



# **FIM SNOWCROSS AND WOMEN'S SNOWCROSS WORLD CHAMPIONSHIP REGULATIONS**

# **2026**



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## General Undertakings and Conditions

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

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

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

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

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

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

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

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

**1. FIM WORLD CHAMPIONSHIPS AND PRIZE EVENTS**

**1.1 FIM SnowCross World Championship**

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

**In addition to 1.1:**

**1.1. SNX FIM SnowCross World Championship**

3. Individual FIM Motocross World Championships for riders and manufacturers:
  - a) FIM SnowCross World Championship.
4. A series of FIM SnowCross events counting towards the FIM SnowCross World Championship will be organised.

**1.1. WSNX FIM Women's SnowCross World Championship**

5. Individual FIM World Championship for riders and manufacturers:
  - a) FIM Women's SnowCross World Championship.
6. A series of FIM SnowCross events counting towards the FIM Women's SnowCross World Championship will be organised.

## 1.2 Events

1. Events counting towards the FIM World Championship and FIM Women's SnowCross World Championship must be inscribed in the Calendar.
2. These events must be staged on circuits that will have to be approved by the FIM and comply with the FIM Regulations.
3. An event may be cancelled, moved to another place or replaced by another event.
4. No event may be organised without all the necessary legal authorisations which have been provided by the organiser.
5. Organisers are responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the event.
6. The validity of the third-party insurance must come into effect two days before the practices and terminate two days after the last race of the event.
7. The events begin at the scheduled time for technical and sporting verifications and end when all of the following have occurred:
  - a) The final results have been approved by the Race Direction.
  - b) All deadlines for lodging protests/appeals have expired. and
  - c) All technical, sporting and anti-doping controls have been concluded.
8. If a protest is lodged, the results will not become official until a decision is taken by the Race Direction.
9. 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.
10. All officials, marshals and medical staff must remain fully operational at the circuit – available to the Race Direction and/or FIM Stewards Panel – until the end of the protest/appeal period.

## 1. FIM WORLD CHAMPIONSHIPS AND PRIZE EVENTS

### 1.3 Format of the Event



#### 1.3 Format of the Event

1.3. SNX FIM SnowCross World Championship

1.3. WSNX FIM Women's SnowCross World Championship

#### A) Up to 16 riders (one group)

FIM SnowCross World Championship	Duration per session	Maximum number of riders
<b>(Up to 16 riders / 1 Group)</b>		
1 X Free Practice	20 minutes	16 riders
2 X Qualifying heats	5 minutes + 1 lap	16 riders
1 X Warm-Up	10 minutes	16 riders
2 X Finals	15 minutes + 1 lap	16 riders

#### B) More than 16 / Up to 30 riders (two groups)

FIM SnowCross World Championship	Duration per session	Maximum number of riders
<b>(More than 16 riders / Up to 30 riders / 2 Groups)</b>		
1 X Free Practice	20 minutes	30 riders
4 X Qualifying heats (two per group)	5 minutes + 1 lap	15 riders
1 Last Chance	8 minutes + 1 lap	16 riders
One single Group:		
1 X Warm-Up	10 minutes	16 riders
2 X Finals	15 minutes + 1 lap	16 riders

#### C) More than 30 riders / Up to 60 riders (four groups)

FIM SnowCross World Championship	Duration per session	Maximum number of riders
<b>(More than 30 riders / Up to 60 riders / 4 Groups)</b>		
2 X Free Practices	20 minutes	30 riders
8 X Qualifying heats (two per group)	5 minutes + 1 lap	15 riders
1 Last Chance	8 minutes + 1 lap	16 riders
One single Group:		
1 X Warm-Up	10 minutes	16 riders
2 X Finals	15 minutes + 1 lap	16 riders

**1.4 FIM Championships and Prize Events Criteria**

1. All organised events counting towards the corresponding FIM World Championship or Prize Event will be taken into consideration. However, the FIM Board of Directors or, if necessary, the FIM Executive Board is entitled, upon proposal from the FIM Motocross Commission and in exceptional circumstances, to make a decision deviating from this principle.
2. The winner of the FIM World Championship or Prize Event is the rider who has obtained the most points from all the Finals of the FIM World Championship or Prize Event, irrespective of the number of Finals he has completed.
3. In case of ties, the number of better placings will be taken into account.
4. If a tie still exists, the points scored in the last Final of the FIM World Championship or Prize Event will determine the order of placing in the final standings. If necessary, the points scored in the last but one Final of the FIM World Championship or Prize Event will determine the order of placing in the final standings, and so on.
5. In the case where a rider participates on snowmobiles from different Manufacturers, it is the make of the snowmobile with which he has obtained the most points that will appear next to his name in the final standings.
6. The final FIM World Championship or Prize Event standings cannot be considered definitive until the time limits for protests and appeals have elapsed, all protests and appeals have been settled and a final decision has been taken by the competent bodies.
7. All FIM World Champions are obliged to attend the official FIM World Champions Award Ceremony.

**In addition to 1.4:**

**1.4. SNX FIM SnowCross World Championship**

**1.4. WSNX FIM Women's SnowCross World Championship**

8. For the FIM Manufacturers' World Championship, only the highest placed snowmobile of each Manufacturer will gain points, according to their position in each Final.
9. In case of ties for the FIM Manufacturers' World Championship, the same conditions as for the riders will apply to determine the winner of the Championship.
10. In the case where a rider participates on snowmobiles from different Manufacturers, it is the make of the snowmobile with which he has obtained the most points that will appear next to his name in the final standings, without, however, modifying the calculation for the FIM Manufacturers' World Championship.

**1.5 Support Races**

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

## 2. ENTRIES, RIDERS AND TEAMS

### 2.2 Acceptance of Entries

1. Entries to an FIM SnowCross World Championship or Prize Events event will be accepted for riders who:
  - a) Are in possession of the appropriate FIM SnowCross World Championship or Prize Event licence (see also Art. 2.3 Age of Riders and FIM Sporting Code 70.2.1. FIM Licence for riders, passengers and teams). By issuing the FIM SnowCross World Championship 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, the FMNR and the FIM Championship Promoter whenever they have suspended a rider or withdrawn his licence.
  - b) Have requested an entry before the closing date of the event.
  - c) Have paid the entry fee of 140€ to the organiser. The entry fee must be paid at the latest during the administrative verifications prior to the event.
2. Riders can take part in several Championship classes during a season, but are limited to one class at each event.
3. The number of entries to each event is limited to 60 riders per World Championship.
4. Riders may enter for one or more events, always using the official/specific **entry procedure of the Championship**, on which all the requested information regarding the rider, team, and make of snowmobile must be indicated.
5. Entries must be requested and provisional entries and/or entry forms must be sent to the **FIM/CMS**.
6. Provisional entries must be made **electronically** to the competent body but **must always be confirmed by the duly completed official entry form online**.
7. It is recommended that a provisional entry indicate the following information:
  - IMN number, FMNR, date and venue of the event in which the rider wishes to enter.
  - Name and first name of the rider.
  - FMN of the rider.
  - FIM SnowCross World Championship or Prize Event licence number of the rider (if the licence has already been issued).

## 2. ENTRIES, RIDERS AND TEAMS

### 2.2 Acceptance of Entries

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- Date of birth and nationality of the rider.
- Snowmobile and the rider's team.
- 8. Riders may be required to sign an individual entry form during the administrative control.
- 9. The closing date for entries for each event is 15 days before the event.
- 10. For each event, within 72 hours after the closing date for entries, the list of riders entered will be published.
- 11. The FIM Administration will publish the list of riders entered.
- 12. Should an FMN consider that one of its riders has had his entry to wrongly refused, the matter may be submitted to the FIM Administration who will take immediate action.
- 13. Any rider or team who considers his entry has been unjustly rejected and because of this finds himself aggrieved, can appeal or lodge a protest in accordance with the regulations of the appropriate discipline.
- 14. If at any point in time after the closing date of entries, the total number of entries should not reach the maximum authorised, the FIM and/or the Championship Promoter are entitled to enter more riders to reach the maximum. This decision must be taken before the end of the Technical verifications. For these riders entered by the FIM and/or Championship Promoter, all listed entry conditions (apart from the closing date of entries) apply.
- 15. Riders who have been entered in an event of the FIM SnowCross World Championship/FIM Women's SnowCross World Championship are not allowed to participate in any Continental, international or national races during the same day.

## 2. ENTRIES, RIDERS AND TEAMS

### 2.3 Age of Riders

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#### 2.3 Age of Riders

1. FIM SnowCross World Championship and Women's SnowCross World Championship licences for riders are issued, only when the rider has attained the minimum age, as indicated below:
  - a) FIM SnowCross World Championship: 16 years.
  - b) FIM Women's SnowCross World Championship: 16 years.
2. The maximum age in each class is as indicated below:
  - a) FIM SnowCross World Championship: 50 years.
  - b) FIM Women's SnowCross World Championship: 50 years.
3. The limit for the minimum age starts on the date of the rider's birthday and the limit for the maximum age finishes at the end of the calendar year in which the rider reaches the age of 50.

**2.4 Replacement Riders**

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

In addition to 2.4:

**2.4. SNX FIM Snowcross World Championship**

**2.4. WSNX FIM Women's Snowcross World Championship**

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

**2.5 Reserve Riders**

1. The reserve riders are non-qualified riders who will be eligible to take the place of any qualified riders who cannot participate in the Final.
2. The reserve riders are nominated after the qualifications and according to the criteria laid down in these Regulations.
3. The reserve riders are not guaranteed an opportunity to participate in the Final.
4. The decision to admit one or more reserve riders to the Final will be made 10 minutes before the race in question when the waiting zone is closed. At that time, any reserve riders who are not allowed to start must leave the waiting zone.

**2.6 Starting Numbers**

1. Every rider participating in an FIM SnowCross World Championship/World Championship event can request a permanent starting number when completing the FIM entry form. The requested starting number must always be confirmed by the FIM Administration, provided it is still available.
2. However, the number one will always be reserved for the current FIM World Champion.
3. Riders who did not request any particular starting number will be allocated a permanent number by the FIM Administration.

## 2.7 Non-Participation in an Event

1. Riders who enter an FIM SnowCross World Championship or Prize event and who cannot take part are subject to the provisions of the FIM Regulations.
2. The FMN(s) of any riders who do not inform both the FIM and the organisers of their inability to attend, or who do not provide an acceptable reason before the end of the Technical Verifications, may be fined € 150.- by the FIM Administration.
3. A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the FIM Race Director of the reasons for his non-participation.
4. During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised by the Race Direction.

## 2.8 Rider Apparel

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

### a) Helmet

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

### b) Eye protection

Goggles must be worn at the start of each practice, ~~sighting lap~~, qualification or Final. 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

The equipment and clothing must protect against the cold and injuries and includes - but is not limited to - knee length boots (or other solid footwear), gloves, coats, pants and an unmodified, commercially available full upper body protection (front and back).

Gloves must always be worn during on-track competition.

### d) FIM Championship logo

Riders are recommended to display the FIM Championship logo (L 70 mm x W 35 mm) on the upper front torso or shoulder area of their coat.

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

e) **Family name/Starting number of the rider**

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

The name of the rider must appear on the shoulder line of his coat and his starting number must appear on the back of his coat.

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

**2.9 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. Riders, mechanics and team members are encouraged to display the FIM Championship logo on shirts/uniform/clothing.

