of any incidents in connection with the use of these cameras.

5. RUNNING OF THE EVENT

5.13 Qualifying



5.13 Qualifying

1. To qualify for the FIM SidecarCross of Nations and for the FIM QuadCross of Nations, teams must participate in the Qualifying Race/Qualifying Races, commonly scheduled on Saturday.

A. 10 teams or less present (One Qualifying Group):

- a) Qualifying Race (20 minutes + 2 laps)

Sidecar/Quads	Team Positions	Results
Qualifying Race (Maximum 30 riders or crews)	1 to 10	Are qualified for the FIM SidecarCross & FIM QuadCross of Nations

B. 11 teams and up to 15 teams present (Three Qualifying Groups):

- a) Qualifying Race Group A (20 minutes + 2 laps)
- b) Qualifying Race Group B (20 minutes + 2 laps)
- c) Qualifying Race Group C (20 minutes + 2 laps)

Sidecar/Quads	Team Positions	Results
Qualifying Race (Maximum 30 riders or crews)	1 to 15	Are qualified for the FIM SidecarCross & FIM QuadCross of Nations.
	As of 16	Are eliminated.

C. 16 teams and up to 20 teams present (Three Qualifying Groups & B-Final):

- a) Qualifying Race Group A (20 minutes + 2 laps)
- b) Qualifying Race Group B (20 minutes + 2 laps)
- c) Qualifying Race Group C (20 minutes + 2 laps)

Sidecar/Quads	Team Positions	Results
Qualifying Race (Maximum 30 riders or crews)	1 to 12	Are qualified for the FIM SidecarCross & FIM QuadCross of Nations.
	13 to 20	Are qualified for the B-Final

5. **RUNNING OF THE EVENT**
5.13 Qualifying



Sidecar/Quads	Team Positions	Results
B-Final Race (Maximum 24 riders or crews)	1 to 3	Are qualified for the FIM SidecarCross & FIM QuadCross of Nations.
	4 to 8	Are eliminated.

D. **21 teams and up to 30 teams present (Three Qualifying Groups & B-Final):**

- d) Qualifying Race Group A (20 minutes + 2 laps)
- e) Qualifying Race Group B (20 minutes + 2 laps)
- f) Qualifying Race Group C (20 minutes + 2 laps)

Sidecar/Quads	Team Positions	Results
Qualifying Race (Maximum 30 riders or crews)	1 to 14	Are qualified for the FIM SidecarCross & FIM QuadCross of Nations.
	15 to 24	Are qualified for the B-Final
	25 to 30	Are eliminated.

Sidecar/Quads	Team Positions	Results
B-Final Race (Maximum 30 riders or crews)	1	Is qualified for the FIM SidecarCross & FIM QuadCross of Nations.
	2 to 10	Are eliminated.

2. Riders may not change Qualifying Race.
3. A ballot will decide upon the starting position of each team/rider.
4. In proven exceptional cases of force majeure where a team cannot participate in the Free Practice, its riders may be admitted by the Race Direction to participate in their respective Qualifying Race.
5. A total of 15 teams will qualify for the FIM SidecarCross of Nations & FIM QuadCross of Nations.
6. In all cases, the best two results of each team will be considered, irrespective of their Groups.
7. In case of a tie, the best result of the third rider will be considered.

5. RUNNING OF THE EVENT

5.13 Qualifying



8. If a tie still exists, firstly the best result of Group A, secondly the best result of Group B and thirdly the best result of Group C will be considered.
9. If one Qualifying Race is cancelled for any reason, the results from the two other Qualifying Races will be counted to determine the team's qualifying position. In case of a tie with another team, the best result of one of the two riders will be considered. If a tie still exists, firstly, the best result of the Group A, secondly the Group B and thirdly the Group C will be considered.
10. If two Qualifying Races are cancelled for any reason, the results from the one Qualifying Race that has been run will be used to determine the team's qualifying position. This result will be counted together with the best lap time position of any of its two remaining riders in the Free Practice session. In case of a tie with another team, the best lap time position of each team's remaining third rider in the Free Practice session will be **considered**. If a tie still exists, firstly, the best result of the Group A, secondly the Group B and thirdly the Group C will be considered.
11. If all Qualifying Races are cancelled for any reason, lap time positions from the three riders' Free Practice sessions will be used to determine the team's qualifying position, still according to the principle of the two best results.
12. If, for unforeseen reasons, no qualification results are obtained before the Warm-Up, then the latter may be treated as qualifying session. The Race Direction will decide upon any modifications to the time schedule and qualifying criteria.

