



**REGULATIONS 037 -
SUPERCROSS WORLD CHAMPIONSHIP**

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General Undertakings and Conditions

All riders, teams, officials and other parties participating in the FIM Supercross World Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the current year's:

- 1. FIM Supercross Regulations*
- 2. FIM Motocross Technical Rules*
- 3. FIM Disciplinary and Arbitration Code*
- 4. FIM Environmental Code*
- 5. FIM Medical Code*
- 6. FIM Anti-Doping Code*
- 7. FIM Annuaire*

as supplemented and amended from time to time (hereinafter collectively referred to as the "FIM Supercross World Championship Regulations").

Competition Bulletins or Supplementary Regulations approved by the FIM for the purpose of implementing, interpreting and enforcing these FIM Supercross World Championship Rules will be deemed to be part of them.

The FIM Supercross World Championship 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 Supercross World Championship Regulations at all times. The responsibility of the rider, or any other person having charge of an entered motorcycle at any time during a meeting is joint and severally with that of the team.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock, Repair and Signalling Zone or on the course, must carry an appropriate pass at all times during the meeting.

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



037.1 TITLE AND GENERAL

037.1.1 Supercross World Championship

Each year, the FIM holds a Supercross World Championship for riders and manufacturers.

A series of Supercross meetings counting towards the FIM Supercross World Championship will be organised.

*This championship is organised according to the rules of the FIM Sporting Code, Chapter 30 - "FIM Championships and Prize Events". **Each meeting must be inscribed in the Calendar.***

037.1.2 Supercross World Championship meetings

037.1.2.1 General

A FIM Supercross World Championship meeting begins at the scheduled time for technical and sporting verifications and ends when all of the following have occurred:

- a) The final results have been approved;*
- b) All deadlines for lodging protests have expired; and*
- c) All technical, sporting and anti-doping controls have been concluded.*

If a protest is lodged, the results will not become official until a decision is taken by the FIM Race Director.

The race control must remain fully operational until the end of the protest period, and all officials, marshals and medical staff must remain at the circuit, available to the FIM Race Director, during that period.

Supercross World Championship meetings must be staged on circuits that have been approved by the FIM Race Director and comply with the FIM Supercross World Championship Regulations.

No meeting may be organised before all necessary legal authorisations have been obtained by the organiser.

Organisers are responsible for providing all facilities and personnel to ensure the smooth and efficient running of the meeting.



The validity of the third party insurance must come into effect two days before the practices and terminate two days after the race.

037.1.2.2 Inclement Weather / Unacceptable Track Conditions

Supercross World Championship meetings may be conducted regardless of weather conditions.

In the event of rain or other conditions, it may be necessary for the FIM Race Director to adjust the time schedule/program of the meeting, the length of Practices, Pre-Qualifying sessions and Races, or to stop the program completely.

Should this occur, the FIM Race Director will make every effort to resume the schedule in a timely fashion if conditions improve sufficiently.

If a meeting is stopped due to weather or other conditions, riders will be paid for any purse carrying events which have been completed.

037.1.3 Classes

All meetings of the Supercross World Championship are run in the 250cc class.

037.1.4 Additional Races

Additional races are permitted. However, these additional races, as well as any other vehicular use of the circuit during the meeting, including demonstrations or exhibitions, must at all times receive prior approval from the FIM and the Championship Promoter.

037.2 MOTORCYCLES

037.2.1 Homologation of Motorcycles

The FIM Supercross World Championship is a Championship for motorcycles of Cat. I, Group A1, 250cc.

Only homologated motorcycles may be used in the FIM Supercross World Championship.

Applications for homologation of a motorcycle must be made by Motorcycle Manufacturers or their importers.



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Once a motorcycle has been approved, it may be used until such time that it may be disqualified by new rules or rule changes.

The manufacturer shall at all times be responsible to supply and complete the homologation documents with the correct information.

Homologation documents with missing information, will be returned to the manufacturer for correction. Corrected documents must be returned immediately to the FIM Executive Secretariat.

Homologation forms containing incorrect information are considered an infraction of FIM Sporting Rules and may be subject to a penalty.

Testing of any equipment, deemed acceptable by the FIM, may be conducted during practice sessions at the direction of the FIM Race Director.

The homologation procedure information is available from the FIM Race Director.

037.2.2 Technical Specifications

In addition to the FIM Motocross Technical Rules, additional technical specifications will apply for motorcycles entering the FIM Supercross World Championship.

In case of dispute, regarding interpretation or if there is any difference between the FIM Motocross Technical Rules and the Additional Technical Specifications for Supercross, the latter will prevail.

Supercross motorcycle components may be modified, removed, or replaced with the following exceptions and restrictions:

- a) Superseded or redesigned parts must be submitted to the FIM Race Director for review and approval before use on applicable models in competition.*
- b) Where the rules permit or require components of equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the motorcycle components will perform in competition properly.*
- c) Any component of a motorcycle, deemed by the Technical Inspector as necessary for acceptable operation must be in place, securely mounted, in proper working order, and structurally sound.*
- d) Regardless of previous approval, the use of specific components or equipment, including tires and fuel, may be withdrawn for any reason deemed in the best interest of the FIM Supercross World Championship.*



All Supercross motorcycles must meet these requirements.

These additional technical rules are the following (in alphabetical order):

037.2.2.1 Brakes

Carbon fiber or carbon composite brake discs and/or carriers are not permitted.

037.2.2.2 Controls system

- a) *Control levers must have minimum 1/2 inch (12.5 mm) diameter ball ends.*
- b) *All motorcycles must be equipped with a functional mechanical engine kill device (compression release, etc.) or ignition cut-off switch or button, mounted on the handlebar within reach with hand on the grip.*
- c) *All motorcycles must be equipped with a self-closing throttle mechanism.*

037.2.2.3 Engine/Capacity

The recognised capacities for the FIM Supercross World Championship are:

- a) *2-stroke motorcycles, capacity over 175cc; up to 250cc;*
- b) *4-stroke motorcycles, capacity over 290cc; up to 450cc.*

037.2.2.4 Engine/Capacity measurement

Capacity = $B^2(0.7854)HX$

B= Cylinder bore

H= Stroke

X= Number of cylinders

(bore x bore x 0.7854 x stroke x number of cylinders)

If the bore and the stroke are in millimetres, the end product must be divided by 1,000 to convert it to cubic centimetres (cc).

If the bore and the stroke are in inches, the end product must be multiplied by 16.387 to convert it to cubic centimetres.

037.2.2.5 Engine/General

- a) *Supercharging and turbo charging are prohibited.*
- b) *The capacity limits are absolute. There are no overbore allowances.*
- c) *The cylinder bore may be increased to achieve the capacity limit.*



- d) *The stroke must be the same as the originally approved model.*
- e) *The material and castings of cylinders, cylinder heads, and crankcases must be the same as an originally approved model of the same manufacturer. Material may only be added by welding or epoxy, or removed by machinery from these items.*
- f) *Cylinder liners or coating may be replaced or added provided that the original cylinder casting is utilized.*
- g) *The type of the intake and exhaust system, including exhaust power valves, must be the same as the originally approved model (rotary valve, case reed valve, etc.).*
- h) *The type of cooling system (water or air) must be the same as the originally approved model.*
- i) *Fuel injection is permitted only if it is standard equipment on the originally approved model.*
- j) *If a safety wire is used to secure required items, it must be a minimum of .024"/0.5 mm diameter.*

037.2.2.6 Exhaust system

- a) *Exhaust pipes and mufflers must be used and be securely attached together and bolted to the frame. Mufflers must have internal mechanical or packed baffling.*
- b) *The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire.*
- c) *The inside of the exhaust discharge end must be a maximum of 5" (125 mm) from the outside edge of the tire or frame. Intent is to prevent another rider's wheel or leg from being trapped.*

037.2.2.7 Frame

- a) *The main frame must be the same as the originally approved model.*
- b) *Cracked or broken frames are prohibited.*
- c) *Strengthening gussets or tubes may be added, but none may be removed.*
- d) *All stands must be removed.*
- e) *All footrests must fold at a 45° angle to the rear.*
- f) *The maximum length of the footrest from the pivot point is five inches.*
- g) *Footrests may be raised or lowered, but cannot be lower than the bottom frame tube.*
- h) *Accessory brackets (radiator, coil, shock reservoir, etc.) may be changed, relocated, or removed.*
- i) *The engine mount location, the steering head, the swing arm pivot point, and the rear suspension linkage point must be the same as the originally approved model.*



- j) *Subframes may be replaced with aftermarket units of steel, aluminium or titanium provided they are similar in design to the production part and utilize original mounting points.*

037.2.2.8 Fuel/Specifications

All motorcycles must use unleaded fuel corresponding to either the FIM Motocross Technical Rules as specified under Art. 01.63 Fuel, fuel/oil mixtures and coolants or petroleum-based fuel as defined by the American Society for Testing and Materials (ASTM), designation: D4814, with the following clarifications:

- a) *The specific gravity must fall within the range: .715 - .765 at 60° F.*
- b) *The maximum oxygen content is 2.8% m/m.*
- c) **The maximum allowable level of lead is 0.005 g/l.**
- d) *The only allowable oxygenates are ethers and alcohols, as listed and characterized for oxygen mass fraction in ASTM D4814. Epoxides (i.e. propylene oxide) will not be considered ethers. Nitrogen-bearing compounds are not allowed.*
- e) *Lubrication additives are permitted provided the resulting mixture will meet all other requirements.*

037.2.2.9 Fuel/Tanks

Replacement tanks may be utilized in place of originals provided their weight and capacity are no less than the approved production tanks they replace.