**2.10 Rider Behaviour and Assistance**

1. Riders must at all times adhere to the provisions of the FIM Regulations.
2. All riders, mechanics and Team members must present a clean and neat appearance.
3. Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.
4. Riders must be physically and mentally fit to control their snowmobiles in order to promote the safety of the other riders, team members, officials, spectators and other persons involved in the event.
5. Riders must report any underlying medical disorder or injury they may have to the CMO.
6. Any rider who refuses to submit himself to a special medical examination will be excluded from the event and his FMN, the Race Direction and the FIM will be notified about this.
7. At any time during the event, on request of the Chief Technical Steward, the riders must present themselves and/or their snowmobile(s) and/or equipment to the technical verification.
8. At all times during the event, a rider will be responsible for keeping his snowmobile 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 promotor's staff, medical staff, press, public, etc.) on or off the track may be sanctioned by the Race Direction with one of penalties under Art. 4.8§9.
10. Riders may be held responsible for the actions of their team members.
11. Riders and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races.
12. Riders must obey the official flag signals and the boards which convey instructions.
13. 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.
14. Riders have to 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.
15. Riders are responsible for attending all riders' briefings and being aware of all information and instructions issued. Team members are encouraged to attend the riders' briefing.

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 at any time during on-track competition.
18. During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised.
19. Riders not performing up to competition level may be excluded from the event by the Race Direction.
20. No rider shall be allowed to compete on any other snowmobile than the one(s) that has(have) been presented at technical verifications in his name and number.
21. Riders must ride in a responsible manner which does not cause danger to other competitors, mechanics, team staff and officials or other participants (organisers' and promoters' staff, medical staff, press, public, etc.) on or off the track. Riding in an irresponsible manner may be sanctioned by the Race Direction with one of the penalties under Art. 4.8§9.
22. Riders must obey the official flag and the board signals which convey instructions.
23. Riders are responsible for being aware of their surroundings at all time while on the course. They must obey all official signals and directions given to them or they may be sanctioned by the Race Direction.
24. Goggles must be worn at the start of each practice, qualification or Final. 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 Practices, and Warm-Up from the waiting zone. They will line up in the pit lane in staggered positions in order of their arrival in the waiting zone. It is forbidden to pass ahead of the others. Riders leave the waiting zone for their practice session/Warm-Up one at a time without overtaking another rider before arriving onto the track.
26. 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.
27. Only the following signals are allowed between riders/snowmobiles and persons connected with them: data and images from official timekeeping transponders and on-board cameras, pit board messages displayed in approved areas and "body language" communication by the rider. Radio communication with riders is strictly forbidden.

28. Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal, **FIM or FMNR official** carrying out his duty in the interests of safety. Any infraction of this rule may be penalised.
29. Marshals, **FIM or FMNR officials** may assist riders by lifting snowmobiles and moving them to a safe place. Any repairs, adjustments or attempts to restart the snowmobile must be made by the rider, working alone with no outside assistance. Marshals, **FIM or FMNR officials** are not allowed to assist riders to re-start their snowmobiles.
30. 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.
31. Whenever a rider is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Any infraction of this rule may be penalised.
32. In accordance with the FIM Medical Code, Art. 09.3.3 Medical fitness to Race, injured riders must be assessed by the Chief Medical Officer (CMO) before they can resume or return to the competition.
33. Riders must use only the marked course. However, if they accidentally leave the course, they may continue at a greatly reduced speed, not accelerating in an unsafe manner, until they can re-enter the course safely. They must re-enter the course, without gaining an advantage, from the closest point to where they left it.
34. 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.
35. It will be the duty of the Race Direction to make the determination as to whether a rider gained an advantage by accidentally leaving the course and re-entering.
36. 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.
37. 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.
38. 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.

39. 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. Apart from riders, persons under the age of 16 are not allowed.
40. Riders may enter the pit lane to receive assistance or to modify, adjust or replace any part of their safety apparel or snowmobiles except the frame, which must be sealed. For the modifications, adjustment or replacements of parts and silencers, refer to the present FIM Regulations. Refuelling is permitted but must be done with engines dead.
41. 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. In addition, when riders want to change goggles during a Qualifying Heat and/or a Race, they must do this in the pit lane.
42. 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.
43. 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.
44. Riders who stop their engines in the pit lane may be assisted in re-starting their snowmobiles.
45. Once a rider has started his sighting lap, he must continue in the direction of the course. Stopping on the course and making practice starts during the sighting lap is not allowed. Any infraction may be penalised by the Race Direction.
46. Riders are not allowed to enter the pit lane during the sighting lap/ sighting lap session. Adjustments, repairs or refuelling must be done in the waiting zone. 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.
47. Riders are not allowed to have a spare snowmobile in the pit lane during a sighting lap, combined warm-up/sighting lap session and/or race. Having a spare snowmobile 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.
48. Riders who enter the paddock during a Final will not be allowed to re-join that race.

49. 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. Intentionally stopping on the course or riding at a slow pace in a manner that could impede or hinder the progress of other riders without a valid reason is prohibited and may be sanctioned each time by the Race Direction with one of the penalties under Art. 4.8§9.
50. Riders may groom their place behind the starting line, without the use of any tools.
51. Ramps of any kind may not be formed in the starting line prepared by the rider behind the starting line. The front and the rear of the snowmobile must be level.
52. Once a rider has taken his position at the starting line, he cannot change it. He cannot change snowmobile, return to the waiting zone or receive assistance prior to the start.
53. A snowmobile must be centred in one single starting line position. Riders may not start in an angle or occupy two positions.
54. Once a rider has taken his position at the starting line, he cannot change it, return to the waiting zone or receive assistance prior to the start.
55. Riders who have mechanical problems during the sighting lap and/or do not succeed into bringing their snowmobile in the waiting zone in time, will be disqualified from the Final.
56. Riders who have mechanical problems in the waiting zone but do not succeed in repairing their snowmobile before the entrance to the start area is closed, must remain in the waiting zone until the start has been given. Once the start has been given they can enter the starting area and resume the Final. The penalty for violation of this regulation is disqualification from the Final in question.
57. Riders may use a stand only in the waiting zone area.
58. Riders having mechanical problems at the starting line must wait for assistance until the start has been given. Once the start has been given, their mechanic(s) may assist at the starting line. The penalty for violation of this regulation is disqualification from the Final in question.
59. When crossing control lines, the rider must always be in contact with the snowmobile otherwise the lap will not be counted in his result.
60. After having crossed the finish line, riders must continue at race speed until they have passed the "END FINISH ZONE" sign and clear the area as quick as possible. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.

61. A rider who has been selected for sound control must immediately present his snowmobile 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 snowmobile. Violators will be disqualified from the Practice, Warm-Up or Final in question.
62. A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the FIM Race Director of the reasons for his non-participation.
63. The riders concerned (top three positions in the overall standings in the event, the rider leading in the point standings and other participants invited at the discretion of the FIM Championship Promoter) must take part in the Prize-Giving Ceremony and the Press Conference. Any infraction of this rule will be penalised.
64. Teams, their staff and riders must avoid any verbal/written public declaration which could damage or negatively affect the FIM Snowcross World Championship. Accordingly, it is an obligation for all riders, Teams and Teams staff and/or representative thereof, to refrain from releasing any public pronouncement which may irresponsibly harm the lawful interests of the FIM, the FIM Championship Promoter or which may be contrary to the integrity of the FIM Snowcross World Championship or the sport.
65. Public pronouncements which harm irresponsibly the lawful interest of the FIM Snowcross World Championship or which are contrary to its integrity or the sport shall include, but not be limited to:
  - a) Public statements or comments to the media that irresponsibly attack, disparage, disrepute or damage the FIM and the FIM Championship Promoter.
  - b) Public comments that members and riders of the team know, or should reasonably know, will irresponsibly harm the reputation, image or best interests of the sport and/or any of the FIM and the FIM Championship Promoter are expressly covered by this regulation.
  - c) It is understood that responsible expressions of legitimate disagreement with the FIM, the FIM Championship Promoter and FIM Snowcross World Championship policies are not prohibited.
66. Before leaving a venue/facility, it is the responsibility of riders/teams to deposit all their waste fuel, fuel drums, motor oils, coolants, tires, batteries, black water and all other hazardous wastes in the proper hazardous waste disposal area provided by the venue/facility. Should proper hazardous waste disposal containers not be available on-site, riders/teams must transport such items from the venue/facility for proper disposal.

**3. SNOWMOBILES, CLASSES AND OTHER SPECIFICATIONS**

**3.1 Snowmobiles and Classes**

1. FIM SnowCross World Championship and Prize events are open to snowmobiles belonging to Category as defined in these Regulations, as well as in the FIM Motocross Technical Regulations.

**In addition to 3.1:**

**3.1. SNX FIM SnowCross World Championship**

**3.1. WSNX FIM Women's SnowCross World Championship**

2. The FIM SnowCross World Championship and the FIM Women's SnowCross World Championship will include one class: Pro-Racer:
  - Snowmobiles belonging to Category II, Group E.
  - For 2-stroke engines: up to 600 cc maximum.
  - For 4-stroke engines: up to 1050 cc maximum.

**3.2 Front number plate**

1. The front number plate or area considered as such must be a minimum of L 200 mm x W 200 mm.
2. The snowmobile's front plate must always display (see diagrams):
  - a) The background colour, in accordance with the FIM Regulations hereunder, as well as the FIM Motocross Technical Rules.
  - b) The number of the rider, in accordance with the FIM Regulations hereunder, as well as the FIM Motocross Technical Rules.
3. The top section of the front plate of the snowmobile may also display (see diagrams):
  - c) The FIM Championship logo as shown on the diagram (L 70 mm x W 35 mm) and/or team publicity are/is allowed on the front plate within a space of 50 mm from the top section of the number plate.
  - d) The minimum clear space between the logo and the team publicity is 10 mm.
  - e) The minimum clear space between the logo and/or team publicity and the number 10 mm.
4. The numbers must be clearly legible for the spectators and officials.
5. The FIM Championship logo must be clearly visible.

**In addition to 3.2:**

**3.2. SNX FIM SnowCross World Championship**

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6. The following colour schemes shall be used:
  - White background + Black numbers/FIM Championship logo
7. Furthermore:
  - f) At the first event of the Championship: a front red number plate with white numbers is compulsory for, and must be displayed by the reigning World Champion.
  - g) From the second event on, a front red number plate with white numbers is compulsory for and must be displayed by the current leader in the Championship.
8. The following colours shall be used, following the RAL colour table, i.e.:
  - Black 9005.
  - White 9010.
  - Red 3020.

### **3.2. WSNX FIM Women's SnowCross World Championship**

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9. The following colour schemes shall be used:
  - Purple background + White numbers/FIM Championship logo
10. Furthermore:
  - f) From the second event on, a front red number plate with white numbers is compulsory for, and must be displayed by the current leader in the Championship.
11. The following colours shall be used, following the RAL colour table, i.e.:

- White	9010.
- Purple Background	4006.
- Red	3020.

### 3.3 Side Number Plates

1. The side number plate or area considered as such must be a minimum of L 200 mm X W 150 mm.
2. The snowmobile's side number plates must always display:
  - a) The background colour, in accordance with the FIM Regulations hereunder, as well as the FIM Motocross Technical Rules.
  - b) The number of the rider, in accordance with the FIM Regulations hereunder, as well as the FIM Motocross Technical Rules.
3. The side number plate may also display:
  - c) The FIM Championship logo as shown on the diagram (35 mm x 70 mm).
  - d) The minimum clear space between the logo and the number is 10 mm.
4. The numbers must be clearly legible for the spectators and officials.