5. RUNNING OF THE EVENT
5.14 Start Practice



5.14 Start Practice

1. An opportunity for practice starts for up to 5 minutes will be provided to the riders after their **Free** Practice session.
2. Several start practice sessions may be scheduled at the discretion of the Clerk of the Course, time, conditions and weather permitting.
3. Start practice is optional.
4. Mass starts are forbidden.
5. A start practice will be scheduled at the end of the Free Practice.

5. RUNNING OF THE EVENT

5.15 Warm-Up



5.15 Warm-Up

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

A. 10 teams or less present:

4. There will be one Warm-Up Group for all qualified teams.

Warm-Up Sidecar/Quads
Maximum 10 Qualified Teams/30 riders
Teams' positions 1-10

B. 11 teams and up to 15 teams present:

5. The teams that have qualified for the FIM SidecarCross of Nations / FIM QuadCross of Nations will be allocated to their respective Warm-Up according to their position after the Qualifying Races.
6. Teams may not change Warm-Up Groups.
7. Number of teams/riders participating in the Warm-Up:

Warm-Up Sidecar/Quads Group 1
Maximum 8 Qualified Teams/24 riders
Teams positions 1, 2, 3, 4, 5, 6, 7, 8 (or first 50% of National teams qualified)

Warm-Up Sidecar/Quads Group 2
Maximum 7 Qualified Teams/21 riders
Teams positions 9, 10, 11, 12, 13, 14, 15 (or second 50% of National teams qualified)

C. 16 teams and up to 20 teams present:

8. The teams that have qualified for the FIM SidecarCross of Nations / FIM QuadCross of Nations will be allocated to their respective Warm-Up according to their position after the Qualifying Races.
9. Teams may not change Warm-Up Groups.
10. Number of teams/riders participating in the Warm-Up:

5. RUNNING OF THE EVENT
5.15 Warm-Up



Warm-Up Sidecar/Quads Group 1

Maximum 6 Qualified Teams/18 riders
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Teams positions 1, 2, 3, 4, 5, 6

Warm-Up Sidecar/Quads Group 2

Maximum 6 Qualified Teams/18 riders
--

Teams positions 7, 8, 9, 10, 11, 12
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11. The teams that have qualified for **the B-Final of the** FIM SidecarCross of Nations / FIM QuadCross of Nations will be allocated to their respective Warm-Up according to their position after the Qualifying Races.

Warm-Up Sidecar/Quads Group B-Final
--

Maximum 8 Qualified Teams/24 riders
--

Teams positions 13, 14, 15, 16, 17, 18, 19, 20

D. 21 teams and up to 30 teams present:

12. The teams that have qualified for the FIM SidecarCross of Nations / FIM QuadCross of Nations will be allocated to their respective Warm-Up according to their position after the Qualifying Races.

13. Teams may not change Warm-Up Groups.

14. Number of teams/riders participating in the Warm-Up:

Warm-Up Sidecar/Quads Group 1

Maximum 7 Qualified Teams/21 riders or crews

Teams positions 1, 2, 3, 4, 5, 6, 7
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Warm-Up Sidecar/Quads Group 2

Maximum 7 Qualified Teams/21 riders or crews

Teams positions 8, 9, 10, 11, 12, 13, 14

15. The teams that have qualified for **the B-Final of the** FIM SidecarCross of Nations / FIM QuadCross of Nations will be allocated to their respective Warm-Up according to their position after the Qualifying Races.