037.2.2.10 Fuel/Tests

The FIM may require tests of fuels to be administered before, or at the time of delivery to, an event at which such fuels are to be used.

The FIM may request any person or organisation, being a potential supplier of fuel, to submit a sample for testing for conformity with the required fuel specifications

037.2.2.11 Fuel/Test Procedure

Fuel test may be carried out according to the FIM Motocross Technical Rules (Art. 63.05 Fuel Test Procedures).



037.2.2.12 Handlebars

Cracked or broken handlebars are prohibited.

037.2.2.13 Noise/Limit

All motorcycles must meet noise limit of 102 dB/A measured on the "A" scale at 0.5 meters (20").

037.2.2.14 Noise/Test Procedure

Noise tests may be carried out according to the FIM Motocross Technical Rules (Art. 01.79 Noise Control).

037.2.2.15 Number Plates/General

- a) *Front number plates must be flat and mounted parallel to the fork tubes in such a manner as to prevent deflection of the plate during the event. Any attempt at streamlining, such as curved plates or plates that are not rigidly mounted are prohibited.*
- b) *Side number plates may be incorporated into the side frame covers if they provide an adequate area for a clearly legible number display.*
- c) *Number plates must be of flexible materials only (i.e. plastic).*
- d) *Holes can be perforated between the numbers on the number plate. However under no circumstances must the actual numbers be perforated.*
- e) *The number plates must be of adequate area to provide ample space (approximately 1"/25 mm) around and between numbers.*

037.2.2.16 Number Plates/Numbers

- a) *Number styles: see Appendix "A".*
- b) *Black colour numbers, white background.*
- c) *Condensing or stretching of the numbers is not allowed.*
- d) *The World Champion is permitted to have specially-sized number ones.*
- e) *All numbers must be solid colour with no outlining.*
- f) *Front numbers must be a minimum of 7" (175 mm) high and side numbers a minimum of 5 1/2" (140 mm) high.*
- g) *The number plates must be of adequate area to provide ample space (approximately 1"/25 mm) around and between numbers.*



037.2.2.17 Number Plates/Logos

- a) *The FIM Supercross World Championship logo must be displayed in one corner of front and side number plates/displays on all motorcycles.*
- b) *FIM Supercross World Championship sponsor advertising may be allowed with FIM approval.*

If made mandatory, riders must display the FIM Supercross World Championship logo on the number plates, otherwise they will forfeit 50% of their prize money.

037.2.2.18 Suspension/Front

The Manufacturer's original concept must be maintained.

037.2.2.19 Suspension/Rear

The Manufacturer's original concept of either single or double shocks must be maintained.

037.2.2.20 Swing Arm

- a) *The swing arm must be the same as an originally approved model of the same manufacturer.*
- b) *Strengthening gussets or tubes may be added, but none may be removed.*
- c) *Chain guides may be removed or relocated.*

037.2.2.21 Telemetry

Electronic transmitting of information, including radio communication, to or from a moving motorcycle is prohibited with the following exceptions:

- a) *Transponders utilized for official timekeeping/lap scoring purposes.*
- b) *Data or video transmitted for the sole use by the approved event television production.*
- c) *Automatic lap timing devices are not considered as telemetry.*

037.2.2.22 Traction control

Electronic devices designed specifically for traction control are prohibited. This also includes sensors that can determine the front wheel speed, and any electronic control to the brake systems.



037.2.2.23 Transmission

- a) *The primary drive type must be the same as the originally approved model.*
- b) *The primary drive must be completely enclosed by a cover or guard.*
- c) *A maximum of six gearbox speeds will be allowed.*
- d) *The number of transmission gears must be the same as the originally approved model.*

037.2.2.24 Tyres

- a) *Studded tyres, other than rubber, are prohibited.*
- b) *Paddle (continuous radial rib) tires and tires with lugs having a height of over .750" (19.5 mm) are prohibited.*

037.2.2.25 Weight/Limits

The authorised weight limit for motorcycles used in the FIM Supercross World Championship is 216 lb (98 kg).

The weight limit must be met after Pre-Qualifying or after a Race, in the condition the motorcycle finishes the FIM Supercross World Championship meeting, as determined by the official scale at the meeting. The scale will be available for weight checking before Pre-Qualifying and Races.

037.2.2.26 Weight/Weighing Procedure

- a) *No fluids may be added to the motorcycle, except water to the engine cooling system.*
- b) *All fuel must be drained from the fuel tank. At the discretion of the Technical Inspector, motorcycles may be required to be cleaned of excess mud or dirt before weighing.*
- c) *Ballast attached to motorcycles is not permitted.*

037.3 RACE FACILITY

037.3.1 Course

A Supercross is conducted within a stadium-type facility on a specially constructed course.



037.3.2 Course specifications

037.3.2.1 Length

The length of the course is contingent upon the track design and the size of the area of the facility used.

037.3.2.2 Width

Generally, the course should be 20 feet/5.5 to 6 metres in width at its narrowest point except where narrower sections are a benefit to traffic flow, such as dual line turns, etc.

037.3.2.3 Starting gate set-up

The starting gate must be set up in such a way that it allows a regular start.

037.3.2.4 Starting gate

The starting gate must be a transverse device folding or dropping in operation. This folding or dropping device must be of solid and rigid construction. It must be controlled manually or by remote control. The operator of the gate and the mechanism must be totally out of sight of the riders so no unfair advantage can be gained by one rider over another.

The starting gate must be constructed in such a manner as to block the front wheel in the case where a rider tries to start before the release of the gate. In addition, there should be a limiting device to prevent the gate from rising more than 80° horizontally from the ground.

The starting gate must be of an individually backfolding or dropping type and provide 22 positions (1 m for each motorcycle). The starting gate must have a minimum width of 22 m. No second row is allowed.

In order to prevent riders from moving their motorcycles backwards, a rear barrier must be installed at a distance of 2.50 m/8 ft behind the starting gate in down position.

037.3.2.5 Starting area

The starting area must have a minimum width of 25 m/80 ft.



The surface of the straight after the start up to the exit of the first bend must be flat.

The length of the straight after the start must be minimum 40 m/120 ft (distance from the starting gate to the point where the inside of the straight turns into the first bend).

037.3.2.6 Repair and Signalling area

A suitable repair and signaling area must be provided at a proper place on the course.

037.3.2.7 Technical Control area

A suitable area for Technical Control stand must be provided at a proper place at the race facility.

037.3.2.8 Timekeeping stand

A suitable timekeeping stand must be provided at a proper place on the course.

037.3.2.9 Course Inspection

The course must be inspected by the FIM Race Director prior to the FIM Supercross World Championship meeting.

037.3.3 Course Homologation

The course must be homologated by the FIM Race Director prior to the FIM Supercross World Championship meeting.

037.3.4 Safety

037.3.4.1 Pit/Paddock regulations

Riding of competition motorcycles, other than on the race course or designated test area is strongly discouraged.

Any operation of a vehicle in the paddock must be at a very slow, acceptable speed (15 MPH/25 km maximum).



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When a rider or mechanic is testing a motorcycle in a designated test area, that person must wear a helmet and be dressed to offer some protection (pants, shirt, shoes).

Smoking is not allowed in the pits/paddock, the starting grid area, the repair and signalling area, or other restricted areas.

Persons less than 16 years of age are not allowed in the pits/paddock, the starting grid area, the signalling and repair area, or other restricted areas.

Pets are not allowed in the pits, the grid, the signal area, or any other restricted areas. Pets in the paddock must be on a leash or properly contained.

Before leaving a race facility, it is the responsibility of riders/teams to deposit all of their waste fuel, fuel drums, motor oils, coolants, tires, batteries and all other hazardous wastes in racetrack provided, proper hazardous waste locations only. Should containers not be available on-site, riders/teams must transport such items from the facility for proper disposal.