In addition to 3.3:

#### **3.3. SNX FIM SnowCross World Championship**

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5. The following colour schemes shall be used:
  - White background + Black numbers/FIM Championship logo
6. Furthermore:
  - f) At the first event of the Championship: red side number plates with white numbers are compulsory for, and must be displayed by the reigning World Champion.
  - g) From the second event on, red side number plates with white numbers are compulsory for, and must be displayed by the current leader in the Championship.
7. The following colours shall be used, following the RAL colour table, i.e.:
  - Black 9005.
  - White 9010.
  - Red 3020.

#### **3.3. WSNX FIM Women's SnowCross World Championship**

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8. The following colour schemes shall be used:
  - Purple background + White numbers/FIM Championship logo
9. Furthermore:
  - g) From the second event on, a red side number plate with white numbers is compulsory for, and must be displayed by the current leader in the Championship.

10. The following colours shall be used, following the RAL colour table, i.e.:

White	9010.
Purple Background	4006.
Red	3020.

**3.4 Other technical specifications**

1. Only fuel corresponding to the current FIM Fuel Regulations and FIM Technical Regulations will be authorised.
2. Anti-freeze liquid is authorised.
3. For sound levels, please see Art. 6.3 Preliminary Technical Verifications, 6.28 Control of the sound levels after each Race and the current FIM Sound Regulations.

### 3.5 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 snowmobile or on the rider's chest.
2. The FIM Championship Promoter, rider and Team in question assume full responsibility in relation with these cameras and the FIM shall not be held liable in case of any incidents in connection with these cameras.
3. Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.
4. The cameras and associated equipment must be carried during the entire event, from the practice sessions until the end of the event.
5. These cameras and associated equipment are not considered as telemetry.
6. An on-board camera (other than the one from the FIM Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.
7. Any violation of these rules shall be subject to a sanction (up to exclusion of the event) pronounced by the Race Direction.

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

**4.2 Supplementary Regulations**

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

**4.3 Officials who hold an FIM Licence**

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

**4.4 Jurisdiction**

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

**4.5 FIM Delegate**

1. The FIM Motocross Commission (CMS) will appoint the FIM Delegate.
2. If the FIM Delegate is prevented from arriving at the event in time, until his arrival, he will be replaced by the FIM Chief Steward.
3. In case of a “force majeure” during the event where the FIM Delegate becomes permanently unavailable for the event in question, he will be replaced by the FIM Chief Steward.
4. The FIM Delegate has no responsibility for the organisation of the event and his only duties are for representative or supervision purposes unless he is acting as a Member of the Race Direction.
5. The authority and duties of the FIM Delegate include, but are not limited to:
  - a) The FIM Delegate must be present before the start of the circuit control and remain after the event until the completion of his duties.
  - b) The FIM Delegate exercises supreme control of the event and is responsible for ensuring that all FIM regulations are observed.
  - c) The FIM Delegate shall call a meeting of the Race Direction before the first official practice session and at the end of each day of official practices and/or races.
  - d) The FIM Delegate is responsible for the communication with the Stewards.
  - e) The FIM Delegate has the right to invite any guests to the Race Direction meetings, when appropriate.
  - f) The FIM Delegate must ensure that the decisions of the Race Direction conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.
  - g) The FIM Delegate must ensure that all parties concerned, as well as the Stewards, receive written notification of any judicial decision pronounced by the Race Direction as soon as possible.
  - h) At the end of the event, the FIM Delegate, together with the Clerk of the Course, must sign the official classification of the event.
  - i) The FIM Delegate must collate all the official reports, documents and official results of the event according to the respective FIM Delegate e-File and upload this file on the requested FIM Cloud 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:
  - The FIM Chief Steward.
  - The FMNR Steward.
2. The FIM Chief Steward is appointed by the FIM Motocross Commission (CMS).
3. If the nominated FIM Chief Steward is prevented from arriving at the event in time, the CMS may name a replacement, with first priority given to a CMS Member not from the FMNR.
4. In case of a “force majeure” where the FIM Chief Steward has to replace the FIM Delegate during the event, he will name his replacement, with first priority given to a CMS Member not from the FMNR.
5. The FMNR is limited to one FMNR Steward.
6. Each Steward has one vote. Decisions are based upon a simple majority. In case of a tie, the FIM Chief Steward will exercise the casting vote.
7. The Stewards have no responsibility for the organisation of the event and their only duty is to give a verdict on appeals lodged against decisions of the Race Direction.
8. The authority and duties of the Stewards include but are not limited to:
  - a) Ensuring that the event is conducted according to the Regulations and reporting any infringement to the Race Direction.
  - b) Adjudicating on any appeal against the decisions of the Race Direction.
  - c) The FIM Chief Steward must ensure that the decisions of the FIM Stewards Panel conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.
  - d) The FIM Chief Steward must ensure that all parties concerned, as well as the Race Direction, receive written notification of any judicial decision pronounced by the Stewards as soon as possible.

#### **4.7 Event Management**

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

**4.8 Race Direction**

1. The Race Direction is composed of:
  - a) The FIM Delegate.
  - b) The FIM Race Director.
  - c) The Clerk of the Course.
2. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Delegate will exercise a casting vote.
3. The quorum for a meeting of the Race Direction is two persons.
4. The meetings of the Race Direction are chaired by the FIM Delegate.
5. The Race Direction will meet at any time required during the event, at least before the first official practice session and at the end of each day of official practices and/or races.
6. The Race Direction will hear any protests that are lodged during the event.
7. The Race Direction has the competence to pronounce ex officio sanctions against riders, team staff, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship.
8. The authority and duties of the Race Direction are:
  - a) To 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.
9. The Race Direction may pronounce the following penalties provided for in the FIM Disciplinary Code, without prejudice to Art. 2.2 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) Withdrawal of Championship Points
- g) Suspension for a period not exceeding 30 days starting from the date of the offence
- h) Loss of right to participate in the Championship, which may be applied to one or more events
- 10. Any person or organisation affected by a disciplinary decision of the Race Direction has the right to appeal this decision. This appeal must be presented to the FIM Stewards Panel 30 minutes at the latest after the notification of that decision.
- 11. Appeals against a disciplinary decision taken by the Race Direction will be dealt with by the FIM Stewards Panel.

**4.9 FIM Stewards Panel**

1. The FIM Stewards Panel is composed of:
  - The FIM Chief Steward,
  - The FMNR Steward.
2. The quorum for a meeting of the FIM Stewards Panel is one person.
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 Code, without prejudice to Art. 2.2 of the of the same Code:
  - a) Warnings
  - b) Fines, subject to a maximum of € 10'000.-
  - c) Time and/or point penalties
  - d) Drop of positions
  - e) Disqualification
  - f) Withdrawal of Championship Points
  - g) Suspension for a period not exceeding 30 days starting from the date of the offence
  - h) Loss of right to participate in the Championship, which may be applied to one or more eventsor refer the case to the International Court of Appeal to impose a higher penalty that it is empowered to.
8. An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision.
9. An appeal against the decision of the FIM Stewards Panel may be lodged to the CAI (International Court of Appeal). This appeal must be presented 5 days at the latest after the notification of the FIM Stewards Panel decision (Security deposit for appeal: € 1'320.-).

#### 4.10 Race Direction Meetings

1. During its first meeting, the Race Direction shall approve the following matters:
  - a) Amendments, if any, to the SR after the opening date for entries verifying that all the riders and participants engaged have been informed thereof.
  - b) Report of the Secretary to the Race Direction stipulating that officials with any responsibility for the running of the event are in possession of their respective licences and authorisations.
  - c) Report of the Clerk of the Course stipulating that all riders and participants entered have duly completed the official FIM 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) **Homologation and circuit control report on the safety standards of the event. The homologation of each circuit will be confirmed by the FIM Race Direction during the circuit control of the event in question.**
  - f) Control and approve any amendments of requests of extra safety measures as mentioned in the inspection report.
  - g) Control of the official permission from the local authorities to run the event and of the third-party insurance policy of the organiser.

**4.11 Minutes of Meetings**

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

#### 4.12 Publication of Decisions

1. All decisions necessary for the running of the event as well as the results must be published as soon as it is reasonably possible. These decisions must be published in English.
2. Any judicial decision pronounced by the Race Direction or the FIM Stewards Panel must be notified to the party (parties) involved directly at the venue of the event or, failing that, addressed by registered letter with acknowledgement of receipt.
3. Except for cases under §6, this document/notification of a decision shall:
  - a) State the names and the licence numbers of the Members of the Race Direction/FIM Stewards Panel.
  - b) State the name(s) of the party (parties) involved.
  - c) In case of a protest, state that the protest fee has been paid by the protesting party.
  - d) State the reasons for the action taken/protest.
  - e) State the articles to which the action taken/protest relates.
  - f) State any additional information obtained during the hearing.
  - g) State the decision of the Race Direction/FIM Stewards Panel and its evidence and brief reasons.
  - h) For decisions of the Race Direction: shall be signed by the FIM Delegate.
  - i) For decisions of the FIM Stewards Panel: be signed by the FIM Chief Steward.
4. Whenever the party (parties) involved is (are) notified in writing at the event, the following procedure must be respected:
  - a) The party (parties) concerned by the Race Direction/FIM Stewards Panel decision must sign for receipt on a copy of that decision/ acknowledgement of receipt.
  - b) 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.
  - c) 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 "In addition to 4.12:" below):

**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 snowmobile / General:	Disqualification from the respective Practice/Race.
Non-conformity of the rider's snowmobile / 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 snowmobile 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/ trackside):	Disqualification from the respective Practice/Race.
Stopping to consult with others on the course (except in pit lane):	Disqualification from the respective Practice/Race.

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

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

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

**During the Free Practices/Time Practices/Warm-Up:**

Offence	Penalty
Stopping on the course without any valid reason:	Loss of the fastest lap in the respective Free Practice/Time Practice/Warm-Up.

**C. In the Skybox/waiting zone:**

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

**D. During the Sighting Lap (Session):**

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

**E. During the Start Procedure:**

Offence (in alphabetical order)	Penalty
Changing snowmobile after having crossed the rear barrier behind the starting gate:	Disqualification from the respective Qualifying Heat /Race.
Changing position at the starting line:	Disqualification from the respective Qualifying Heat /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 Heat /Race.
Receiving assistance after having taken a position behind the starting line and before the gate has dropped:	Disqualification from the respective Qualifying Heat /Race.

**During the Start Procedure (Cont'd):**

Offence (in alphabetical order)	Penalty
Returning from the sighting lap (session) in the Skybox/waiting zone after the whistle signal but before the raising of the green flag:	Possible loss of the initial starting position, take the next available position up to the moment of the raising of the green flag.
Returning from the sighting lap (session) late in the Skybox/waiting zone after the start has been given:	Disqualification from the respective Qualifying Heat /Race.
Returning to the Skybox/waiting zone after having taken a position behind the starting gate:	Disqualification from the respective Qualifying Heat /Race.

**F. During the Qualifying Races/Races:**

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

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

**G. In the case of a Re-Start:**

Offence	Penalty
Not succeeding in bringing the snowmobile in the Skybox/waiting zone:	Disqualification from the respective Qualifying Heat /Race.

6. In the above-mentioned cases in §5, the following procedure will apply:

- The rider(s) will be notified orally by the FIM Race Director when he (they) finishes (finish) the race.
- The official results will be modified accordingly, with mention of rider(s) concerned and the imposed penalty.
- The rider can appeal the decision within 30 minutes after the publication of the results (only in the case of course cutting).