Warm-Up Sidecar/Quads Group B-Final
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Maximum 10 Qualified Teams/30 riders or crews
--

Teams positions 15, 16, 17, 18, 19, 20, 21, 22, 23, 24

5.16 Autograph Session

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

5.17 Opening Ceremony / Rider's Presentation

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

5.18 Waiting Zone Procedure

1. Each rider must enter the waiting zone with the motorcycle they will be using in the Race.
2. Only re-usable tyre covers are allowed on the tyres.
3. The following procedure will be used in the waiting zone:

25 minutes before the start:	The entrance to the waiting zone is open.
	Each rider/passenger and three team members present themselves in the waiting zone
	Riders and/or passengers may prepare their places behind the starting gate.
15 minutes before the start:	All the motorcycles must be in the waiting zone. The penalty for violation of this regulation is disqualification from the Race in question.
	The entrance to the waiting zone is closed.

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

5. RUNNING OF THE EVENT

5.19 Sighting Lap



5.19 Sighting lap

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

Approximately 2 minutes / 1 minute before the sighting lap:	The "2 MINUTES" / "1 MINUTE" board is displayed. Riders and passengers get ready for the sighting lap.
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Approximately 15 minutes before the start:	The entrance from the waiting zone to the track is open. All the riders, who are present in the waiting zone in time, may leave for the sighting lap.
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Approximately 10 minutes before the start:	The entrance to the course is closed. No further sighting laps are allowed.
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Approximately 6 minutes before the start:	The entrance from the course to the waiting zone is closed. The course should be clear. Riders failing to complete the sighting lap and/or fail into bringing their motorcycle into the waiting zone on time will be disqualified from the Race in question.
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4. The order in which riders leave the waiting zone for the sighting lap will be as follows:
 - a) For the Qualifying Races: according to the results of the ballot.
 - b) For the Races: according to the Qualifying results.
5. Once a rider has started his sighting lap, he must continue in the direction of the course. Practice starts are not allowed.
6. Riders are not allowed to enter the pit lane during the sighting lap. Adjustments, wheel changes, repairs or refuelling must be done in the waiting zone after the sighting lap. Entering the pit lane during the sighting lap will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective Race.

5. RUNNING OF THE EVENT
5.19 Sighting Lap



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

5.20 Starting Procedure / General

1. The following procedure will be used:

Approximately 6 minutes before the start:	The "2 MINUTES" board is displayed.
	Riders and passengers get ready.
Approximately 5 minutes before the start:	The "1 MINUTE" board is displayed.
	At the whistle signal, everyone except the riders and passengers, two team members per sidecar/quad, the television crew and the essential officials must leave the waiting zone.
	Riders and passengers get ready to take their position behind the starting gate.
As of then:	Upon a whistle signal, the entrance to the starting gate is opened and the riders in the waiting zone proceed to the starting gate.
	The FIM Race Director will hold a green flag and the riders are under his orders.
	Team members remain in the waiting zone until the start has been given.
	Only the riders/passengers, the television crew and the essential officials are allowed in the starting area.
	When all the riders have taken their positions at the starting gate, the FIM Race Director will raise the green flag.
At the raising of the green flag:	The entrance from the waiting zone to the starting area is closed.
	All the riders remain under the orders of the FIM Race Director.
	Riders who have mechanical problems in the waiting zone and do not succeed in repairing their motorcycle before this time, must remain there until the gate has dropped. Once the gate has dropped, they can resume the race. The penalty for violation of this regulation is disqualification from the Race in question.
	Riders having mechanical problems at the starting gate must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the Race in question.

2. No one except the riders and passengers, the essential officials, TV camera crews and photographers shall be allowed in the area behind the starting gate.
3. No one except the essential officials, TV camera crews and photographers shall be allowed in the area in front of the starting gate.
4. Mass starts will be made with engines running.
5. All starts must take place from two rows. The individual starting gates must be marked in pairs using two different colours to indicate the start position of each crew. The rear barrier behind each row must be marked every 2 m.
6. The maximum number of riders on the first row is 15; the other 15 riders will be placed on the second row. All 15 positions on the first row must be filled, before a rider can take a position on the second row.
7. Riders can freely select their starting gate position according to their starting order and places available.
8. Motorcycles must be centred in the starting gate. Riders may not start in an angle.
9. Riders may not use any mechanical starting aid devices.
10. A rider can remove re-usable tyre covers as long as he does not go with the motorcycle across the rear barrier behind his starting position. The penalty for violation of this regulation is disqualification from the Race in question.
11. Once a rider has taken his position at the starting gate, he cannot change it, return to the waiting zone or receive assistance prior to the start.
12. When all the riders have taken their position on the starting gate, the FIM Race Director will raise the green flag. Upon his signal,
 - a) A "15 second" sign will be displayed for 15 full seconds.
 - b) At the end of 15 seconds, a "5 second" sign will be displayed, and the gate will drop between 5 and 10 seconds after the "5 second" sign has been shown.
13. The Official who will order the release of the starting gate is nominated by the FIM Race Director.