037.3.4.2 Fuel storage

Local safety regulations concerning fuel storage at the race facility must be respected at all times.

If the riders are not allowed to store any fuel in their pits, the organizers must provide a safe and centralized area for storing fuel.

Smoking is prohibited within the fuel storage area.

The fuel storage area must be well guarded during the entire meeting.

Only team mechanics and officials are authorized to enter this area.

037.3.4.3 Medical services

During the entire meeting, an efficient medical service must be provided at the race facility/around the course.

The medical team and material at the meeting must be in conformity with the FIM Medical Code.

Moreover, the local safety regulations concerning medical services must also be respected.



037.3.4.4 Fire-fighting service

During the entire meeting, an efficient fire-fighting service must be provided at the race facility/around the course.

The fire-fighting service may consist of one or several fire-fighting centres with adequate staff and heavy material and one or several ground/mobile posts at suitable places on the circuit with sufficient staff and fire-extinguishers to provide a fast intervention whenever necessary.

When organising the fire-fighting service, the organisers must also respect the local safety regulations.

037.4 SUPPLEMENTARY REGULATIONS

The Supplementary Regulations (SR) must be published in the two official languages of the FIM and must be approved by the FMNR and the FIM and subsequently ratified by the FIM Race Director.

Two copies must be sent to the Executive Secretariat no later than two months before the date of the meeting for approval by the FIM.

Two copies of the SR must also be sent to all Federations having riders liable to participate in the meeting in question.

The SR must be drawn up in conformity with the standard model established by the CMS (See copy published in this booklet).

No amendment may be made to the SR after its approval by the FIM or the FMNR and after the opening date for entries. However, in exceptional circumstances, an amendment to the SR may be authorised provided that it is approved by the FIM or the FIM Race Director and subsequently brought to the attention of all persons concerned.

037.5 OFFICIALS AND PROCEDURES

037.5.1 General

The direction and supervision of meetings, as well as the judicial procedure, are the responsibility of the officials appointed by the FIM or the FMNs.



The FIM and the FMNs shall appoint officials whose aptitude and integrity for the position they can fully justify. These officials must be in possession of a valid FIM licence for the appropriate discipline and function.

Official FIM approval is only given after the officials have proved to be competent according to the special requirements for each discipline. The permanent Commissions organise seminars, obligatory for certain officials.

The FIM has the right to renew or cancel an appointment whenever necessary.

An official shall not be a rider, sponsor, team manager, mechanic or promoter participating in the meeting.

During a meeting, the holders of FIM licences are required to present their licences to the FIM Race Director.

All officials and marshals must remain operative with all equipment in place at the circuit available to the FIM Race Director until the end of the period provided for the lodging of a protest.

See also the FIM Supercross World Championship Regulations, Chapter 40 of the Sporting Code.

037.5.1.1 Officials who hold an FIM Licence

Any of the following officials must, when on duty at FIM World Championships, be a holder of the appropriate FIM official's licence which is valid for the current year:

- ***FIM Race Director;***
- ***Clerk of the Course;***
- ***Technical Steward;***
- ***Timekeeper;***
- ***Environmental Official.***

037.5.1.2 Jurisdiction

All officials and their assistants are subject to the authority of the FIM Race Director.



037.5.2 FIM Race Director

The FIM will appoint the FIM Race Director. He must have successfully completed a seminar organised by the CMS.

Participation in a seminar is required every three years. For seminars held in November and December, the validity of the licence will start as of 1st January the following year.

All FIM licence holders, holders of a FIM laissez-passer, and all other persons involved in the meeting are subject to the authority of the FIM Race Director.

The authority and duties of the FIM Race Director will include the following:

- *The FIM Race Director must be present at least 24 hours before the start of practice and remain after the meeting until the completion of his duties.*
- *The FIM Race Director must request from the organiser the official legal authorizations **and the third party insurance** (issued by the FMNR, local governing bodies/instances) **for the running of the meeting** and keep those until the meeting is over.*
- *The FIM Race Director must determine that qualified personnel are assigned to those positions necessary to ensure the efficient conduct of the meeting.*
- *The FIM Race Director must satisfy himself that the course is suitable for the meeting at the time of the meeting and call the meeting off at any time that conditions make it unacceptable.*
- *The FIM Race Director must satisfy himself that the safety installations are suitable for the meeting at the time of the meeting and call the meeting off at any time that conditions make it unacceptable.*
- ***The FIM Race Director is responsible for the communication with the riders.***
- *The FIM Race Director may request that a special medical examination be carried out by an official doctor or by another doctor nominated by the Chief Medical Officer to determine if a rider is qualified to properly negotiate the course. If the rider is declared not qualified to do so, the FIM Race Director will prohibit him from competing.*
- ***The FIM Race Director must ensure that his decisions conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the meeting.***



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- **However**, the FIM Race Director may make decisions which affect or vary from the published programme, such as the re-running of a race, the exclusion of a rider, the shortening of a race, or the postponement, stopping or abandonment of the meeting.
- In exceptional circumstances, the FIM Race Director is empowered to make and enforce temporary regulations necessary to cover emergencies or special conditions (not covered in the Rule Book), including any unforeseen situation for the betterment and in the interest of the program.

All decisions of the FIM Race Director necessary for the running of the meeting as well as the results must be published as soon as is reasonably possible. These decisions must be published in one of the official languages of the FIM.

- The FIM Race Director may direct the Starter to black flag riders off the track for any condition he deems to be unacceptable or in violation of any rules.
- The FIM Race Director may direct the Starter to **red flag** a race which was started improperly.
- The FIM Race Director sees to it that accurate time is kept for all races.
- The FIM Race Director directs or oversees the activities of all other track and pit officials.
- The FIM Race Director must provide for technical inspection of equipment being used by the riders and bar any equipment which does not conform to equipment regulations.
- The FIM Race Director must allocate a properly enclosed location for engine inspection and measurement and have engines ready for measurements on completion of the meeting.
- The number of riders allowed to start in any race will be subject to approval of the FIM Race Director and/or the FIM.
- The FIM Race Director (as well as the Technical Inspector) is empowered to measure engines and/or control any other components.
- The FIM Race Director renders all decisions on exclusion of riders, and penalizes any rider who violates any of the rules.
- The FIM Race Director receives all protests and renders decisions thereon, subject to appeal to the FIM.



- *The FIM Race Director must consider all protests and appeals.*

The FIM Race Director 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.

- *The FIM Race Director must allocate a properly enclosed location for doping control. Moreover, he must appoint a minimum of 3 persons of the same sex ("chaperones"), fluent in English, designated to accompany the riders who have been selected for doping control.*
- *The FIM Race Director may appoint umpires who will watch the progress of the meeting and report any infractions of the rules to him.*
- *The FIM Race Director may appoint line judges to coordinate the start with the Starter.*
- ***Immediately after a Supercross World Championship meeting, the FIM Race Director must forward the results of all the races to the FIM Executive Secretariat.***
- *The FIM Race Director must make a full written report within three days of all details of the meeting, to the FIM Executive Secretariat. He must add the homologated results to his report. Any entry forms, collected from riders at the meeting, must also be forwarded to the FIM.*

037.5.3 Clerk of the Course

The Clerk of the Course is appointed by the FMNR and must have successfully participated in a seminar organised by the CMS and obtained a "Clerk of the Course" licence.

Participation in a seminar is required every three years. For seminars held in November and December, the validity of the licence will start as of 1st January the following year.

The Clerk of the Course shall work in permanent consultation with the FIM Race Director. The authority of the Clerk of the Course is overridden by the authority of the FIM Race Director.