**In addition to 4.12:**

**4.12. SNX FIM SnowCross World Championship**

**4.12. WSNX FIM Women's SnowCross World Championship**

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

**A. Any time during the event:**

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

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

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

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

**4.13 FIM Race Director**

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

**4.14 Clerk of the Course**

1. The Clerk of the Course is appointed by the FMNR.
2. The Clerk of the Course cannot be at the same time the FMNR Steward.
3. When carrying out his duties, the Clerk of the Course shall act and work in permanent consultation with the FIM Race Director.
4. The Clerk of the Course is responsible for the conduct and efficient running of the event. His essential duties include but are not limited to:
  - a) The Clerk of the Course must be present as of 09:00 a.m. the day preceding the start of the official practices and remain available after the event until the completion of his duties.
  - b) The Clerk of the Course must certify that official permissions from the local authorities to run the event have been granted to the organiser.
  - c) The Clerk of the Course must present a copy of the third-party insurance policy of the organiser to the FIM Delegate.
  - d) The Clerk of the Course must ensure that the circuit, track or venue is in good condition, that all officials are present and ready to carry out their duties and that the safety, medical and **access** control services are on duty.
  - e) The Clerk of the Course must verify the identity of the riders, the correct numbering of the snowmobiles, and that there is nothing to prevent a rider from participating in the event, e.g. injury, suspension, disqualification, or any other ban on riding (According to information given by the FIM Administration or the FIM Championship Promoter).
  - f) The Clerk of the Course may make recommendations to the Event Management which affect or modify the published programme, such as the postponement, stopping or abandonment of the event.
  - g) In exceptional circumstances occurring during a practice session and/ or a race, the Clerk of the Course 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.
  - h) The Clerk of the Course can postpone the start of an event for an urgent case of safety or for any other case of "force majeure" or proceed with the improvement of the conditions of the circuit, track or venue, stop an event prematurely or cancel part of or the entire event.
  - i) The Clerk of the Course can prevent a rider or a snowmobile from starting, or order their withdrawal from the event if he considers such action necessary for safety reasons.
  - j) The Clerk of the Course must ensure that the FIM Regulations are respected, he may propose penalties to the Race Direction.

- k) The Clerk of the Course can order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.
- l) 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.
- m) 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.

**4.15 FIM Chief Flag Steward**

1. The FIM Chief Flag Steward is appointed by the Director of the FIM Motocross Commission.
2. The FIM Chief Flag Steward is not responsible for the flag marshals but will ensure that their duties are carried out in accordance with the FIM Regulations.
3. The FIM Chief Flag Steward works in cooperation with the FIM Race Director and the FIM Delegate.
4. The authority and duties of the FIM Chief Flag Steward include but are not limited to:
  - a) The FIM Chief Flag Steward will report any concerns or deficiencies relating to the flag marshals to the FIM Race Director and FIM Delegate and present proposals to resolve such concerns.
  - b) The FIM Chief Flag Steward will attend the circuit control and define the flag marshal positions in cooperation with the FIM Race Director, The Clerk of the Course and the Chief Flag Marshal.
  - c) The FIM Chief Flag Steward, 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.

**4.16 FIM Technical Director**

1. The FIM Technical Director is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM Motocross Commission.
2. The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Code.
3. The FIM Technical Director works in cooperation with the FIM Race Director and the FIM Delegate.
4. The authority and duties of the FIM Technical Director include but are not limited to (Please, also refer to the FIM Technical Code):
  - a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Race Director and FIM Delegate and present proposals to resolve such concerns.
  - b) The FIM Technical Director will hold a briefing with the technical stewards prior to the technical verifications.
  - c) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
  - d) Data provided by a rider/snowmobile may be used for investigation purposes. The FIM Technical Director has the right to review these data. Any data reviewed by the FIM Permanent Technical Steward must remain strictly confidential.
  - e) The FIM Technical Director will examine with the Chief Technical Steward the snowmobile(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.

**4.17 Chief Technical Steward**

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

**4.18 Timekeeper**

1. The Chief Timekeeper and the timekeepers are appointed by the FMNR.
2. The Chief Timekeeper must be holder of an FIM Timekeeper's licence.
3. The Chief Timekeeper and the timekeepers shall in particular:
  - a) Have the required knowledge and understanding of the FIM SnowCross World Championship Regulations concerning the procedures, production, presentation and publication of the results of the respective FIM Championship.
  - b) Be qualified to use the timekeeping system of the event.
  - c) If requested to do so by the riders, examine their results and show them the recording of their lap times.
  - d) Produce the official results in accordance with the FIM Regulations and hand a copy to the Clerk of the Course.
  - e) If requested to do so by the Race Direction, attend meetings, but without voting rights.
4. After an event, the Chief Timekeeper, his staff and equipment must remain available until protest/appeal time has expired.

**4.19 Sustainability Steward**

1. The Sustainability Steward is appointed by the FMNR.
2. The Sustainability Steward must be holder of an FIM Sustainability Steward's licence.
3. The Sustainability Steward shall be responsible for all sustainability 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 sustainability consequences.
  - d) Fill in the sustainability check-list, send it as per the instructions to the CID and hand a copy to the FIM Delegate.
  - e) Give his recommendations to the Event Management.
  - f) If requested to do so by the Race Direction, attend meetings, but without voting rights.
4. After an event, the Sustainability Steward must remain available until protest time has expired.

**4.20 Chief Medical Officer**

1. The Chief Medical Officer (CMO) is appointed by the FMNR.
2. The CMO has the overall responsibility for the medical service and shall, in particular:
  - a) Be the same throughout the event.
  - b) Complete the FIM Circuit CMO Questionnaire (Appendix F) and send it - together with all relative documents - to [cmi@fim.ch](mailto:cmi@fim.ch) at least 60 days prior to the event.
  - c) 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) Attend the circuit control together with the Clerk of the Course one day prior to the first practices.
  - f) Inspect all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the event.
  - g) Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
  - h) Ensure that all medical/paramedical services are briefed prior to the first practice session, as well as debriefed after the event.
  - i) Give information and recommendations to the Race Direction on injured riders and all aspects of the event which may have potential medical consequences.
  - j) Examine 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, 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) Prepare the list of injured riders (Medically unfit list) to be given to the Medical Director and FIM Medical Representative (if present).
  - n) Inform and update the FIM Medical Department ([cmi@fim.ch](mailto:cmi@fim.ch)) regarding the condition of injured riders and liaise with the relevant hospital to ascertain and report the progress of their condition and treatment.

- o) Send the accident reports and accident statistic forms electronically to the FIM Medical Coordinator ([cmi@fim.ch](mailto:cmi@fim.ch)) by the day following the event (Appendices B and A/FIM Medical Code).
  - p) Attend Race Direction meetings, but without voting rights.
- 3. This list is not exhaustive and also includes any other duties that are required to ensure the safety and well-being of the participants and to ensure the event medical service is in accordance with the FIM Medical Code. Please, also refer to the current FIM Medical Code.

**4.21 Flag Marshals**

1. Flag Marshals are appointed by the FMNR/organiser.
2. The minimum age for Flag Marshals is 18 years. They are appointed by the FMNR/organiser and must have participated in a briefing with the Clerk of the Course and/or a qualified official nominated by him.
3. For each Flag Marshal's post, the Organiser must establish a list with the names of the marshals occupying the post. This list is to be given to the Clerk of the Course, who will hand it over to the FIM Delegate before the start of the official practices.
4. 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.
5. As a principle, there must 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 additional marshals are recommended at jumps.
6. However, the position and occupation of each post will be decided by the FIM Race Director, the Clerk of the Course, the FIM Chief Flag Steward (when appointed at the event) and the Chief Flag Marshal during the circuit control. If deemed necessary, the position and occupation of a post may be modified at any time.
7. After an event, the Flag Marshals must remain available until protest/appeal time has expired.

## 4. OFFICIALS AND PROCEDURES

### 4.22 Official Signals



#### 4.22 Official Signals

1. Official board signals shall be given by means of a black board with a white block number 15 on both sides. These boards must have been produced to a high standard and be clearly readable.

Signal	Meaning
“15 SECONDS” board (At the start)	15 seconds until the starting procedure enters its final phase.
“END FINISH ZONE” Board (At the finish)	Riders must reduce speed passed this board.

2. Official light signals will be given as follows:

Signal	Meaning
Red lights (At the start)	The start will be given within the next 5 to 10 seconds.
Red lights are turned off (Minimum 3 red lights/At the start)	Start.

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

Signal	Meaning
Red flag	All riders must stop racing and go to the area indicated by the officials. <ul style="list-style-type: none"> <li>• All false starts must be indicated by waving a red flag.</li> <li>• The red flag is superior to all flags.</li> </ul>
Black flag and a board with a rider's number on it	Rider in question to stop racing and leave the circuit using the pit lane or access from the circuit to the paddock.
Yellow flag, held stationary (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 Race)	Danger, ride cautiously.
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"> <li>• The waved yellow flag is superior to the stationary yellow flag.</li> </ul>
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.

## 4. OFFICIALS AND PROCEDURES

### 4.22 Official Signals



#### Flag signals (Cont'd):

<ul style="list-style-type: none"> <li>• A medical flag must be available at each flag marshal post.</li> <li>• The medical flag is superior to the stationary and waved yellow flags.</li> </ul>	
Blue flag, waved	Warning, you are about to be lapped. Hold your line.
<ul style="list-style-type: none"> <li>• The blue flag must be used by supplementary flag marshals, specialised for this flag only.</li> <li>• A blue stationary flag will be displayed during the sighting lap which precedes a qualifying heat or a race.</li> </ul>	
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.
(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 always takes precedence over the other flag(s).
- The non-respect of the waved yellow and/or the medical flag by a rider (riders) will be sanctioned with a loss of 10 positions in the respective practice/race for the rider(s) in question (positions and points in case of a race awarding points). Such an action will be considered as a statement of fact to which no protests are possible.

- The Pantones for the colours are as follows:

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

**5. COURSE**

**5.1 Length**

1. The course shall not be less than 500 m (except for changes necessary for safety reasons or “force majeure”) nor greater than 1'600 m (unless with prior agreement of the FIM and FIM Championship Promoter).
2. The length of the course shall be measured along the centre line.

## 5.2 Width

1. The width of the course at the narrowest point shall not be less than approximately 7 m (actual riding width). A minimum width of approximately 8 m (actual riding width) is recommended.
2. The course cannot be divided.

**5.3 Speed**

1. The course, if possible, should be of a type which restricts the average speed to a maximum of 65 km per hour (the average calculated for one complete race).
2. The course must not contain straight sections permitting sustained speed.

#### 5.4 Safety

1. The start, finish, riders' closed park, and all places surrounding the course where the public is permitted must be protected by a fence. The spectator barrier must be strong and high enough to hold the public.
2. The course must be marked out with a snow bank, straw bales or paint and contain a neutral safety zone of approximately 7 m. in areas where the public is allowed.
3. Straw bales or other effective shock absorbent material to protect the riders from danger must be placed to cover all obstacles, such as trees, poles, walls, rocks, etc.
4. For safety reasons, the Race Direction can modify or remove any jumps on the course.

**5.5 Starting line**

1. The starting line must provide 16 individual positions which have to be well indicated to the riders.
2. A rider cannot occupy two positions.

**5.6 Starting area**

1. The approximate length of the straight after the start must be 40 m and not exceed 60 m (minimum distance from the starting line to the point where the inside of the straight turns into the first bend).
2. The area in front of the starting line shall be restricted. No one except the essential officials, camera crews and photographers shall be allowed in this area.
3. The area in front of the starting line shall be prepared in a consistent manner, providing conditions as equal as possible for all riders. No grooming of the area is permitted.
4. There must be no jump on the starting straight.
5. The first bend should be between 70° and 120°.