5.21 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. ~~5.17~~ 5.20) will be maintained until 15 seconds before the start of the Race.
3. The FIM Race Director moves to the side of the track, holding up the green flag. He then lowers the green flag upon which the Race starts.

5.22 Starting Order

1. If, for unforeseen reasons, no qualification results are obtained in one or more **groups** before the Races, then the Race Direction will decide upon the qualifying criteria and starting order. However, the same principles will be maintained.
2. The results of the Qualifying Races will determine the qualified teams' starting order in the FIM SidecarCross of Nations / FIM QuadCross of Nations Races:

A. 10 teams or less present (One Qualifying Group):

Starting Positions	FIM SidecarCross of Nations / FIM QuadCross of Nations
1 to 10	Teams placed 1 to 10 in the Qualifying Races

B. 11 teams and up to 15 teams present (Three Qualifying Groups):

Starting Positions	FIM SidecarCross of Nations / FIM QuadCross of Nations
1 to 15	Teams placed 1 to 15 in the Qualifying Races

C. 16 teams and up to 20 teams present (Three Qualifying Groups + B-Final):

Starting Positions	FIM SidecarCross of Nations / FIM QuadCross of Nations
1 to 12	Teams placed 1 to 12 in the Qualifying Races
13 to 15	Teams placed 1 to 3 in the B- Final

D. 21 teams and up to 30 teams present (Three Qualifying Groups + B-Final):

Starting Positions	FIM SidecarCross of Nations / FIM QuadCross of Nations
1 to 14	Teams placed 1 to 14 in the Qualifying Races
15	Team placed 1 in the B-Final

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

A. 10 teams or less present (One Qualifying Group):

Starting positions for the Races
Maximum 10 Qualified Teams/30 riders

5. **RUNNING OF THE EVENT**
5.23 Races



Positions 1 to 10 – The first assigned rider of each team, according to the teams' qualifying results or Race Direction decision (*). Positions 11 to 20 – The second assigned rider of each team, according to the teams' qualifying results or Race Direction decision (*). Positions 21 to 30 – The third assigned rider of each team, according to the teams' qualifying results or Race Direction decision (*).
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4. (*) In proven exceptional cases of force majeure, Art 5.13.3

B. 11 teams and up to 15 teams present (Three Qualifying Groups)

Starting positions for the Races
Maximum 15 Qualified Teams/30 riders Positions 1 to 15 – The first assigned rider of each team, according to the teams' qualifying results or Race Direction decision (*). Positions 16 to 30 – The second assigned rider of each team, according to the teams' qualifying results or Race Direction decision (*).

5. (*) In proven exceptional cases of force majeure, Art 5.13.3

C. 16 teams and up to 20 teams present (Three Qualifying Groups + B-Final) &

D. 21 teams and up to 30 teams present (Three Qualifying Groups + B-Final):

Starting positions for the Races
Maximum 15 Qualified Teams/30 riders Positions 1 to 15 – The first assigned rider of each team, according to the teams' qualifying results or Race Direction decision (*). Positions 16 to 30 – The second assigned rider of each team, according to the teams' qualifying results or Race Direction decision (*).

6. (*) In proven exceptional cases of force majeure, Art 5.13.3

Starting positions for the B-Final
Maximum 10 Qualified Teams/30 riders Positions 1 to 10 – The first assigned rider of each team, according to the teams' qualifying results or Race Direction decision (*). Positions 11 to 20 – The second assigned rider of each team, according to the teams' qualifying results or Race Direction decision (*). Positions 21 to 30 – The third assigned rider of each team, according to the teams' qualifying results or Race Direction decision (*).