The authority and duties of the Clerk of the Course will include the following:

- *The Clerk of the Course must assist the FIM Race Director in the preparation and/or maintenance of the course before and during the meeting.*



- *The Clerk of the Course must assist the FIM Race Director in organizing and supervising course officials.*
- *The Clerk of the Course must carry out any other duties as may be assigned by the FIM Race Director.*

037.5.4 Secretary of the Meeting

The duties of the Secretary of the Meeting will include the following:

- *The Secretary of the Meeting must exhibit a list of all events.*
- *The Secretary of the Meeting must check the riders' competition licenses.*
- *The Secretary of the Meeting must provide the Pit Steward with two copies of the results for posting and line-up in the pits as soon as possible after each event.*
- *The Secretary of the Meeting must provide all riders' line-up lists and result lists to the promoter for distribution to the press.*
- *At the end of the meeting, the Secretary of the Meeting must insure that the final results are posted.*
- *The Secretary of the Meeting must carry out any other duties as may be assigned by the FIM Race Director.*
- *The Secretary of the Meeting must forward the results of all the races to the FIM Executive Secretariat and to the next organiser (by telefax or electronic mail).*

037.5.5 Technical Inspector

The duties of the Technical Inspector will include the following:

- *The Technical Inspector must provide a place for and conduct a technical verification before a rider is allowed on the course for practice.*
- *The Technical Inspector must affix a sticker, mark or seal on each motorcycle showing that it has passed technical verifications.*
- *The Technical Inspector must make a list of motorcycles and riders that have been inspected.*



- *The Technical Inspector must conduct a ballot for starting positions and record the results.*
- *The Technical Inspector processes all contingency approval and technical inspection forms.*
- *The Technical Inspector must be alert throughout the day for any unacceptable equipment and report on this equipment to the FIM Race Director.*
- *The Technical Inspector (as well as the FIM Race Director) is empowered to measure engines and/or control any other components.*

037.5.6 Chief Timekeeper

The duties of the Chief Timekeeper will include the following:

- *The Chief Timekeeper must see to it that a suitable timekeeping stand is provided at the proper place on the course.*
- *The Chief Timekeeper must see to it that the promoter or others have provided all of the necessary equipment for proper timekeeping.*
- *The Chief Timekeeper must provide, or see to it that that the organiser has provided, a sufficient number of timekeepers.*
- *The Chief Timekeeper must ensure that an approved timekeeping system will be used at the FIM Supercross World Championship meeting.*
- *The Chief Timekeeper must ensure that approved electric timing equipment is being used. He will keep an accurate record of all times and report the same to the FIM Race Director.*
- *The Chief Timekeeper must advise the Starter when the Timekeepers are ready and keep the Starter informed on the finishing position of each rider.*
- *At the end of each FIM Supercross World Championship meeting, the Chief Timekeeper must see to it that complete results of the meeting are produced.*
- *If requested to do so by the riders, the Chief Timekeeper must examine their results show them the recording of their lap times.*



037.5.7 Paddock Official

The duties of the Paddock Official will include the following:

- *The Paddock Official must notify riders to appear at the starting point in time for each event in which they are entered and assign them proper starting positions.*
- *The Paddock Official must maintain a neat, suitable and orderly pits for the riders to work from.*

037.5.8 Starter

The duties of the Starter will include the following:

- *The Starter must provide a complete set of flags for use during the race*
- *The Starter must assign extra Flag Marshals, when required, at various points throughout the course.*
- *The Starter must determine if timekeepers, etc., are ready and in place before starting the race.*
- *The Starter must position riders at the starting line, start the race and display the halfway flags, last lap flags and finish flags.*
- *The Starter must flag off the course any disqualified riders and otherwise direct the progress of the race with flags, as instructed by the Race Manager.*
- *The Starter must instruct the cornerworkers as to the performance of their duties, and insure that each cornerworker/Flag marshal has been supplied with the necessary flags.*
- *The Starter must carry out any other duties as may be assigned by the FIM Race Director.*

037.5.9 Flag Marshal

*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 Starter.*

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 FIM Race Director.



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The duties of the Flag Marshal will include the following:

- *The Flag Marshal, by the use of his flags, must inform the riders on the situation on the course and warn them in case of any danger.*

The Flag Marshal must be ready to give assistance to a rider in the interests of safety.

- *The Flag Marshal must be identified by uniform shirts or bibs of a neutral colour, in no case yellow or red, so that he cannot be confused with the flags.*
- *If the Championship Promoter provides bibs/uniform for the Flag Marshals, they must wear them during the entire meeting.*
- *After a meeting, the Flag Marshals must remain available until protest time has expired.*

The Flag Marshals must follow the instructions of the Starter.

- *The Flag Marshal must carry out any other duties as may be assigned by the FIM Race Director.*

037.6 STARTING NUMBERS

Riders participating FIM Supercross World Championship meetings will be allocated a starting number by the FIM.

037.7 RIDERS AND ENTRIES

037.7.1 Acceptance of entries

Entries to a FIM Supercross World Championship meeting will be accepted for riders who:

- a) Are in possession of the appropriate 2003 FIM Motocross/Supercross World Championship licence, issued by their FMN (see also 37.7.1.1. Age of riders);*
- b) Are authorised by their FMN, unless the FMN concerned is the FMNR of the Supercross World Championship meeting;*
- c) Have requested an entry before the closing date of the meeting;*
- d) Have participated in **at least one of** the European rounds of the FIM Supercross World Championship.*



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*Riders may enter for one or more meetings counting for the FIM Supercross World Championship, using the official FIM Supercross World Championship entry form, **on which all the requested information regarding the rider, team, sponsor and make of the motorcycle must be indicated.***

Provisional entries can be made by e-mail or telefax but must be confirmed with the duly completed official entry form.

Entry forms must be sent to the FIM Executive Secretariat. Riders may be required to sign an individual entry form during the administrative control.

The closing date for entries for the FIM Supercross World Championship is four days before the end of the last meeting scheduled in Europe.

For each meeting, the FIM Executive Secretariat will publish a list of riders entered within 72 hours after the closing date for entries.

Should an FMN consider that one of its riders has had his entry wrongly refused, this matter may be submitted to the FIM Executive Secretariat which will take immediate action.

Any rider, team or sponsor 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.

In exceptional circumstances when the total number of entries is not sufficient, the Championship Promoter, in consultation with the FIM Race Director, is entitled to enter more riders. This decision must be taken before the end of the Technical Verifications. For these riders the listed entry conditions a), b) and d) also apply. Moreover, the rider(s) in question will also have to complete a FIM Supercross World Championship entry form. The FIM Race Director must forward these entry forms together with his report to the FIM Executive Secretariat.

037.7.1.1 Age of Riders

Licences for riders are issued for FIM World Championships, only when the minimum age has been attained as below:

- ***Supercross World Championship:*** **16 years**

Applicants aged over 50 years must attach to their rider's licence request a certificate of medical fitness (including a normal exercise tolerance electrocardiogram) issued by a doctor recognised by their FMN.



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 year in which the rider reaches the age of 50.

032.7.2 Non-participation in a meeting

Riders who enter a Supercross World Championship meeting and who cannot take part are subject to the provisions of the FIM Supercross World Championship Regulations. The riders must always inform both the FIM and the organisers of their inability to attend and provide an acceptable reason.

A rider who is present at a meeting and who does not take part in the practices and/or in the races and/or leaves the meeting must always inform the FIM Race Director about the reasons of his non-participation.

During a meeting, 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 FIM Race Director.

037.8 FIM LAISSEZ-PASSER

The FIM Supercross World Championship is covered by a contract signed by the FIM. Therefore, as well as for security and practical reasons, only passes issued by the FIM Contract Partner are valid.

FIM laissez-passer, Manufacturers' Licences, Accessory Manufacturers' Licences and Sponsors' Licences issued for the personal use of company employees or those persons authorised by the latter are not valid.

037.9 RIDER/MECHANIC APPAREL AND APPEARANCE

037.9.1 Rider apparel

It is the responsibility of each rider to select a helmet and apparel which will provide appropriate protection.

Although the FIM approves materials, the FIM does not endorse or guarantee specific products or manufacturers. Riders must rely on their own judgement in the selection of helmets and apparel for protection and durability.



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The following apparel must be worn by riders when riding on the course:

1. *Helmets*

Helmets must be in accordance with the FIM Supercross World Championship Regulations.

Helmets must be marked with one of the official international standard marks mentioned in the FIM Supercross World Championship Regulations.

All helmets must be full coverage or full facial units.

2. *Eye protection*

Eye protection must be in accordance with the FIM Supercross World Championship Regulations.

All goggles must be shatter resistant.

3. *Equipment and Protective clothing*

Equipment and protective clothing must be in accordance with the FIM Supercross World Championship Regulations.

4. *FIM Supercross World Championship logo*

***If made mandatory,** riders must display the FIM Supercross World Championship logo on the upper front torso or shoulder area of their jersey or on their chest/back protector if the latter is worn over the jersey. Failure to comply will result in a 50% reduction of their **prizes**.*

Riders can print the FIM Supercross World Championship logo on their jerseys.

5. *Starting number*

Riders must wear a dorsal starting number conforming to the FIM Supercross World Championship Regulations. Riders can print their starting number on their jerseys or display it on their chest/back protector if the latter is worn over the jersey. The number must be in a contrasting colour and may be outlined.



6. Family name of the rider

The family name of the rider must appear on the shoulder line of the back of their jersey or their chest/back protector if the latter is worn over the jersey.

037.9.2 Rider/mechanic appearance

All riders and mechanics must present a clean and neat appearance.

Mechanics must be in a uniform designating a rider or a team.

Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.

Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in the waiting zone, signalling and repair zone. All shirts must have a collar.

Mechanics are encouraged to display the FIM Supercross World Championship logo on uniform shirts.