**5.7 Repair and Signalling Zone (= pit lane)**

1. Along the circuit, a zone must be reserved for repairs and signalling (= the pit lane) during the races.
2. The repair and signalling zone (= the pit lane) must be a combined area alongside the course with direct access to the paddock. It must be situated on a horizontal hard standing area with minimum approximate dimensions of 30 m. (length) x 10 m. (width). This zone should have only one entrance from the paddock.
3. The pit lane must be fenced to a high standard with a security gate (entrance/exit to the paddock), providing proper security for the persons who need to be within the confines of this zone. There must be strict policing of passes for entry to the pit lane.
4. The pit lane must have one entrance and one exit to the course to allow riders to enter and leave the zone easily. The entrance and exit to the course, as well as the pit lane, must be kept clear at all times. The exit from pit lane to the course must be controlled by a flag marshal.
5. The pit lane must have a corridor to allow an uninterrupted passage throughout the entire length. The pit lane should be marked by black or red lines throughout the entire event and remain free of parked snowmobiles, equipment and people. Furthermore, there should be no excessive speed or overtaking in the pit lane. Riders should ride in a disciplined manner within the pit lane.
6. The pit lane must be clearly visible for riders.
7. A monitor displaying times is compulsory in the pit boxes. The monitors must be put in shelters and be no lower than approximately 2 m. from the ground.
8. Smoking is prohibited in the pit lane. "No smoking" signs should be installed at the entrance of the pit lane (paddock side).
9. It is recommended that all persons in this zone be dressed neatly. Team uniforms are encouraged to maintain a professional appearance.

**6. RUNNING OF THE EVENT**

**6.1 Administrative Control**

1. Riders entered in an event may be required to present their FIM SnowCross World Championship or Prize Event 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 SnowCross World Championship or Prize Event licence.
  - b) Have duly completed the official FIM SnowCross World Championship entry form.
3. The Secretary of the Event must prepare an updated entry list and give it to the Clerk of the Course before the start of the administrative control.
4. The Secretary of the Event 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 Secretary of the Event must also verify that each rider has a transponder and note down the number of the transponder.
6. At the end of the administrative control, the Secretary of the Event must report to the Clerk of the Course give him the final entry list, including the numbers of the transponders.
7. The report (confirmation) of administrative control and the final entry list must be presented to the Race Direction by the Clerk of the Course during its first meeting.

**6.2 FIM Laissez-Passer**

1. The FIM SnowCross World Championship and FIM Women's SnowCross World Championship are covered by a contract signed by the FIM.
2. Therefore, and for security and practical reasons, only passes issued by the FIM Contractual Partner are valid.

**In addition to 6.2:**

**6.2. SNX FIM SnowCross World Championship**

**6.2. WSNX FIM Women's Snowcross World Championship**

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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.

### **6.3 Preliminary Technical Verifications**

1. Prior to practice, a technical verification must be carried out in accordance with the procedure and the times fixed in the FIM Regulations and/or the Supplementary Regulations of the event.
2. The technical verifications must be held on the site of the event.
3. During these technical verifications, a rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his snowmobile.
4. Riders must present their snowmobile at the technical verifications with the transponder mounted on the steering column.
5. During the event and per class, riders are allowed to use only those snowmobiles (maximum two) presented at technical verifications.
6. Each rider must present one snowmobile in his name and number at technical verifications. There are two possibilities for a second snowmobile, which must be of the same make, type and cylinder capacity as the first one:
  - a) Riders may present at technical verifications a second snowmobile in their name and number.
  - b) Teams may present at technical verifications a second snowmobile to be used by two or more riders. In this case, the team presenting the snowmobile, must inform the Technical Stewards of the names and numbers of the riders eligible to use this snowmobile.
7. For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per snowmobile. Other spare silencers may be presented after all participants have presented their snowmobiles, or on the following day of the event.
8. The maximum limit of the pre-race sound level is fixed at: 111 dB/A (Target 109 dB/A + 2 dB/A for the precision of the method, for all engine types).
9. Riders may change snowmobiles at any time except during a race.
10. The final choice of snowmobile to be used in a race must be made 10 minutes before the start of the race in question.
11. At any point in time during the event:
  - a) No rider shall be allowed to compete on any other snowmobile than the one(s) that has(have) been presented at technical verifications in his name and number.
  - b) On request of the Chief Technical Steward, a rider must present himself and/or their snowmobile(s) and/or equipment to the technical verification.

## 6. RUNNING OF THE EVENT

### 6.3 Preliminary Technical Verifications

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- c) A rider will be responsible for keeping his snowmobile and/or equipment in conformity with the rules.
- d) Can the Race Direction disqualify a snowmobile of which the construction or condition is considered to be or may become a source of danger.

## 6. RUNNING OF THE EVENT

### 6.4 Snowmobile testing by riders and / or team members



#### 6.4 Snowmobile testing by riders and / or team members

1. Riders and/or team members may only test their snowmobiles in the designated test area and respecting local restrictions. Testing in the paddock is prohibited.
2. Only snowmobiles 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 snowmobile 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 prohibited at all times 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.

**6.5 Special Medical Examination**

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

**6.6 Circuit Control**

1. A circuit control will be carried out by the Race Direction, at 16:00 on Day 1 or at any other time set by the latter.
2. If deemed necessary, a second circuit control can be carried out, generally on Day 2 at 10:00.
3. The FIM Medical Director (when appointed) and the Chief Medical Officer, as well as the FIM Chief Flag Steward (when appointed) and the Chief Flag Marshal, must also attend the circuit control.
4. If the Chief Medical Officer is not present, the organiser must be prepared to discuss any topics related to the medical set-up around the track: positions and number of staff for each ground post, evacuation of injured riders, etc.
5. If the Chief Flag Marshal is not present, the Clerk of the Course must be prepared to discuss any topics related to the flag marshals: numbers of marshals, positions, etc.
6. Members of the Event Management, the FIM Stewards Panel, Representatives of the FIM Championship Promotor, the FMNR or the Organiser as well as the Secretary of the Event or any other person deemed necessary, may also attend the circuit control.
7. The FIM Delegate, together with the FIM Race Director, must prepare the Circuit Control Report.
8. When the course has been approved and homologated for the event, the FIM Race Director must prepare the Circuit Inspection Report and hand it over to the FIM Delegate.

**6.7 Meeting with the Organisers**

1. A meeting with the organisers will be held, generally on Friday after the circuit control.
2. The Members of the Race Direction, the Event Management and the FIM Stewards Panel, as well as the FIM Chief Flag Steward (when appointed), the FIM Medical Director (when appointed) and Chief Medical Officer, are expected to attend this meeting.
3. Also invited to attend this meeting are: the Secretary of the Event, the Chief Timekeeper 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.

**6.8 Filming with On-Board Cameras**

1. Riders may be required by the FIM Championship Promoter to carry on-board cameras mounted exclusively on the snowmobile or on the rider's chest.
1. The FIM Championship Promoter, riders and Teams in question assume full responsibility in relation to these cameras and the FIM shall not be held liable in case of any incidents in connection these cameras.
2. When a snowmobile is equipped with on-board cameras, the cameras and associated equipment must be carried during the entire event, from the practice sessions until the end of the event.
3. Cameras and other equipment will be supplied by the FIM Championship Promoter to the designated riders/ teams not later than 2 hours before the first practice.
4. Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.
5. An on-board camera/helmet camera (other than the one from the FIM Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.
6. Any violation of these rules shall be subject to a sanction (up to exclusion from the event) pronounced by the Race Direction.

**6.9 Practice / Practice Restrictions**

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

**6.10 Riders' Briefing**

1. All the information related to the event will be [published on Sportity](#).
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, passenger and team to attend the start procedure demonstration, be aware of all information given and follow all instructions issued in the “electronic briefing”.
2. A separate briefing may be held with the local riders (“Wild Card” riders) whose participation is mandatory. The time and place of this briefing will be decided by the FIM Race Director.

**6.11 Autograph Session**

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

**6.12 Camera-On-Board-Laps Session**

1. The FIM Championship Promoter may schedule a separate “Camera-On-Board-Laps-Session” in the programme.
2. In that case, a rider/riders may be asked by the FIM Championship Promoter to do the “Camera-on-Board-Laps-Session” with an on-board camera which must be mounted exclusively on the snowmobile or on the rider's chest.
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.

**6.13 Free Practice**

**A. Up to 16 riders / More than 16 riders / Up to 30 riders (One group)**

1. The maximum number of riders in the Free Practice is 30.

**B. More than 30 riders / Up to 60 riders (Two Free Practice Groups)**

2. Riders may not change Group. The maximum number of riders in each group is 30:
  - a) For the first event of the season:
    3. The composition of these two groups will be done based upon the riders' standings in the previous years' FIM Snowcross World Championship and presence at the event: the best placed rider present will be allocated to Group "1", the second-best placed rider present in Group "2", the third-best placed rider present in Group 1, and so on. The placement of riders who do not appear in the current FIM SnowCross Championship will be decided by ballot.
    - b) As of the second event of the season:
      4. The composition of these two groups will be done based upon the position of the riders in the current FIM Snowcross World Championship and presence at the event: the best placed rider present will be allocated to Group "1", the second-best placed rider present in Group "2", the third-best placed rider present in Group 1, and so on. The placement of riders who do not appear in the current FIM SnowCross Championship will be decided by ballot.
      5. The Race Direction will compose the groups for the Free Practices and Qualifying after the end of the technical verifications and before the first Meeting of the Race Direction.
      6. Riders from Free Practice Group "1" will be allocated to Qualifying Heat Group "1" and Qualifying Heat "Group "3". Riders from Free Practice Group "2" will be allocated to Qualifying Heat Group "2" and Qualifying Heat "Group 4".

## 6. RUNNING OF THE EVENT

### 6.14 Qualifying

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#### 6.14 Qualifying

##### **A- Up to 16 riders**

1. Up to 16 riders: there is one Qualifying Group. Qualifying will involve two Qualifying Heats.

##### **B- More than 16 riders / Up to 30 riders**

2. Up to 30 riders: there are two Qualifying Groups. Qualifying in each Group will involve 2 Qualifying Heats and a “Last Chance”.
3. Riders may not change Group. The maximum number of riders in each Group is 15:
  - a) For the first event of the season:
4. The composition of these two groups will be done based upon the riders' standings in the previous years' FIM SnowCross World Championship and presence at the event: the best placed rider present will be allocated to Group “1”, the second-best placed rider present in Group “2”, the third-best placed rider present in Group 1, and so on. The placement of riders who do not appear in the previous year's FIM SnowCross Championship standings will be decided by ballot.
5. As of the second event of the season:
6. All the riders must participate in the Qualifying Heats.

##### **B- More than 30 riders up to 60 riders**: there are four Qualifying Groups.

Qualifying in each Group will involve 2 Qualifying Heats and a “Last Chance”.

7. Riders may not change Group. The maximum number of riders in each Group is 15:
  - a) For the first event of the season:
8. The composition of these four groups will be done based upon the rider's standings in the previous year's FIM SnowCross World Championship and presence at the event: the best placed rider present will be allocated to Group “1”, the second-best placed rider present in Group “2”, the third-best placed rider present in Group “3”, the fourth best placed rider present in Group “4” and so on.