5.23 Races

1. The FIM SidecarCross of Nations / FIM QuadCross of Nations is open to the qualified teams over two or three races of 25 or 30 minutes plus two laps, as follows:

A. Up to 10 teams present:

- a) FIM SidecarCross of Nations/FIM QuadCross of Nations, Race 1
(Three teams, riders per nations, maximum 30 teams/riders)
- b) FIM SidecarCross of Nations/FIM QuadCross of Nations, Race 2
(Three teams, riders per nations, maximum 30 teams/riders)

B. More than 10 teams present:

- a) FIM SidecarCross of Nations/FIM QuadCross of Nations, Race 1
(Groups A+B, maximum 30 teams/riders)
- b) FIM SidecarCross of Nations/FIM QuadCross of Nations, Race 2
(Groups B+C, maximum 30 teams/riders)
- c) FIM SidecarCross of Nations/FIM QuadCross of Nations, Race 3
(Groups A+C, maximum 30 teams/riders)

2. Teams/Riders cannot change Race.

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. The riders will return to the waiting zone and keep the same starting order as before the false start. The restart will take place as soon as possible with the same riders.
4. Riders not present in the waiting zone for the initial start will not be allowed to take part in the restart.
5. ~~A reserve rider (if any) who has not been admitted to the initial start cannot be introduced after a false start.~~
6. Changing of motorcycles is not allowed.
7. The rider(s) deemed being at fault for the false start may be excluded by the Race Direction from taking part in the restart.

5.25 Stopping of a Practice/Warm-Up

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

5.26 Stopping of a Race / - 2 Laps Completed

1. The FIM Race Director is authorised to prematurely stop any part of the event for urgent and/or safety reasons or other cases of “force majeure”.
2. A red flag will be displayed to the riders.
3. If a Qualifying Race, **the B-Final** or a Race is stopped before 2 laps have been completed by the leader, there will be a complete restart.
4. Riders will have to go back to the waiting zone and the restart will take place as soon as possible.
5. Changing of motorcycles will not be allowed.
6. The rider(s) deemed to be at fault for the stopping of the Race may be excluded by the Race Direction from taking part in the restart.
7. Riders who were present at the starting gate for the initial start of the Race but were unable to start and who did not join the Race before the red flag was displayed are not authorised to take part in the restart.
8. Only riders who are “on track” (actively taking part in the race or who are involved in a racing incident) at the moment of the stopping of the race will be allowed in the restart. Riders who have returned to the paddock are excluded from taking the restart.

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

1. If a Race is stopped after 2 laps and before 51% of the race time (rounded up) has been completed, there will be a complete restart.
2. Riders will return to the paddock and the restart will take place 30 minutes after the red flag was displayed.
3. Changing of motorcycles will be allowed. The final choice must be made 15 minutes before the restart.
4. The rider(s) deemed being at fault for the stopping of the Race may be excluded by the Race Direction from taking part in the restart.
5. Every attempt will be made to restart the Race in question; time, conditions and weather permitting.
6. Except in the case of a false start, a Qualifying Race/**B-Final**/Race may be restarted only once.
7. If it is necessary to stop a Qualifying Race/**B-Final**/Race for a second time, and if 51% of the race time (rounded up) has not been completed, the Race will be considered null and void.

5. RUNNING OF THE EVENT

5.28 Stopping of a Race + 51% Completed



5.28 Stopping of a Race after 51% of the race time has been completed

1. If a Race is stopped after 51% of the race time (rounded up) have elapsed, the race will be considered completed. The riders' placings will then be those at the end of the lap preceding the stopping of the Race in question.
2. In the case of a Race awarding Championship points, full Championship points will be awarded.
3. The FIM Race Director may recommend the Race Direction placing one or more riders deemed to be at fault for the Race being stopped behind riders having completed an equal or greater number of laps.

5.29 Crossing the Finish Line

1. When crossing control lines, the rider or the rider and passenger must always be in contact with the motorcycle.
2. After having crossed the finish line, riders must continue until they have passed the “End Finish Zone” sign and clear the finish area as quick as possible. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.