037.10 PRELIMINARY VERIFICATIONS

037.10.1 Administrative control

Riders may be required to present their FIM Motocross/Supercross World Championship licence, starting permission from their FMN, and/or to sign an individual entry form during an administrative control carried out by the FIM Race Director or the Secretary of the Meeting.

037.10.2 Technical verifications

Technical verifications of motorcycles, equipment and riding apparel may be held prior to and after a FIM Supercross World Championship meeting or at other times as determined by the FIM Race Director or the Technical Inspector.

The technical verifications must be carried out in accordance with the procedure and the times fixed in the FIM Supercross World Championship Regulations and/or the Supplementary Regulations of the meeting.

The technical verifications must be held on the site of the meeting.



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During these technical verifications, a rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.

During the FIM Supercross World Championship meeting, riders are allowed to use only motorcycles, equipment and rider apparel having passed the technical verifications.

Motorcycles must be class legal and must meet all equipment requirements.

Each rider must present at least one motorcycle under his name and racing number at scrutineering, provided frame numbers are properly recorded indicating race motorcycle and practice motorcycles, if applicable.

If a rider has presented two motorcycles under his name and starting number, the final choice of motorcycle to be used in a race must be made prior to any qualifying.

Consequently, riders must start and compete a FIM Supercross World Championship meeting, beginning with qualifying, on the same motorcycle (same main frame). At the discretion of the FIM Race Director, permission may be granted to change the main frame if it is damaged.

Riders must use the same motorcycle for parade or sighting lap as for the race.

Regardless of a motorcycle, equipment or apparel passing the technical verifications prior to the meeting, compliance with the rules must be made at the post-race verification. At all times during the meeting, a rider will be responsible for keeping his motorcycle and/or equipment in conformity to the rules.

At any time during the meeting, on request of the FIM Race Director, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.

The FIM Race Director may require post-race tear downs to begin at any time following the completion of an FIM Supercross World Championship meeting.



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During post-race technical verifications or tear downs, only two working mechanics for each impounded motorcycle are permitted in the scrutineering/impound area. Only FIM/FMNR officials or FIM/FMNR-designated personnel may inspect the impounded motorcycles or equipment.

The FIM Race Director can disqualify at any time during the meeting a motorcycle, the construction or condition of which is considered to be or may become a source of danger.

037.10.3 On-board Cameras

Riders in the top ten positions of the FIM Supercross World Championship standings may be required by the Championship Promoter to carry on-board cameras on their motorcycles.

The cameras and associated equipment must be carried during the entire meeting, from the practice sessions until the end of the FIM Supercross World Championship meeting.

When a motorcycle is equipped with on-board cameras, the weight of the camera and associated equipment will count towards the total minimum weight of the motorcycle.

Cameras and other equipment will be supplied to the designated riders/teams no later than 2 hours before the first practice.

Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.

037.10.4 Special Medical Examination

At any time during a meeting a special medical examination may be carried out, at the request of the FIM Race Director or International Medical Panel delegate, by an Official Doctor, or another doctor nominated by the Chief Medical Officer.

Consequently, riders may be required to present themselves for a special medical examination.

Any rider who refuses to submit himself to such special medical examination must be disqualified from the meeting, and his case notified to his FMN and to the FIM for a possible penalty to be applied.



037.11 MEETING WITH THE ORGANISERS

A meeting may be held between the organisers and the FIM Race Director.

If this is the case, the Clerk of the Course, the organisers and an FMNR representative are expected to attend.

Also invited to attend are the Secretary of the Meeting, the Chief Timekeeper and the Chief Scrutineer, the Environmental Official, the Paddock Marshal, the Chief Flag Marshal, the Chief Medical Officer, the Press Officer, Representatives of the Championship Promoter. If the Chief Medical Officer is not present, the organiser must be prepared to discuss the medical installations and evacuation plan for the meeting.

037.12 PRACTICE

037.12.1 Practice restrictions

Exclusive rentals of a FIM Supercross World Championship circuit by motorcycle manufacturers for the purpose of pre-event testing or practice by their riders is prohibited within 72 hours of the date of the event at the rented facility.

Limited access practice rentals by other than motorcycle manufacturers will be permitted provided the organisers make additional practice time available to all the riders who have entered the event on the same day.

Prior written approval from the Championship Promoter is necessary.

037.12.2 Practices during a meeting

The Practice sessions of a FIM Supercross World Championship meeting are part of that meeting and cannot be considered pre-event practices.

During the Practices riders can make practice starts, provided they do not hinder riders who are on the course.

All practice sessions must be timed, with the results displayed on monitors, and communicated to the press.



037.13 RIDERS' BRIEFING

At each FIM Supercross World Championship meeting, a briefing will be held between the riders and the FIM Race Director at the starting gate at the time indicated in the time schedule of that particular meeting.

All riders should attend the riders' briefing.

The Clerk of the Course, the Secretary of the Meeting, the Technical Inspector, the Chief Timekeeper, the Paddock Official, the Starter, the Chief Flag Marshal, the Chief Medical Officer and the team managers may also attend this briefing.

During this briefing, matters relating to the circuit and safety and race procedures will be discussed.

After the briefing, there will be a demonstration of the complete start procedure.

It is the responsibility of each rider and team to attend the briefing, be aware of all information given and follow all instructions issued.

The FIM Race Director may take the roll call or spot-check attendance.

037.14 RIDERS

037.14.1 Automatically qualified riders

At the first meeting:

The first 20 riders of the FIM Supercross World Championship standings of the previous year are automatically qualified riders for the two Heats. They will not have to go through any Pre-Qualifying. In case of a tie, the rider who has obtained the best finish position in a meeting counting towards previous year's Championship, will be placed before the other(s). If not all of these 20 automatically qualified riders take part, then more places will be available for the non-qualified riders.

From the second meeting onwards:

The first 20 riders of the current FIM Supercross World Championship standings are automatically qualified riders for the two Heats. They will not have to go through any Pre-Qualifying. In case of a tie, the rider who has obtained the best finish position in prior meetings, will be placed before the other(s). If not all of these 20 automatically qualified riders take part, then more places will be available for the non-qualified riders.



037.14.2 Non-qualified riders

For all meetings:

Any rider not meeting the criteria of an automatically qualified rider will be considered a non-qualified rider. Non-qualified riders must go through Pre-Qualifying.

037.15 PROGRAM

FIM Supercross World Championship meetings are organised according to an established procedure/model.

The complete race program including the Pre-Qualifying Races, the Consolation Race and/or the Heats, the Semi-Finals, the Last Chance Qualifier and the Final may also be referred to as "Races".

037.15.1 Pre-Qualifying for the meeting

Depending on the number of entries, a Pre-Qualifying process will be included in the program or not.

Pre-Qualifying for the non-qualified riders will involve Pre-Qualifying Races and a Consolation Race.

a) Up to 40 riders entering the meeting:

There will be no Pre-Qualifying Races.

The FIM Race Director will place the non-qualified riders in the Heats by random. The first non-qualified rider will be placed in Heat 2, the second non-qualified rider will be placed in Heat 1, the third non-qualified rider will be placed in Heat 2, and so on.

b) More than 40 riders entering the meeting:

Pre-Qualifying Races and a Consolation Race will be organised for the non-qualified riders after the end of the Practices.

Depending upon the number of non-qualified riders, the FIM Race Director will place them in the two or more Pre-Qualifying Races by random. The number of non-qualified riders in each Pre-Qualifying Race must be as equally as possible.



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Depending upon the number of automatically qualified riders present, and the number of Pre-Qualifying Races, the FIM Race Director will decide upon the number of non-qualified riders who transfer to the Heats. Traditionally, twice as many riders are taken from the Pre-Qualifying Races than the Consolation Race.

After the Pre-Qualifying Races, a Consolation Race will be organized for the remaining non-qualified riders. A designated number of non-qualified riders will transfer to the Heats.

The Pre-Qualifying process is thus the following:

	Finishing Positions	Result
<i>Pre-Qualifying Races (*) (X riders/4 laps(**))</i>	<i>X to X</i>	<i>Transfer to the Heats</i>
	<i>X to X</i>	<i>Transfer to the Consolation Race</i>
<i>Consolation Race (***) (X remaining riders/4 laps(**))</i>	<i>X to X</i>	<i>Transfer to the Heats</i>
	<i>X to X</i>	<i>Are eliminated</i>

X Number to be decided by the FIM Race Director.

() Only if more than 40 entries. However, the FIM Race Director may decide to accept up to 44 riders without organising any Pre-Qualifying Races. In that case, each Heat will count 22 riders.*

*(**) The FIM Race Director may decide to change the number of laps taking into account the circuit or the best interest for the meeting.*

*(***) Only if Pre-Qualifying Races are organised.*

Riders may not change races.

Timing of each Race shall continue until after all the riders have left the course.