## 6. RUNNING OF THE EVENT

### 6.14 Qualifying



The placement of riders who do not appear in the previous year's FIM SnowCross Championship standings will be decided by ballot.

b) As of the second event of the season:

9. The composition of these four groups will be done based upon the standings of the riders in the current FIM SnowCross World Championship, and presence at the event: the best placed rider present will be allocated to Group "1", the second-best placed rider present in Group "2", the third-best placed rider present in Group 3, the fourth best placed in Group "4" and so on. The placement of riders who do not appear in the current FIM SnowCross Championship will be decided by ballot.

10. All the riders must participate in the Qualifying Heats.

Riders will qualify for their starting positions in the Races according to their overall results in their respective Heats:

#### **A- Up to 16 riders**

SnowCross	Positions	Result
2 x Qualifying Heats (5 minutes + 1 lap / Maximum 16 riders)	1 to 16	Are qualified for the Races

#### **B- More than 16 riders / Up to 30 riders**

SnowCross	Positions	Result
2 x Qualifying Heats per group (5 minutes + 1 lap / Maximum 15 riders)	1 to 6	Are qualified for the Races
	7 to 15	Relegated to the "Last Chance"

11. From the "Last Chance", 4 riders will qualify for the Races and 2 reserves will be appointed according to the following model:

SnowCross	Positions	Result
"Last Chance" (8 minutes + 1 lap / Maximum 16 riders)	1 to 4	Are qualified for the Races
	5	First reserve rider
	6	Second reserve rider
	7 and above	Are eliminated

12. If, for unforeseen reasons, the Qualifying Heats and the "Last Chance" are cancelled, the results of the Free Practice will be considered as decisive, and the riders will qualify as follows:

## 6. RUNNING OF THE EVENT

### 6.14 Qualifying



SnowCross	Positions	Result
Free Practice (20 minutes / Maximum 30 riders)	1 to 16	Are qualified for the Races
	17	First reserve
	18	Second reserve
	19 and above	Are eliminated

#### B- Up to 60 riders

SnowCross	Positions	Result
2 x Qualifying Heats per group (5 minutes + 1 lap / Maximum 15 riders)	1 to 3	Advance to the Races
	4 to 7	Relegated to the "Last Chance"

13. From the "Last Chance", 4 riders will qualify for the Races and 2 reserves will be appointed according to the following model:

SnowCross	Positions	Result
"Last Chance" (5 minutes + 1 lap / Maximum 16 riders)	1 to 4	Are qualified for the Races
	5	First reserve
	6	Second reserve
	7 and above	Are eliminated

14. If, for unforeseen reasons, the Qualifying Heats and the "Last Chance" are cancelled, the results of Free Practice Group 1 and Group 2 will be considered as decisive and the riders will qualify as follows:

SnowCross	Positions	Result
Free Practice Group "1" (20 minutes / Maximum 30 riders)	1 to 8	Are qualified for the Races
	9	First reserve rider
	10 and above	Are eliminated

SnowCross	Positions	Result
Free Practice Group "2" (20 minutes / Maximum 30 riders)	1 to 8	Are qualified for the Races
	9	Second reserve rider
	10 and above	Are eliminated

#### In all cases

15. The overall Qualifying classification shall be determined by the aggregation of points obtained by each rider across all qualifying groups. The overall winner of the Qualifying is the rider who has gained the lowest number of points across all groups; the runner-up will be the rider who has obtained the second lowest number of points, and so on. Points shall be awarded according to finishing position in each race as follows: 1 point for 1st place, 2 points for 2nd place, 3 points for 3rd place, and so forth.

16. If a tie exists, the points scored in Heat 2 will determine the order of placing in the final standings of the Qualifying for those riders who scored points.

## 6. RUNNING OF THE EVENT

### 6.14 Qualifying

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17. If a tie still exists, the rider's best lap time, independently of the Heat, will be considered decisive.
18. These results will be completed by adding those riders who did not obtain two results.
19. A rider who did not score any result in the Qualifying Heats (for valid reasons, medical, technical, disqualification, etc.) may be permitted by the Race Direction to take part in the "Last Chance".
20. FIM World Championship points will be awarded to the riders finishing the Qualifying Heats in positions 1 to 10 overall results (Please also refer to "In addition to" 6.30).
21. If the Qualifying Heats are cancelled for any reason and the results from the Free Practice are being used as qualifying results for the Races, no FIM World Championship points will be awarded.
22. If, for unforeseen reasons, no qualification results are obtained before the "Warm-Up", then the latter may be treated as a Qualifying session for the Races. The Race Direction in collaboration with the Event Management will decide upon any modifications to the time schedule and qualifying criteria.

**6.15 Warm-Up**

1. A Warm-Up will be provided on the day of the Finals.
2. Participation is optional. However, a rider who has been admitted by the Race Direction to the Warm-Up (proven exceptional cases of force majeure), must participate in the Warm-Up and record at least one officially timed lap in order to be admitted to the Finals.
3. If, for unforeseen reasons, no qualification results are obtained before the Warm-Up, the latter may be treated as qualifying session.
4. In that case, the Event Management and Race Direction will decide upon any modifications to the time schedule and qualifying criteria.
5. Number of riders participating in the Warm-Up:

- Warm-Up, SNX/WSNX Maximum 16 riders + 2 reserves	(10 minutes)
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**6.16 Start Practice**

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

**6.17      Opening Ceremony**

1. There will be an opening ceremony arranged by the FIM Championship Promoter, conditions and time permitting.

**6.18 Reserve riders**

1. Reserve riders are non-qualified riders who will be eligible to take the place of any qualified riders who cannot participate in a Race.
2. Reserve riders are nominated after the qualifications and according to the criteria in place.
3. The reserve riders are not guaranteed an opportunity to participate in the Races.
4. A reserve rider who was not allowed to start in Final 1 can do so in the Final 2 if required.
5. On the other hand, a reserve rider who took part in the Final 1 will not be allowed to participate in the Final 2 if all the qualified riders are in the waiting zone.
6. The decision concerning the replacement of one (or two) rider(s) by a reserve rider will be taken 10 minutes before the start of Final 1 and Final 2.
7. The reserve riders are appointed according to the results of the “Last Chance”:

SnowCross	Positions	Result
“Last Chance”	5	First reserve
	6	Second reserve

6.19 Final

**6.19. SNX FIM SnowCross World Championship**

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1. There will be two Finals of 15 minutes + 1 lap each (maximum 16 riders).

**6.19. WSNX FIM Women's SnowCross World Championship**

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2. There will be two Finals of 10 minutes + 1 lap each (maximum 16 riders).

## 6.20 Waiting Zone Procedure

1. The following procedure will be used in the waiting zone:

20 minutes before the start:	The entrance to the waiting zone is open. Riders may prepare their places behind the starting line
10 minutes before the start:	Display of the 10 minutes board. The entrance from the paddock to the waiting zone is closed.
	The snowmobiles of all the qualified riders and reserve riders must be placed in the waiting zone. The penalty for arriving late at the waiting zone is disqualification from the Final in question.
	Reserve riders (if any) who are not allowed to participate in that Final must leave the waiting zone.

**6.21 Sighting Lap**

1. Before each Final, riders will be given the opportunity to make a sighting lap.
2. Before the first Qualifying Heat from each Group (when two consecutive heats), riders will be given the opportunity to make a single sighting lap.
3. Participation in the sighting lap is optional.
4. Once a rider has started his sighting lap, he must continue in the direction of the course. Practice starts are not allowed.
5. Riders are not allowed to enter the pit lane during the sighting lap. Adjustments, repairs or refuelling must be done in the waiting zone. Entering the pit lane during the sighting lap will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.
6. After the sighting lap, riders must return with their snowmobiles directly to the waiting zone using the access gate indicated.

7. The following procedure will apply:

10 minutes before the start:	Signal of the FIM Race Director.
	The entrance from the waiting zone to the track is open.
	All the riders, who are present in the waiting area in time, may leave for the sighting lap.
7 minutes before the start:	The entrance to the track is closed. No further sighting laps are allowed.
4 minutes before the start:	The entrance from the circuit to the waiting zone is closed.
	All riders should be back from their sighting lap.
	The circuit should be clear.
	Riders who have mechanical problems during the sighting lap and/or do not succeed in bringing their snowmobile into the waiting zone in time will be disqualified from the Final in question.

**6.22 Starting positions**

**For the Heats –**

1. There will be one row with 15 (16\*) positions.
2. The starting positions for the Heats are as follows:

**For the first event of season:**

SnowCross – Heats	Riders
Start Positions from 1 to 15 (16*):	Positions 1 to 15 (16*) according to their standings in the previous year's World Championship

**For the second event of the season:**

SnowCross – Heats	Riders
Start Positions from 1 to 15 (16*):	Positions 1 to 15 (16*) according to their standings in the current year's World Championship

\* Sixteen positions if 16 or fewer riders are present.

**For the “Last Chance” –**

3. There will be one row with 16 positions.

SnowCross – Heats	Riders
Start Positions from 1 to 16:	Positions 1 to 16 according to Qualifying Heats overall results

**For the Races” –**

4. There will be one row for each race, with 16 positions.
5. The starting order / gate selection for the Finals is as follows:

**A- Up to 16 riders**

SnowCross – “Final 1 / 2”	Riders
Start Positions from 1 to 16:	Positions 1 to 16 from the Qualifying Heats overall results.

**B- More than 16 riders / Up to 30 (60) riders**

SnowCross – “Final 1 / 2”	Riders
Start Positions from 1 to 12:	Positions 1 to 12 from the Qualifying Heats overall results.
Start Positions from 13 to 16:	Positions 1 to 4 from the “Last Chance”.

6. If they are admitted to the Race, reserve riders will leave the reserve area and proceed to the starting gate in order of priority.

7. Additionally, riders without any results at all (proven exceptional cases of force majeure) may be added upon decision of the Race Direction. They will be placed behind all the others. If several riders are concerned, then a ballot will decide upon their starting position.

**6.23 Start Procedure**

1. The start will be given by means of red lights.
2. A mass start will be made with engines running.
3. All snowmobiles will be started from a standing position.
4. The following procedure will be used:

4 minutes before the start:	At a whistle signal, everybody, except the riders and one mechanic per rider, the television crew and the essential officials leaves the waiting zone.
	Riders get ready to take their position behind the starting line.
5. Upon a whistle signal, the entrance to the starting line is opened and the riders in the waiting zone proceed to the starting line.
6. The red lights will be displayed as soon as the riders leave the waiting zone.
7. The FIM Race Director will hold up a green flag in the middle of the starting straight, from which moment the riders are under his control.
8. Riders can freely select their grid position according to their starting order and places available but they must always remain within the confines of the position they take.
9. Once a rider has taken his position at the starting line, he cannot change it, return to the waiting zone or receive assistance prior to the start.
10. The mechanics remain in the waiting zone until the start has been given.
11. Riders who have mechanical problems in the waiting zone must remain there until their snowmobile has been repaired.
12. If they succeed in repairing their snowmobile before the entrance to the starting line has been closed, they can still take an available position at the starting line.
13. Only the riders, the television crew and the essential officials are allowed at the starting line area.
14. When all the available riders are on the starting line, the entrance from the waiting zone to the starting area will be closed.
15. The official at the waiting zone will display a green flag to the FIM Race Director.
16. Riders in the waiting zone who do not succeed in repairing their snowmobile before this time, must remain there until the start has been given.
17. Once the start has been given and their snowmobile has been repaired, they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the Final in question.