5.30 Lap of Honour

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

5.31 Control of the Sound Level after each Race

1. Immediately after each Race (= Qualifying Race/Race), three motorcycles, chosen at random by the FIM Technical Director, may be checked for compliance with sound level regulations.
2. Other motorcycles may also be checked at the request of the Race Direction or the FIM Race Director.
3. At any time during the event: any rider who has been selected for sound control must immediately present his motorcycle to the Technical Stewards without returning to the pit lane/ paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the Practice/Race in question.
4. The maximum limit of the **SidecarCross** post-race sound level is fixed at: **112 dB/A** (Target **111 dB/A** +1 dB/A for the degradation of the silencer for all engine types).
5. **The maximum limit of the QuadCross post-race sound level is fixed at: 115 dB/A (Target 114 dB/A +1 dB/A for the degradation of the silencer for all engine types).**
6. 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/Race in question.
7. Subject to rules governing outside assistance, riders may freely change their silencers, but their motorcycles must be checked for compliance. Therefore, the Technical Stewards and their equipment must be available throughout the event.

5.32 Results / Procedure

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

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

5.33 Results / Awarding of Points

1. Points are allocated in each Qualifying Race/**B-Final**/Race.
2. The winner of each Qualifying Race/**B-Final**/Race obtains one point, the second two points, etc., irrespective of their Group.
3. The FIM SidecarCross of Nations / FIM QuadCross of Nations is a Championship for national teams. However, individual overall results will also be published in each Group for those teams/riders who participated in the FIM SidecarCross of Nations / FIM QuadCross of Nations.

A) Team Results:

4. The final team results of the FIM SidecarCross of Nations / FIM QuadCross of Nations are determined as follows:
 - a) The team winning the FIM SidecarCross of Nations / FIM QuadCross of Nations is the one which has gained the smallest total number of points after having added the five best results of its riders irrespective of their Group.
 - b) In case of a tie the results will be established as follows:
 - 1) The team whose riders have obtained the highest number of first places, second places, etc. among the five best results.
 - 2) The team whose riders have obtained the highest number of first places, second places, etc. in the second Race.
 - 3) The team whose riders have obtained the highest number of first places, second places, etc. in the first Race.
 - 4) If a tie still exists, the teams in question will be placed equal.
 - 5) These results will be completed by adding teams not having obtained five results. For these teams the same system will be used for classification and breaking ties.

B) Individual Results:

5. In each event, the final individual results of the FIM SidecarCross of Nations / FIM QuadCross of Nations are determined as follows:
 - a) The team/rider winning the FIM SidecarCross of Nations / FIM QuadCross of Nations is the one who has gained the smallest total number of points after having added his results in both races, irrespective of Groups (the same results/positions scored by the team/rider for the teams' standings will also be used for the individual standings per Group).
 - b) In case of a tie between two or more teams/riders in the individual results, the rider with the best position in the last race will be given the advantage.

5. RUNNING OF THE EVENT
5.33 Results / Awarding of Points



- c) These results will be completed by adding those riders who did not obtain two results. For these riders the same system will be used for classification and breaking ties.

5.34 Results / Events Final Standings

1. The overall results of the FIM SidecarCross of Nations/FIM QuadCross of Nations of all the teams that participated in the event are determined as follows:

A. 10 teams or less present:

Positions 1 to 10: According to the final results of the FIM SidecarCross of Nations/FIM QuadCross of Nations Races;
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B. 11 teams and up to 15 teams present:

Positions 1 to 15: According to the final results of the FIM SidecarCross of Nations/FIM QuadCross of Nations Races;
--

A. 16 teams and up to 20 teams present:

Positions 1 to 15	According to the final results of the FIM SidecarCross of Nations / FIM QuadCross of Nations Races
Positions 16 to 20	Teams eliminated from the B-Final, classified according to the final results of the B-Final.

B. 21 teams and up to 30 teams present:

Positions 1 to 15	According to the final results of the FIM SidecarCross of Nations / FIM QuadCross of Nations Races
Positions 16 to 24	Teams eliminated from the B-Final, classified according to the final results of the B-Final.
Positions 25 to 30	The remaining teams, eliminated in Qualifying, classified according to their final results in the Qualifying Races.