Once the Pre-Qualifying process has been terminated a maximum of 40 riders can participate in the program of the FIM Supercross World Championship meeting; a maximum of 20 automatically qualified riders, the remaining spots to be filled by non-qualified riders.

037.15.2 FIM Supercross World Championship Program

The program of the FIM Supercross World Championship meeting will involve two Heats, two Semi-Finals, one Last Chance Qualifier and one Final.



The Heats are established as follows:

a) **Automatically qualified riders:**

1) **At the first meeting:**

The automatically qualified riders are first in the Heats. They will be placed in their Heat as follows (supposing they are all present): the winner of previous year's FIM Supercross World Championship in Heat 2, the number two in previous year's final standings in Heat 1, the number three in previous year's final standings in Heat 2, the number four in previous year's final standings in Heat 1, and so on.

2) **From the second meeting onwards:**

The automatically qualified riders are first in the Heats. They will be placed in their Heat as follows (supposing they are all present): the points leader of the current FIM Supercross World Championship in Heat 2, the number two in the current standings in Heat 1, the number three in the current standings in Heat 2, the number four in the current standings in Heat 1, and so on.

b) **Non-qualified riders:**

The remaining positions in the Heats may be filled by non-qualified riders. They will have to go through Pre-Qualifying.

1) **For all meetings:**

Depending upon the number of Pre-Qualifying Races, the non-qualified riders who qualified directly from the Pre-Qualification Races will be allocated to the Heats as follows:

Firstly, the winner of the fastest Pre-Qualifying Race will transfer to Heat 2; the winner of the other Pre-Qualifying Race will transfer to Heat 1, and so on. Once the winner of each Pre-Qualifying Race has been allocated to a Heat, the second placed rider of each Pre-Qualifying Race will be allocated to a Heat. The second placed rider of the fastest Pre-Qualifying Race will be allocated to Heat 1 or 2, depending on which Heat is next after all the winners of a Pre-Qualifying Race have been allocated to their Heat.



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The last non-qualified riders to be allocated to the Heats are those who qualified by their result in the Consolation Race. The winner of the Consolation Race will be allocated to Heat 2, the second placed rider to Heat 1, and so on.

The established program of the FIM Supercross World Championship meeting is thus the following:

	<u>Finishing positions</u>	<u>Result</u>
- Heat 1 / Heat 2 (20/22 riders (*) / 8 laps)	1 to 4	transfer to the Final
(*) Upon decision from the FIM Race Director	5 to 20	transfer to the Semi-Finals (**)
(**) The non-qualified riders from Heat 1 transfer to Semi-Final 1; the non-qualified riders of Heat 2 transfer to Semi-Final 2.		
- Semi-Final 1 / Semi-Final 2 (16 riders / 6 laps)	1 to 5	transfer to the Final
	6 to 16	transfer to the Last Chance Qualifier
- Last Chance Qualifier (22 riders / 6 laps)	1 to 2	transfer to the Final
	3 to 22	are eliminated
- Final (20 riders / 20 laps)	1 to 20	score World Championship points

Timing of each Race shall continue until all the riders have finished and/or left the course.

037.16 STARTING ORDER

037.16.1 For the Pre-Qualifying Races

The starting order of the non-qualified riders for their Pre-Qualifying Races is according the random result establishing the Pre-Qualifying Races.

037.16.2 For the Consolation Race

- a) Firstly, the Pre-Qualifying Races will be ranked according to the fastest time set by the winner of each Pre-Qualifying Race.



- b) *Then, the fastest non-qualified rider still remaining of the fastest Pre-Qualifying Race will proceed first to the starting gate; he will be followed by the fastest non-qualified rider still remaining of the second fastest Pre-Qualifying Race, and so on. Once the fastest non-qualified rider of each Pre-Qualifying Race has taken his position, the second fastest rider of each Pre-Qualifying Race will proceed to the starting gate, and so on.*

037.16.3 For the Heats

- a) *In each Heat, the first riders to proceed to the starting gate are the automatically qualified riders. The best placed rider in the standings will proceed first to the gate, followed by the next best placed rider, and so on.*
- b) *The following riders to proceed to the starting gate are the riders who qualified from the Pre-Qualification Races. They will proceed to the gate in the order as they have been allocated to the Heats.*
- c) *The last riders to proceed to the starting gate are the riders who qualified from the Consolation Race. They will proceed to the gate in the order as they have been allocated to the Heats.*

037.16.4 For the Semi-Finals

The non-qualified riders of Heat 1 will transfer to Semi-Final 1; the non-qualified riders of Heat 2 will transfer to Semi-Final 2.

In each Semi-Final, the first rider to proceed to the starting gate is the 5th placed rider of the preceding Heat, followed by the 6th placed rider of that Heat, followed by the 7th placed rider of that Heat, and so on.

037.16.5 For the Last Chance Qualifier

The first rider to proceed to the starting gate is the 6th placed rider of the fastest Semi-Final, followed by the 6th placed rider of the other Semi-Final, followed by the 7th placed rider of the fastest Semi-Final, the 7th placed rider of the other Semi-Final, and so on.

037.16.6 For the Final

- a) *The first riders to proceed to the starting gate are the 8 riders who qualified directly from the Heats. The winner of the fastest Heat proceeds first to the gate, followed by the winner of the other Heat, followed by the 2nd placed rider of the fastest Heat, the 2nd fastest rider of the other Heat, and so on.*



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- b) *The next riders to proceed to the starting gate are the 10 riders who qualified from the Semi-Finals. The winner of the fastest Semi-Final proceeds first to the gate, followed by the winner of the other Semi-Final, followed by the 2nd placed rider of the fastest Semi-Final, the 2nd fastest rider of the other Semi-Final, and so on.*
- c) *The last riders to proceed to the starting gate are the 2 riders who qualified from the Last Chance Qualifier. The winner of Last Chance Qualifier proceeds first to the gate, followed by the 2nd placed rider.*

037.17 PARADE LAP

The riders participating in the Final must make a parade lap before the start of that Final.

Once a rider has started his parade lap, he must continue in the direction of the race, unless directed to do so by the FIM Race Director or his designee.

At the end of the Parade Lap, the riders must return to the starting area.

037.18 AUTOGRAPH SESSION

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

037.19 START

037.19.1 Start procedure

Riders will be called from the starting area and choose their starting position at the starting gate.

The riders may be accompanied by their mechanic.

Riders may groom their place behind the starting gate, without the use of any tools. Riders or their team members are forbidden to groom in front of the starting gate or to water the starting lines.



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Once a rider has taken his position at the starting gate, he cannot change it, return to the waiting zone or receive assistance prior to the start.

Starts must take place from one row. Mass starts will be made with engines running.

Riders may not use any starting aid devices (starting blocks, other elevating devices, etc.) at the start.

When all riders are on the starting line, the Starter will hold a "30 second" sign upright for 30 full seconds. The mechanics must leave and go in the mechanic and signalling area.

At the end of 30 seconds, the starter will turn it sideways for at least 5 seconds but not more than 10 seconds. During the 5 to 10 seconds interval the starting gate will drop.

A rider jumping or fouling the starting gate may receive a one lap penalty.

*Riders having mechanical problems at the starting gate at this point in time must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic may give assistance at the gate. **These riders may still join the race from the starting area.***

Furthermore, assistance by mechanic(s) is allowed through the first turn following the start of a race.

037.20 STOPPING OF A RACE

The FIM Race Director is authorised to prematurely stop any Practice session or race for urgent and/or safety reasons or other cases of "force majeure". In that case, a red flag will be displayed to the riders.

1. False start (starting gate malfunction)

A red flag will be displayed to the riders.

The riders will return to the starting area and the re-start will take place as soon as possible.

Riders who were unable to join the race by this procedure are barred from any subsequent starts



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Riders who were not present for the original start of the race will be barred from any subsequent re-starts.

The riders will keep their initial starting order.

The riders will be restarted from the starting gate.

2. The race is stopped

(with three laps or less completed by the race leader)

A red flag will be displayed to the riders.

The riders will return to the starting area and the re-start will take place as soon as possible but no later than 10 minutes following the red flag.

The riders will keep their initial starting order.

The riders will be restarted from the starting gate.

*Riders who were present at the starting gate for the original start of the race but were unable to start due to a stalled motorcycle may **only** join the race from the starting area until the time the race leader finishes the first lap.*

The race will be run over the original number of 20 laps.

3. The race is stopped

(with more than three laps completed by the race leader)

A red flag will be displayed to the riders.

The riders will return to the starting area and the re-start will take place as soon as possible but no later than 10 minutes following the red flag.

The riders starting positions will be determined by their race positions in the lap preceding the lap in which the red flag was displayed.

The riders will be restarted from a staggered standing start in the starting area.