18. Riders having mechanical problems at the starting line must wait for assistance until the start has been given. Once the start has been given, their mechanic(s) may assist at the starting line. The penalty for violation of this regulation is disqualification from the Final in question in question.
19. The FIM Race Director moves to the side of the track, holding up the green flag. He then puts down the green flag and takes command of the red lights.
20. The Clerk of the Course will hold up a “15 seconds” sign for 15 full seconds.
21. At the end of the 15 seconds, the red light will remain displayed for another 5 seconds, and then it will be turned off upon which the race starts.
22. Whenever it is not possible to start the race by means of the red lights, a green flag will be used to give the start.
23. The same start procedure (as mentioned above; except § 7) will be maintained up to § 20.
24. Then, the FIM Race Director moves to the side of the track, holding up the green flag. He then puts down the green flag upon which the race starts.

**6.24 False Start**

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

**6.25 Stopping of a Practice Session**

1. The FIM Race Director is authorised to prematurely stop any Free Practice, Qualifying Practice or Warm-Up for urgent and/or safety reasons or other cases of "force majeure".
2. Riders not present at starting gate for the initial start will not be allowed to take part in the restart.
3. Riders will return to the paddock or to the place indicated by the Officials.
4. The Free Practice, Qualifying 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.
25. The rider(s) deemed being at fault for the stopping of the Free Practice, Qualifying Practice or Warm-up may be excluded by the Race Direction from taking part in the remainder of the session.

**6.26 Stopping of a Race**

1. The FIM Race Director is authorised to prematurely stop any Final for urgent and/or safety reasons or other cases of "force majeure".

2. A red flag will be displayed to the riders.

**A. Before 2 laps have been completed**

3. If a Final 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 snowmobiles will not be allowed.

6. No reserve riders (if any) will be introduced.

**B. After 2 laps have been completed and before...**

7. If:

a) A SNX or WSNX Heat is stopped before first 3 minutes.

b) A SNX Final is stopped before first 8 minutes.

c) A WSNX Final is stopped before first 5 minutes.

have elapsed, there will be a complete restart.

8. Riders will return to the paddock and the restart will take place as soon as possible after the red flag was displayed.

9. Changing of snowmobiles will be allowed. The final choice must be made 10 minutes before the restart and the snowmobile must be in the waiting zone.

10. Reserve riders (if any) may take part in the restart if one or more of the original starters are unable to take part or have been disqualified.

11. Every attempt will be made to restart the Race in question; time, conditions and weather permitting.

**C. After 2 laps have been completed and after...**

12. If:

a) A SNX or WSX Heat is stopped after the first 3 minutes

b) A SNX Final is stopped after first 8 minutes.

c) A WSNX Final is stopped after first 5 minutes.

have elapsed, the race will be considered complete.

13. In that case,

a) The rider's placings will be those at the end of the lap preceding the stopping of the race.

b) Full championship points will be awarded

**6.27 Penalties for causing a restart**

1. The FIM Race Director may recommend to the other Members of the Race Direction:
  - a) To penalise the rider(s) deemed being at fault for the false start.
  - b) To exclude the rider(s) deemed being at fault for the false start from taking part in the restart.
2. During the restart, the rider(s) who has (have) been penalised:
  - a) Must start from a second row with the engine dead.
  - b) Must hold the “ignition cut device” up in his (their) raised hand.
  - c) Must wait until the start has been given before he (they) can plug in the “ignition cut device”, start the engine of his (their) snowmobile and take the start.
3. An Official nominated by the FIM Race Director will be watching the rider(s) in question to make sure that the penalty is carried out correctly.

**6.28 Control of the Sound Levels**

1. Immediately after each Final, three snowmobiles, chosen at random by the Race Direction, may be checked for compliance with sound level regulations.
2. Other snowmobiles may also be checked at the request of the Race Direction or the FIM Race Director.
3. A rider who has been selected for sound control must immediately present his snowmobile 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 snowmobile. Violators will be disqualified from the Practice, Warm-Up or Final in question.
4. The maximum limit of the 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. Any rider whose snowmobile 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 snowmobile is controlled/verified - will be penalised **by dropping 2 positions in the race/practice in question (first offence) or 5 positions for the second or any additional offence at the same event.**
6. Subject to rules governing outside assistance, riders may freely change their silencers but their snowmobiles must be checked for compliance. Therefore, the Chief Technical Steward, his staff and his equipment must be available throughout the event

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

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.

**6.30 Results / Awarding of Points**

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

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

**In addition to 6.30:**

**6.30 SNX FIM SnowCross World Championship**

**6.30 WSNX FIM Women's SnowCross World Championship**

2. Points counting towards the FIM SnowCross World Championship will be awarded to riders in the Qualifying Heats overall results according to the following scale:

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

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

**6.31      Result of the event**

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

**6.32 Results / Presentation and Publication**

1. The results must include at least the following information:
  - a) FIM, FMNR, Organiser/Club and Championship logo.
  - b) Title of the Event.
  - c) IMN number.
  - d) FMNR.
  - e) Date and venue of the event.
  - f) Class.
  - g) Position, number, name and first name of the riders.
  - h) FMN of the rider.
  - i) Nationality of the rider.
  - j) Snowmobile of the rider.
  - k) Team of the rider (only if the Team is holder of a valid FIM Team Licence).
  - l) The number of laps and times of all riders.
  - m) The number of classified riders.
  - n) Championship points earned by the rider.
  - 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 practice and qualifying sessions and races must be communicated to the Race Direction and to the press.
3. The final results of each Final must be transmitted to the FIM Administration within the hour that follows their approval:
  - a) FIM SnowCross World Championship Finals 1 and 2.
  - b) FIM Women's SnowCross World Championship Finals 1 and 2.
4. The Chief Timekeeper is responsible for this transmission which must be made according to the procedure defined by the IT Department of the FIM.

**6.33 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, conditions and weather permitting.

**6.34 Prize-Giving Ceremony**

1. A Prize-Giving Ceremony must be held at each event, conditions and time permitting.
2. The following persons must take part in the Prize-Giving Ceremony:
  - a) The rider winning the event (with snowmobile).
  - b) The second placed rider in the event.
  - c) The third placed rider in the event.
  - d) If not already in a), b) or c), the rider leading in the points standings.
3. Any non-respect of this rule may be penalised by the Race Direction.
4. During this Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) must be played.
5. The national flags of the top three finishers (based on their passport) must be hoisted at the same time.

**6.35 Press Conference**

1. In principle, the Press Conference must be held immediately after the Prize-Giving Ceremony, conditions and time permitting.
2. The following persons must take part in the Press Conference:
  - a) The rider winning the event.
  - b) The second placed rider in the event.
  - c) The third placed rider in the event.
  - d) Other participants invited at the discretion of the FIM Championship Promoter.
3. Any non-respect of this rule may be penalised by the Race Direction

**6.36 Final Verification**

1. Immediately after the prize-giving ceremony, the first 3 snowmobiles of the Final in question must be placed in a closed park for the technical verifications.
2. The snowmobiles that are placed in the closed park for final verification must remain there for 30 minutes after the arrival of the winner, under the control of the technical stewards, in case of a protest or should further examination be required.

**6.37      Protests / Appeals**

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

13. An appeal against the decision of the Race Direction must be handed over to a member of the FIM Stewards Panel who must note the time at which the appeal was handed over to him on the document.
14. 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.-).

**6.38 Fuel Control**

1. A fuel control may be carried out at any time during an event, according to the current FIM Technical Rules Motocross, Article 82.19 Fuel sampling and testing and the 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 requests 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 SnowCross World Championships or Prize Event 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.
6. This rider will also be liable for the reimbursement of the full costs of the test.
7. Further penalties may be imposed.

**6.39 Anti-Doping Tests**

1. Anti-doping tests may be carried out according to the FIM Regulations. For details of the procedure to be followed, please refer to the FIM Anti-Doping Code of the current year.
2. A rider who tests positive will be disqualified from the whole event and forfeit all points and trophies earned.
3. Additional penalties may be imposed.

**6.40 Alcohol Tests**

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

**6.41 Travel Indemnities and Prizes**

1. All amounts are shown in Euros (€). They are net amounts from which no deductions are allowed. They are payable in € only.
2. After the final results have been approved, the travel indemnity of € 250.- will be paid to the 16 riders who qualify to take part in the Final, as well as the two reserve riders (if any).
3. Should a rider consider that he has had his travel indemnity and/or prize money not paid at the correct minimum level, this matter may be submitted to the FIM Administration which will take immediate action.

**In addition to 6.41:**

**6.41. SNX FIM SnowCross World Championship**

4. For the overall result of the event, the following prize scale is in force:

<b><u>Position</u></b>	<b><u>€</u></b>	<b><u>Position</u></b>	<b><u>€</u></b>
1.	700.-	6.	180.-
2.	500.-	7.	150.-
3.	400.-	8.	120.-
4.	300.-	9.	120.-
5.	220.-	10.	120.-

**6.41. WSNX FIM Women's SnowCross World Championship**

5. For the overall result of the event, the following prize scale is in force:

<b><u>Position</u></b>	<b><u>€</u></b>	<b><u>Position</u></b>	<b><u>€</u></b>
1.	400.-	6.	130.-
2.	300.-	7.	120.-
3.	250.-	8.	110.-
4.	200.-	9.	100.-
5.	160.-	10.	100.-

## 7.

## TIME TABLES

**FIM SNOWCROSS WORLD CHAMPIONSHIP &  
WOMEN'S WORLD CHAMPIONSHIP**  
(Subject to change)  
**(Up to 16 riders per Class )**

<b>Day 1</b>	<b>date</b>
Circuit Control:	16:00
Meeting with the Organisers:	18:00
Technical Verifications:	16:00 – 18:00

<b>Day 2</b>	<b>date</b>
Technical Verifications:	08:30 – 10:00
Second Circuit Control (if necessary):	10:00
Race Direction, First Meeting:	10:30
Briefing with the riders and start procedure demonstration:	11:00
Camera on-board session:	11:30 - 11:45

**DAY 2 TIME SCHEDULE  
UP TO 16 RIDERS**

:  
**2 Classes**

**1 Free practice per Class**  
**1 Groups per Class**  
**2 Qualifying heats**

**DAY 2 TIME SCHEDULE  
MORE THAN 16 RIDERS / UP TO 30 RIDERS PER CLASS )**

PAGE 1/2

:  
**2 Classes**

**1 Free practice per Class**  
**2 Groups per Class**  
**2 Qualifying heats per group**  
**1 Last Chance per Class**

The complete Day 2 time schedule will be published after  
the first meeting of the Race Direction in the dedicated Sportity Channel  
**SNX2026.**

<b>Day 3</b>	<b><u>date</u></b>
<b>Support Program</b>	09:00 – 11:00
<b>Track preparation</b>	11:00 – 11h30
<b>Warm-Up: Women's World Championship (10 minutes / Max 16 riders)</b>	11:40 – 11:50
<b>Warm-Up: World Championship (10 minutes / Max 16 riders)</b>	12:00 – 12:10
<b>Track preparation</b>	12:15 – 12:45
<b>Opening Ceremony</b>	12:20: – 12:50
<b>Final 1 Women's World Championship (10 minutes + 1 lap / Max 16 riders)</b>	
Snowmobiles in the waiting zone:	13:00
Sighting lap:	13:00
Start:	13:10
<b>Final 1 World Championship (15 minutes + 1 lap / Max 16 riders)</b>	
Snowmobiles in the waiting zone:	13:40
Sighting lap:	13:40
Start:	13:50
<b>Track preparation</b>	14:15 – 14:35
<b>Final 2 Women's World Championship (10 minutes + 1 lap / Max 16 riders)</b>	
Snowmobiles in the waiting zone:	14:40
Sighting lap:	14:40
Start:	14:50
<b>Final 2 World Championship (15 minutes + 1 lap / Max 16 riders)</b>	
Snowmobiles in the waiting zone:	15:20
Sighting lap:	15:20
Start:	15:30
<b>Prize-Giving</b>	
Prize-Giving Ceremony Women SNX World Championship:	Immediately after the World Championship Final
Prize-Giving Ceremony SNX World Championship:	Immediately after Women SNX World Championship Prize-giving Ceremony
Press Conference:	Immediately after Prize-Giving Ceremony
Race Direction, Third Meeting:	16:30