5.35 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) Nationalities of the rider and passenger.
 - j) Motorcycle of the rider.
 - k) ~~Team of the rider (if the Team is holder of a valid FIM Team licence).~~
 - 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 FIM **Delegate**.
 - t) The name and **digital** signature of the Clerk of the Course.
2. The results of the Practices and Races must be communicated to the Race Direction and to the press. They should be published on the Sportity App event Channel.
3. The final results of each FIM World **Championship** race must be transmitted to the FIM Administration within the hour that follows their approval.
4. The Championship Promoter Chief Timekeeper is responsible for this transmission which must be made according to the procedure defined by the IT Department of the FIM.
5. The results must also include the following information: the nationalities of each rider/passenger that are representing a Country.
6. The following results of the event must be transmitted to the FIM Administration:
 - a) Race 1, Groups A+B (& individual results);
 - b) Race 2, Groups B+C (& individual results);
 - c) Race 3, Groups A+C (& individual results);

- d) Overall result of the FIM SidecarCross of Nations / FIM QuadCross of Nations
- e) Qualifying Race Group A (& individual results);
- f) Qualifying Race Group B (& individual results);
- g) Qualifying Race Group C (& individual results);
- h) **B-Final Race**
- i) Overall result of Qualification.
- j) **Overall results of the FIM SidecarCross of Nations / FIM QuadCross of Nations (Teams results according to Art. 5.34)**

5.36 Prize-Giving Ceremony

1. There will be one Prize-Giving Ceremony only after the end of the last Race on Sunday.
2. The top three positions in the overall standings in the event must take part in the Prize-Giving Ceremony, with riders, passengers and team managers, conditions and time permitting. Any non-respect of this rule may be penalised by the Race Direction.
3. During this Prize-Giving Ceremony, the national anthem of the winner's country must be played and the national flags of the top three countries must be hoisted at the same time.
4. The following persons must take part in the Prize-Giving Ceremony:
 - a) The team winning the event (with their motorcycles).
 - b) The second placed team in the event.
 - c) The third placed team in the event.
 - d) If not already in a), b) or c), the rider/team with the best individual result.
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 riders' representative.
6. Any non-respect of this rule may be penalised by the Race Direction.

5.37 Press Conference

1. In principle, the Press Conference must be held immediately after the Prize-Giving Ceremony, conditions and time permitting.
2. Any non-Respect of this rule may be penalised by the Race Direction.
3. The riders and team managers of the following teams must take part in the Press Conference:
 - a) The team winning the FIM SidecarCross/QuadCross of Nations;
 - b) The second placed team in the FIM SidecarCross/QuadCross of Nations;
 - c) The third placed team in the FIM SidecarCross/QuadCross of Nations.

5.38 Final Verification

1. Immediately after the prize-giving ceremony, the motorcycles of the three riders/teams of the winning team must be placed in the closed park.
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.

5.39 Protests and Appeals

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

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14. The person receiving the protest/appeal must note the time at which the protest/appeal was handed over to him on the document.
 15. The person handing over the protest/appeal must confirm the time noted down by writing his name and counter-signing the document.
 16. An appeal against the decision of the FIM Stewards Panel may be lodged to the **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.-).
 - ~~17. **After exhaustion of the FIM internal instances, an appeal to the CAS is still possible. This appeal must be presented by the appellant 5 days at the latest after the notification of the CDI decision.**~~

5.40 Fuel Control

1. A fuel control may be carried out at any time during an event, according to the current FIM Technical Rules Motocross Article 82.19 and Article G of the current FIM Fuels Regulations.
2. All requests for fuel controls following a protest must be accompanied by a deposit of € 800.- or the equivalent amount in local currency, paid to the competent body or the FIM (supplementary controls).
3. In that case, any new request for controls must be presented to the FIM within 72 hours of the reception date of the results of the preceding control notified in conformity with the FIM Motocross World Championships Regulations.
4. After the last control:
 - a) The winning party will have its deposit reimbursed.
 - b) The losing party will have to pay the costs of all the controls carried out after deduction of deposits which it had already paid.
5. In all cases, a rider whose fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all points and trophies earned. The rider/team will also be liable for the reimbursement of the costs of the counter expertise of the C sample, if requested. Further penalties may be imposed.
6. Consequently, the national team of the rider concerned will also be disqualified from the whole event and forfeit all Championship results, trophies and prizes earned.