*Riders who were present at the starting gate for the original start of the race but were unable to start due to a stalled motorcycle may **only** join the race from the starting area until the time the race leader finishes the first lap.*



The race will be run over the remaining number of laps or a minimum of 2 laps.

In all cases, changing of motorcycles will not be allowed.

Riders determined by the FIM Race Director to be responsible for a race being stopped, will be placed at the rear of the re-start or the finishing order relative to their involvement (first rider involved last, second rider involved next to last, and so on).

**037.21 RIDER BEHAVIOUR AND ASSISTANCE
DURING PRACTICE, PRE-QUALIFYING AND RACES**

Riders must at all times adhere to the provisions of the FIM Supercross World Championship Regulations.

Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of the other riders, team members, officials, spectators and other persons involved in the meeting.

Riders must report any underlying medical disorder or injury they may have to the CMO.

At any time during the meeting, on request of the FIM Race Director, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.

At all times during the meeting, a rider will be responsible for keeping his machine in conformity to the rules.

Riders may be held responsible for the actions of their team members.

*Riders must wear helmets and protective gear at all times when riding on the course. **Goggles must be worn at the start of every race.***

Riders must obey the official flag/light signals and the boards which convey instructions.

Riders must carry "on board" cameras on their motorcycles when requested by the Championship Promoter.



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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.

During a meeting, 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 FIM Race Director.

Riders must ride in a responsible manner which does not cause danger to other competitors or other participants (officials and/or public) in the meeting.

Riders must always ride in the direction of the race, unless directed to do so by the FIM Race Director or his designee.

No one, except riders who have been officially entered, may ride or practice on any course on the race day of the meeting. Unofficial practices on the race day of the meeting are prohibited.

During the Practice sessions, riders may test any equipment, deemed acceptable by the FIM, under the direction of the FIM Race Director.

Riders must attempt to start a Pre-Qualifying Race, a Consolation Race, a Heat, a Semi-Final and/or Last Chance Race in order to be eligible for the Final.

During Practices and races, consultation between team members and riders is restricted to the approved signalling and repair zone. 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.

Only the following signals are allowed between riders/motorcycles and persons connected with them: data and images from official timekeeping transponders and on-board cameras, pit board messages displayed in approved areas and "body language" communication by the rider. Radio communication with riders is strictly forbidden.

Any outside assistance on the course to the riders is forbidden during the Practices and races unless it is provided by a Flag Marshal carrying out his duty in the interests of safety or any other Official placed there for the purpose of control.

Marshals may assist riders by lifting motorcycles, moving them to a safe place and holding them while repairs or adjustments are made. Any repairs or adjustments must be made by the rider, working alone with no outside assistance in a suitable area outside the course. Marshals may also assist riders to re-start their motorcycles.



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"Crash trucks" retrieving disabled motorcycles from the course may pass through the paddock area to deliver such motorcycles to the designated team area.

Riders should use only the course. Course cutting is forbidden.

However, if a rider accidentally leaves the course he may continue by safely re-entering the course, without gaining an advantage, from the closest point to where they left the course. It will be the duty of the FIM Race Director or his designee to determine as to whether a rider gained any advantage by leaving the race course and re-entering. A rider may be determined to have gained an advantage without gaining a race position.

Unless directed to do so by the FIM Race Director or his designee, no one at any time will be permitted to ride a motorcycle in the wrong direction on the track.

A zone at the edge of the track must be reserved for repairs and signalling during the practices and races. Only mechanics, signallers, representatives of the Industry and essential officials bearing valid passes are permitted in this area.

Riders may enter the repair zone to modify, adjust or replace any part of their safety apparel or motorcycle except the frame, which must be sealed. For silencers, refer to the FIM Supercross World Championship Regulations. Refuelling is permitted, but must be done with engines dead.

No replacement of safety apparel, refuelling or mechanical service may be carried out on the course or outside of the repair zone or waiting zone.

Riders entering the repair zone must come to a complete stop.

Riders who stop their engines in the repair zone may be assisted in re-starting.

If a rider has presented two motorcycles under his name and starting number, the final choice of motorcycle to be used in a race must be made prior to any qualifying.

Consequently, riders must start and compete a FIM Supercross World Championship meeting, beginning with qualifying, on the same motorcycle (same main frame). At the discretion of the FIM Race Director, permission may be granted to change the main frame if it is damaged.

Riders must use the same motorcycle for parade or sighting lap as for the race.



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Riders may groom their place behind the starting gate, without the use of any tools. Riders or their team members are forbidden to groom in front of the starting gate or to water the starting lines.

Riders may not use any starting aid devices (starting blocks, other elevating devices, etc.) at the start.

Once a rider has taken his position at the starting gate, he cannot change it, return to the waiting zone or receive assistance prior to the start.

Riders having mechanical problems at the starting gate must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic(s) may give assistance at the gate.

Furthermore, assistance by mechanic(s) is allowed through the first turn following the start of a race.

Riders who enter the paddock during a race will not be allowed to rejoin that race.

Riders returning slowly to the signalling and repair zone or paddock should take care to avoid the racing line and interfering with other riders.

A rider whose motorcycle is disabled before reaching the finish line may, by his own unaided muscular energy, push or carry the motorcycle in the proper direction of the course to complete the race unless the rider concerned is determined to be a hazard by the FIM Race Director.

When crossing control lines, the rider must always be in contact with the motorcycle.

A rider who is present at a meeting and who does not take part in the practices and/or in the races and/or leaves the meeting must always inform the FIM Race Director about the reasons of his non-participation.

037.22 OFFICIAL SIGNALS

Official signals shall be given by means of flags and lights.



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037.22.1 Operational flags/lights

Signal:	Indicating:
<i>Green flag/light</i>	<i>The start of a race or that the course is clear.</i>
<i>Black and white chequered flag</i>	<i>The end of the practice session or the race.</i>
<i>Red flag</i>	<i>The race has been stopped. Riders must reduce speed and proceed safely to the starting area.</i>
<i>(All false starts must be indicated by waving a red flag)</i>	
<i>Red light</i>	<i>When shown at a section with multiple jumps or whoops, riders must take each jump/"whoop" individually with no overtaking permitted until past the area of concern.</i>
<i>Black flag and a board with a rider's number on it</i>	<i>Indicates a problem with the rider in question's motorcycle or that he is disqualified. The rider in question must carefully reduce speed and proceed around the course to the pit area. He is not permitted to return to the course unless cleared by the FIM Race Director.</i>

037.22.2 Warning flags/lights

Signal:	Indicating:
<i>Yellow flag, held stationary</i>	<i>Danger, a serious hazardous situation on or near the course. Riders should proceed with caution. Overtaking is allowed.</i>
<i>Yellow flag, waved/Yellow light</i>	<i>Immediate danger, a serious hazardous situation on or near the course. Riders should proceed with caution and be prepared to stop.</i>



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<i>Light blue flag with a diagonal yellow stripe</i>	<i>You are about to be lapped. The rider who is shown this flag must hold his racing line and not impede the faster riders' progress. Riders disregarding this flag may be black-flagged by the FIM Race Director.</i>
<i>(The light blue flag with a diagonal yellow stripe must be used by supplementary flag marshals, specialised for this flag only)</i>	

<i>White flag with red cross</i>	<i>Safety vehicle(s) or emergency personnel are on the course. When displayed at a section with multiple jumps or whoops, riders must proceed with caution and take each jump/"whoop" individually with no overtaking permitted until past the area of concern.</i>
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037.22.3 **Courtesy flags**

Signal:	Indicating:
<i>White flag and green flag crossed</i>	<i>Half of the total race distance has been covered.</i>
<i>(The white and green flags crossed must be used by the Starter only)</i>	
<i>White flag</i>	<i>Riders are engaging in the final lap of their race.</i>
<i>(The white must be used by the Starter only)</i>	

037.23 **RESULTS**

037.23.1 **Procedure**

The winner of a race is the rider who crosses the finish line first. The riders still racing will then be stopped when crossing the finishing line.

The time at which a motorcycle crosses a control line shall be registered at the moment the foremost part of the motorcycle crosses the line.

When crossing control lines, the rider must always be in contact with the motorcycle.



Races are officially ended at the completion of the lap the chequered flag is displayed to the winner.

All the riders participating in the race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by riders with one less lap, then two laps and so on. Riders must cross the finish line within 5 minutes of the arrival of the winner, otherwise they will be considered as dropping out of the race. The procedure to determine the classification in the results of riders dropping out of the race 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.

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.

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.

All results must be homologated by FIM Race Director.

The results will not become official until the time limits for protests have elapsed.

If a protest is lodged, the results will not become official until a decision is taken by the FIM Race Director.

If an appeal is lodged against the decision of the FIM Race Director, the results cannot be considered as definitive until a final decision has been taken by the competent body.