**FIM SNOWCROSS WORLD CHAMPIONSHIP &  
WOMEN'S WORLD CHAMPIONSHIP**  
 (Subject to change)  
 (from 30 riders / up to 60 per Class)

<b>Day 1</b>	<b>date</b>
Circuit Control:	16:00
Meeting with the Organisers:	18:00
Technical Verifications:	16:00 – 18:00

<b>Day 2</b>	<b>date</b>
Technical Verifications:	08:30 – 10:00
Second Circuit Control (if necessary):	10:00
Race Direction, First Meeting:	10:30
Briefing with the riders and start procedure demonstration:	11:00
Camera on-board session:	11:30 - 11:45

**DAY 2 TIME SCHEDULE:**  
**2 Classes**  
**2 Free practice per Class**  
**4 Groups per Class**  
**2 Qualifying heats per group**  
**1 Last Chance per Class**

**The complete Day 2 time schedule will be published after  
 the first meeting of the Race Direction in the dedicated Sportity Channel.**

Day 3	<u>date</u>
<b>Support Program</b>	09:00 – 11:00
<b>Track preparation</b>	11:00 – 11h30
<b>Warm-Up: Women's World Championship (10 minutes / Max 16 riders)</b>	11:40 – 11:50
<b>Warm-Up: World Championship (10 minutes / Max 16 riders)</b>	12:00 – 12:10
<b>Track preparation</b>	12:15 – 12:45
<b>Opening Ceremony</b>	12:20: – 12:50
<b>Final 1 Women's World Championship (10 minutes + 1 lap / Max 16 riders)</b>	
Snowmobiles in the waiting zone:	13:00
Sighting lap:	13:00
Start:	13:10
<b>Final 1 World Championship (15 minutes + 1 lap / Max 16 riders)</b>	
Snowmobiles in the waiting zone:	13:40
Sighting lap:	13:40
Start:	13:50
<b>Track preparation</b>	14:15 – 14:35
<b>Final 2 Women's World Championship (10 minutes + 1 lap / Max 16 riders)</b>	
Snowmobiles in the waiting zone:	14:40
Sighting lap:	14:40
Start:	14:50
<b>Final 2 World Championship (15 minutes + 1 lap / Max 16 riders)</b>	
Snowmobiles in the waiting zone:	15:20
Sighting lap:	15:20
Start:	15:30
<b>Prize-Giving</b>	
Prize-Giving Ceremony Women SNX World Championship:	Immediately after the World Championship Final
Prize-Giving Ceremony SNX World Championship:	Immediately after Women SNX World Championship Prize-giving Ceremony
Press Conference:	Immediately after Prize-Giving Ceremony
Race Direction, Third Meeting:	16:30

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8. FIM SNOWCROSS WORLD CHAMPIONSHIP LOGO

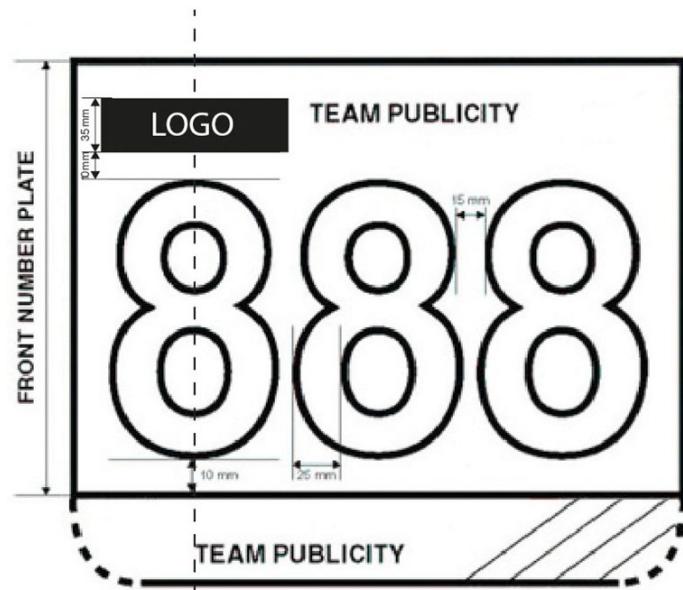


In order to obtain this logo in high resolution together with the corporate chart, please contact:  
Infront Moto Racing, Mr Hans-Martin Fetzer [sportoffice@mxgp.com](mailto:sportoffice@mxgp.com).

## 9. FRONT NUMBER PLATE



### 9. FRONT NUMBER PLATE



## SUPPLEMENTARY REGULATIONS FIM SNOWCROSS & WOMEN'S SNOWCROSS WORLD CHAMPIONSHIPS

**The Moto Club**

**The National Federation (FMNR)**

will organise a round of the 2026 FIM SnowCross & Women's SnowCross World Championship. The event will be held in accordance with the FIM Sporting Code together with the relevant Appendices and Regulations.

The event will be held in Venue + Country

Date of the event

<b>IMN</b>	<b>Championship</b>
209/	SNX / WSNX

**Class : Pro-Racer**

- for 2-stroke engines: up to 600cc maximum;
- for 4-stroke engines: up to 1050cc maximum.

**ACCESS** See attached map of access

Nearest airport

Exit

Motorway

National Road

Nearest town

at km

**ORGANISER**

Name (Club)

Address

Tel. No

Website

Email

**CIRCUIT** See attached drawing of the circuit

Name

Minimum Width

Length

Google link Access Map

**NEAREST HOSPITAL**

Name

Address

Tel. No

Website

Google link

Email

## SECRETARIAT OF THE EVENT

Address		Email
Tel. No		

### Opening days / hours

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

## TECHNICAL VERIFICATION

Date	from	to	Place
Date	from	to	Place

### 1. ENTRIES

Entry requests must be done via the FIM [online entry form](#). Please refer to the information sent in the entry procedure letter. For any information, please contact the FIM Administration:

CMS - Rodrigo Castro and/or Sandra Berthoud  
11, rte Suisse  
CH-1295 Mies, Switzerland

E-mail : [snxregistration@fim.ch](mailto:snxregistration@fim.ch)  
Website : [www.fim-moto.com](http://www.fim-moto.com)

The entry fee is € 140.- and must be paid by the rider to the organisers at the latest during the administrative verifications prior the event.

Closing date of entries: the start date of the event: - 15 days

### 2. INSURANCE

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

The organiser has contracted a third party insurance in accordance with Art. 110.1.2 of the FIM Sporting Code. The general liability insurance coverage shall be in an amount not less than the amount required as compulsory by the National law of the hosting country of the Championship. Nonetheless the amount shall not be less than US\$ 1'000'000.- per occurrence.

This insurance includes a guarantee of amount in US\$ or equivalent in local currency

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



### 3. PROTESTS AND APPEALS

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

Protests may be lodged to the Race Direction according to the FIM Disciplinary Code and be accompanied by applicable deposit of € 660.-\*, returnable if the protest is justified.

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

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

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

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

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

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

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

\* or the equivalent amount in local currency.

### 4. FUEL

Unleaded fuels dispensed from service station pumps and racing fuels that are commercially available in fuel cans and drums are allowed with a maximum of RON 110. In accordance with FIM specifications. See the FIM Fuel Regulation of the current year.

### 5. TIMETABLE

The Championship Promoter / FIM will publish in due time the complete timetable of the event on the dedicated FIM SnowCross & Women's SnowCross World Championship Sportify Channel.

### 6. TRAVEL INDEMNITIES AND PRIZES

All amounts are shown in Euro (€). They are net amounts from which no deductions are allowed. They are payable in Euro (€) only (cash payments). They must be paid by the Organiser of the meeting.

For the Final awarding FIM SnowCross World Championship and FIM Women's SnowCross World Championship points, the following prize scale is in force:

## Minimum prize scale

## **FIM Snowcross World Championship:**

Position	€	Position	€
1.	700.-	6.	180.-
2.	500.-	7.	150.-
3.	400.-	8.	120.-
4.	300.-	9.	120.-
5.	220.-	10.	120.-

## **FIM Women's Snowcross World Championship**

Position	€	Position	€
1.	400.-	6.	130.-
2.	300.-	7.	120.-
3.	250.-	8.	110.-
4.	200.-	9.	100.-
5.	160.-	10.	100.-

All 16 riders who qualify to take part in the Final of the FIM SnowCross World Championship and Women's SnowCross World Championship meeting, as well as the two reserve riders, will receive a travel indemnity of € 250.-.

### Venue of the Payment at

## 7. PRIZE-GIVING CEREMONY

The first three riders in the final standings of the FIM SnowCross World Championship and Women's SnowCross World Championship meeting must take part in the prize-giving ceremony which must take place immediately after the last Race.

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

#### Venue of the prize-giving ceremony:



## 8. OFFICIALS

FIM Representative (if applicable)			
<b>Race Direction</b>	<b>Licence</b>	<b>Email</b>	
FIM Delegate			
FIM Race Director	Marko Saareke	4751	saareke434@gmail.com
<b>Clerk of the Course</b>			
<b>Stewards Panel</b>	<b>Licence</b>	<b>Email</b>	
FIM Chief Steward			
<b>FMNR Steward</b>			
<b>Technical</b>	<b>Licence</b>	<b>Email</b>	
FIM Technical Director	Allan Laurimäe	15642	allan.laurimae@gmail.com
<b>FMNR Chief Technical Steward</b>			
FMNR Technical Steward			
<b>Medical</b>	<b>Licence</b>	<b>Email</b>	
<b>Chief Medical Officer</b>			
<b>Sustainability</b>	<b>Licence</b>	<b>Email</b>	
FIM Sustainability Representative (if applicable)			
FMNR Sustainability Steward			
<b>Other Officials</b>	<b>Licence</b>	<b>Email</b>	
Chief Timekeeper			
Promoter Representative & Official Responsible of Protocol	Patricia Maskarova		patmaskarova@mxgp.com
Press Officer			
Paddock Official			
Secretary of the Race Direction			

**No SR's can be approved with a TBA note for the following roles: Clerk of the Course, FMNR Steward, FMNR Chief Technical Steward, Chief Medical Officer.**

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

## 9. INTERPRETATION OF THE SR

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

Place and date:

The Clerk of the Course:

Approved by FMNR:

## GOOGLE MAP LINKS

Paddock  
Welcome Office  
Opening Ceremony  
Other

## HOTELS SUGGESTIONS

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

Hotel Name  
Address  
Tel. No  
Email  
Website

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

Hotel Name  
Address  
Tel. No  
Email  
Website

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

Hotel Name  
Address  
Tel. No  
Email  
Website

The Championship Promoter / FIM will publish in due time the complete timetable of the event on the dedicated FIM SNX&WSNX World Championship Sportity Channel.



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

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





**FIM-MOTO.com**

ROUTE DE SUISSE 11 | 1295 MIES | SWITZERLAND

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

6520005