5.41 Anti-Doping and Alcohol Tests

1. Anti-doping and alcohol tests may be carried out according to the FIM Regulations.
2. A rider who tests positive will be disqualified from the whole event and forfeit all points and trophies earned. Additional penalties may be imposed.
3. Further to an FIM alcohol testing procedure, if the result of the confirmatory test is above the permitted threshold, for details of the procedure to be followed, please refer to the FIM Medical Code of the current year, Art. 09.1.1 I. and appendix N "FIM Alcohol Testing Procedure".
4. Consequently, the team of the rider concerned will also be disqualified from the whole event and forfeit all results and prizes earned.

5.42 Prize Money

1. All amounts are shown in Euros (€). They are net amounts from which no deductions are allowed. They are payable in € only.
2. Prize money will be paid to the teams which participated in the FIM SidecarCross / QuadCross of Nations and finished in the top 10 positions, at the end of the event by the Organiser.
3. All the team's riders must display the FIM SidecarCross / QuadCross of Nations logo on the front number plate and their racing shirt otherwise their team will forfeit 50% of its prize money.
4. Should an FMN consider that its team has had its prize money not paid at the correct minimum level, this matter may be submitted to the FIM Administration which will take immediate action.
5. The **minimum** prize money is € 5,000,- for each of the events (FIM SidecarCross of Nations & FIM QuadCross of Nations), which must be divided as follows:

Position 1	€ 1,500	Position 6	€ 300
Position 2	€ 1,000	Position 7	€ 200
Position 3	€ 700	Position 8	€ 200
Position 4	€ 500	Position 9	€ 100
Position 5	€ 400	Position 10	€ 100

6. The **minimum** prize money is € 5,000,- for each of the events (FIM SidecarCross of Nations & FIM QuadCross of Nations), which must be divided as follows:

Position 1	€ 1,500	Position 6	€ 300
Position 2	€ 1,000	Position 7	€ 200
Position 3	€ 700	Position 8	€ 200
Position 4	€ 500	Position 9	€ 100
Position 5	€ 400	Position 10	€ 100

JERSEY

Front



Back



#: Rider's number

FRONT NUMBER PLATE

SQXoN Teams
Winning Team
2024 SQXoN



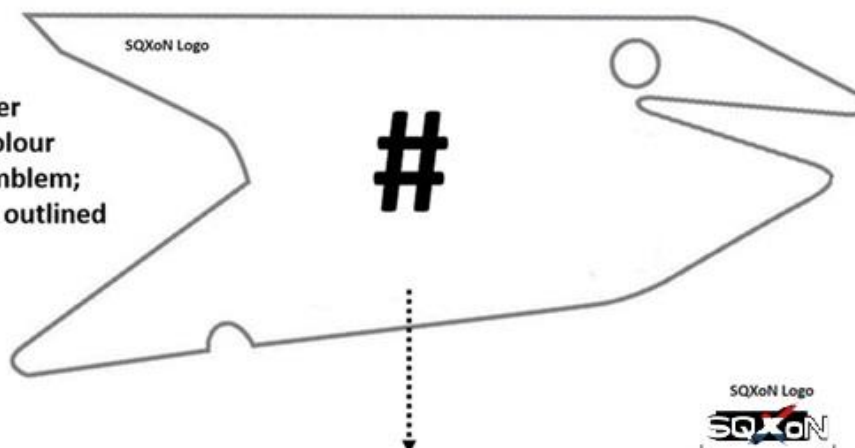
Other Teams



On jerseys &
number plates:
7 cm

SIDE NUMBER PLATES

#: Rider's number
in contrasting colour
with the flag/emblem;
number may be outlined



Background
Team entered by an FMN:
National flag of the team,
respecting the dimension
of the number plate



On jerseys &
number plates:
7 cm

7. FIM CHAMPIONSHIP LOGO



In order to obtain the logo in high resolution, please consult the homepage of the APO Multimedia Registration Platform.



FIM-MOTO.com

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