037.23.2 Presentation and publication

The final results of each FIM Supercross World Championship meeting, duly signed by the Clerk of the Course, must be sent by telefax or electronic mail to the FIM Executive Secretariat, immediately after the end of the meeting, clearly indicating:

- ***Title of the Meeting;***
- ***IMN number;***
- ***FMNR;***
- ***Date and venue of the meeting;***
- ***Class.***



The results must always include the following information:

- **Position, name and first name of the riders;**
- **FMN of the rider;**
- **Nationality of the rider;**
- **Motorcycle of the rider;**
- **Team of the rider (if the Team is holder of a valid FIM Sponsor Licence);**
- **The number of laps and times of all riders;**
- **The number of classified riders;**
- **The winner's average speed;**
- **The author, the time and average speed of the best lap in race.**

037.24 POINTS FOR THE CHAMPIONSHIPS

When the results of the Final of a FIM Supercross World Championship meeting have been homologated, World Championship points will be awarded to the riders according to the following scale:

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

All organised meetings counting towards the FIM Supercross World Championship will be taken into consideration. However, the FIM Management Council or, if necessary, the FIM Executive Board is entitled, on proposal of the Motocross Commission and in exceptional circumstances, to make a decision deviating from this principle.

The winner of the Championship is the rider who has obtained the most points from all the FIM Supercross World Championship Finals, irrespective of the number of meetings he completed.

In case of ties, the number of better placings will be taken into account.



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If a tie still exists, the points scored in Final of the last FIM Supercross World Championship meeting will determine the order of placing in the final standings.

For the Manufacturers' Supercross World Championship, only the highest placed motorcycle of each Manufacturer will gain points, according to their position in each FIM Supercross World Championship Final. To determine the winner of the Championship, the same conditions as for the riders apply.

The World Championship standings cannot be considered definitive until the time limits for protests and appeals have elapsed, all protests and appeals have been settled and a final decision has been taken by the competent bodies.

The FIM Supercross World Champion is obliged to attend the official FIM Prize-giving Ceremony which will be held in December of the year of the Championship.

037.25 PROTESTS

Riders participating in the FIM Supercross World Championship will be subject to the rules, procedures and penalties laid down in the FIM Disciplinary and Arbitration Code.

At a FIM Supercross World Championship meeting, the FIM Race Director will be qualified to deal with disciplinary and arbitration matters. He will have the same competence as the International Jury.

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM and the Supplementary Regulations and be accompanied by a fee of US \$/€ 670.- or the equivalent amount in local currency, returnable if the protest is justified.

If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of US \$/€ 135.-. 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 US \$/€ 800.-.



037.26 VERIFICATIONS AND CONTROLS AFTER THE FINAL

037.26.1 Noise control after each race

Immediately after each Final, any motorcycle may be checked at the request of the FIM Race Director or the Technical Inspector for compliance with noise regulations.

Action may be taken against any rider whose motorcycle is above the maximum allowed post-race limit of dB/A 102.

The normal penalty for such a violation will be to add one minute to the rider's riding time in the race in question. Once one minute has been added, the rider will then be classified with the riders who have an equal number of laps according to his time.

If, in the judgement of the FIM Race Director, the violation was unintentional and/or caused by an accident and the violation did not enhance the performance of the motorcycle, he may waive the penalty.

Subject to rules governing outside assistance, riders may freely change their silencers but their motorcycles must be checked for compliance. Therefore the Technical Inspector and the noise measuring equipment must be available throughout the meeting.

037.26.2 Final verification

Immediately after the end of the Final, the first 3 motorcycles of the race will be placed in a closed park for technical control.

Other motorcycles may also be checked at the request of FIM Race Director or Technical Inspector.

All these motorcycles must remain in the closed park for 30 minutes after the arrival of the winner, in case of a protest or should further examination be required.

Action will be taken against any rider whose motorcycle is not in compliance with the current technical regulations. The motorcycle in question may be assumed to have been in violation with the technical regulations for the entire FIM Supercross World Championship meeting.

A rider whose motorcycle fails to meet the technical requirements will be excluded from the whole meeting and forfeit all Championship points and prize money earned.



037.26.3 Cost for a motorcycle control following a protest

The fee for dismantling a motorcycle will be US \$/€ 135.-. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.

037.26.4 Fuel control

A fuel control may be carried out at any time during a meeting, according to procedure under Art. 037.2.2.12. Riders whose fuel fails to meet the technical requirements will be excluded from the whole meeting and forfeit all Championship points and prize money earned. These riders will also be liable for the reimbursement of the full costs of the test, and further penalties may be imposed.

All requests for fuel controls following a protest must be accompanied by a deposit of US \$/€ 800.- paid to the FIM Race Director or the FIM (supplementary controls).

Any new requests for controls must be presented to the FIM within 5 days of the reception date of the results of the preceding control notified in conformity with the FIM Supercross World Championships Regulations.

After the last control:

- *The winning party will have its deposit reimbursed;*
- *The losing party will have to pay the costs of all the controls carried out after deduction of deposits which it had already paid.*

037.26.5 Anti-doping and alcohol tests

Anti-doping and alcohol tests may be carried out according to the FIM Supercross World Championship Regulations.

Riders participating in the FIM Supercross World Championship will be subject to the rules, procedures and penalties laid down in the FIM Medical Code.

A rider who tests positive will be excluded from the whole meeting and forfeit all Championship points and prize money earned. Additional penalties may be imposed.

037.27 LAP OF HONOUR

The Winner of the Final will be expected to make a lap of honour, conditions and weather permitting.



037.28 PRIZE-GIVING CEREMONY

The first three riders of the Final must take part in the **official** prize-giving ceremony which is organised immediately after that Final, conditions permitting. Any infraction of this rule will be penalised by the FIM Race Director.

During this official prize giving ceremony, the national anthem of the winner's country (based on his passport) must be played and the national flags of the first three riders may be hoisted at the same time.

037.29 PRESS CONFERENCE

The first three riders of the Final, and other riders invited at the discretion of the Championship Promoter, must take part in the post-race press conference which is organised immediately after that Final, conditions permitting. Any infraction of this rule will be penalised by the FIM Race Director.

037.30 PRIZES

All payments will be made by cheque by the Championship Promoter.

Should an FMN consider that one of its riders has had his prize money not paid at the correct level, this matter may be submitted to the Executive Secretariat which will take immediate action.

037.30.1 Prize scale for the Last Chance Qualifier

The following prizes (in US Dollars/\$).will be paid by the Championship Promoter to the riders in the Last Chance Qualifier:

<u>Position</u>	<u>\$</u>	<u>Position</u>	<u>\$</u>	<u>Position</u>	<u>\$</u>
3.	1,000.-	10.	1,000.-	17.	500.-
4.	1,000.-	11.	1,000.-	18.	500.-
5.	1,000.-	12.	1,000.-	19.	500.-
6.	1,000.-	13.	500.-	20.	500.-
7.	1,000.-	14.	500.-	21.	500.-
8.	1,000.-	15.	500.-	22.	500.-
9.	1,000.-	16.	500.-		
				Total:	15,000.-



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037.30.2 Prize scale for the Final

The following prizes (in US Dollars/\$).will be paid by the Championship Promoter to the riders after each Final:

<u>Position</u>	<u>\$</u>	<u>Position</u>	<u>\$</u>	<u>Position</u>	<u>\$</u>
1.	10,000.-	8.	1,600.-	15.	1,400.-
2.	4,000.-	9.	1,550.-	16.	1,380.-
3.	2,500.-	10.	1,500.-	17.	1,360.-
4.	2,250.-	11.	1,480.-	18.	1,340.-
5.	2,000.-	12.	1,460.-	19.	1,320.-
6.	1,750.-	13.	1,440.-	20.	1,300.-
7.	1,650.-	14.	1,420.-		
				Total:	42,700.-

039.30.3 Prize scale for the Championship

The following prizes (in US Dollars/\$).will be paid by the Championship Promoter to the first 20 riders of the final standings of the FIM Supercross World Championship:

<u>Position</u>	<u>\$</u>	<u>Position</u>	<u>\$</u>	<u>Position</u>	<u>\$</u>
1.	100,000.-	8.	6,500.-	15.	5'000.-
2.	30,000.-	9.	6,000.-	16.	5'000.-
3.	15,000.-	10.	5,500.-	17.	5'000.-
4.	12,500.-	11.	5'000.-	18.	5'000.-
5.	10,000.-	12.	5'000.-	19.	5'000.-
6.	7,500.-	13.	5'000.-	20.	5'000.-
7.	7,000.-	14.	5'000.-		
				Total:	250'000.-

If made mandatory, riders must display the FIM Supercross World Championship logo on the number plates and their racing shirt, otherwise they will forfeit 50% of their prize money.