

**FIM VINTAGE MOTOCROSS WORLD CUPS
REGULATIONS**

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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 Motocross Regulations
4. FIM Motocross Technical Regulations
5. FIM Disciplinary and Arbitration Code
6. FIM Motocross Circuit Standards
7. FIM Environmental Code
8. FIM Medical Code
9. FIM Anti-Doping Code
10. FIM Yearbook
11. FIM Organiser's Manual

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

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

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

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

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.

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 MOTOCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS
1.1 FIM World Championships and Prize Events

1. FIM MOTOCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS

1.1 FIM World Cups

1. Each year, the FIM holds FIM Vintage Motocross World Cups.
2. FIM Vintage Motocross World Cups are organised according to the FIM Regulations, Sporting Code, Chapter 30 - "FIM World Championships and Prize Events".
3. A series of events counting towards the FIM Vintage Motocross World Cups will be organised for riders.
4. The following World Cups will be organised:
 - a) FIM Vintage Motocross Classic 125 World Cup;
 - b) FIM Vintage Motocross Classic 250 World Cup;
 - c) FIM Vintage Motocross Classic 500 World Cup;
 - d) FIM Vintage Motocross Evo 125 World Cup;
 - e) FIM Vintage Motocross Evo 250 World Cup;
 - f) FIM Vintage Motocross Evo 500 World Cup.
5. These World Cups may also be called FIM Vintage Motocross World Cup(s).

1. FIM MOTOCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS

1.2 Events

1.2 Events

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

1. FIM MOTOCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS
1.3 Format of the Event

1.3 Format of the Event

1. For each class, the format of a FIM Vintage Motocross World Cup event is as follows:

| Vintage Motocross | Duration per session | Maximum |
|--------------------------|-----------------------------|----------------|
| 1 X Free Practice | 20 minutes | 50 riders |
| 1 X Time Practice | 20 minutes | 50 riders |
| 1 X Warm-Up | 15 minutes | 42 riders |
| 2 X Races | 15 minutes + 1 lap | 40 riders |

2. The Free Practice, Time Practice and Warm-Up sessions may also be referred to as “Practices”.
3. The Time Practice may also be referred to as “qualifying”.

1. FIM MOTOCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS
1.4 FIM Vintage Motocross World Cups Criteria

1.4 FIM Vintage Motocross World Cups Criteria

1. The final FIM Vintage Motocross World Cup standings cannot be considered definitive until the time limits for protests and appeals have elapsed, all protests and appeals have been settled and a final decision has been taken by the competent bodies.
2. All organised events counting towards the corresponding FIM Vintage Motocross World Cup will be taken into consideration. However, the FIM Board of Directors or, if necessary, the FIM Executive Board is entitled, upon proposal from the FIM Motocross Commission and in exceptional circumstances, to decide deviating from this principle.
3. For the first event of the FIM Vintage Motocross World Cup: the provisional point standings will be identical to the overall point standings of the event in question.
4. As of the second event of the FIM Vintage Motocross World Cup, the riders will be ranked according to the total number of points they have scored.
5. In case of ties in the provisional standings, the number of better overall placings will be considered.
6. If a tie still exists, the points scored in the last event will then determine the order of placing in the provisional standings. If necessary, the points scored in the last, but one event will determine the order of placing in the provisional standings, and so on...
7. The winner of the FIM Vintage Motocross World Cup is the rider who has obtained the most points from all the Races of the FIM World Cup, irrespective of the number of events he has completed.
8. In case of ties for the final standings of the FIM World Cup, the same conditions as for the provisional standings will apply to determine the winner of the World Cup and the ranking of the riders tied in points.

1. FIM MOTOCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS
1.5 Support Races

1.5 Support Races

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

2. ENTRIES AND RIDERS

2.1 Acceptance of Entries

2. ENTRIES AND RIDERS

2.1 Acceptance of Entries

1. Entries must be made according to the procedure defined by the FIM Administration and will be published in the Supplementary Regulations of the event.
2. Entries to an FIM Vintage Motocross World Cup event will be accepted for riders who:
 - a) Are in possession of the appropriate FIM Vintage Motocross World Cup licence (see Art. 2.3 Age of Riders and FIM Sporting Code 70.2.1. FIM Licence for riders, passengers and teams). By issuing the FIM Vintage Motocross World Cup licence, the FMN certifies that the rider is insured for personal accidents covering, death, permanent disability; medical treatment and repatriation equivalent to the minimum benefits required by the FIM for the current year in accordance with Art 110.2 of the FIM Sporting Code. The FMNs have the responsibility of informing the FIM and the FIM Championship Promoter (if any) whenever they have suspended a rider or withdrawn his licence.
 - b) Have requested an entry before the closing date of the event.
3. At each event, riders are restricted to one FIM World Cup and one class only.
4. Riders may enter for one or more events always using the official/specific entry procedure of the Cup. All the requested information regarding the rider, team, the make of motorcycle and its year of production must be indicated.
5. Provisional entries can be made by e-mail to the competent body but must be confirmed by the duly completed official entry form on-line.
6. It is recommended that a provisional entry indicates 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 Motocross World Cup licence number of the rider (if the licence has already been issued).
 - Date of birth and nationality of the rider.
 - Motorcycle, its year of production and team of the rider.
7. Riders may be required to sign an individual entry form during the administrative control.

2. ENTRIES AND RIDERS

2.1 Acceptance of Entries

8. The closing date for entries for events counting towards the FIM Vintage Motocross World Cup is 5 days before the event.
9. The FIM Administration will publish the list of entries for each event.
10. Riders who have been entered in an event of the FIM Vintage Motocross World Cup are not allowed to participate in any Continental, international or national races at the same event.
11. Should an FMN consider that one of its riders has had his entry wrongly refused, the matter may be submitted to the FIM Administration who will take immediate action.
12. If at any point in time after the publication of the entry list, the total number of entries should not reach the maximum of 50, the organiser is entitled to enter more riders to reach the authorised maximum before Thursday noon preceding the beginning of the event.
13. For these riders entered by the organiser, all listed entry conditions (apart from the closing date of entries) apply.
14. The Organiser must then inform the rider's FMN, the FIM, the FMNR and/or the organiser in writing or by e-mail before the end of the technical verifications prior to the event in question

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.2 Age of Riders

2.2 Age of Riders

1. FIM Motocross World Cup licences for riders are issued, only when they have attained the minimum age, as indicated below:
 - a) FIM Vintage Motocross Classic World Cup: 40 years.
 - b) FIM Vintage Motocross Evo World Cup: 40 years.
2. The limit for the minimum age starts on the date of the rider's birthday and must be reached at the moment of the first technical verifications of the event in question.
3. The maximum age is as indicated below:
 - a) FIM Vintage Motocross Classic World Cup: 65 years.
 - b) FIM Vintage Motocross Evo World Cup: 65 years.
4. The limit for the maximum age finishes at the end of the calendar year in which the rider reaches the maximum age of the class in question.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.3 Replacement Riders

2.3 Replacement Riders

1. A replacement rider is a rider who replaces a rider of the same FMN who has been withdrawn from the entry list. A replacement rider is not considered as a "late entry".
2. The replacement of an entered rider who has been withdrawn from the entry list can thus be accepted.
3. The FMN of the riders concerned must then inform the FIM Championship Promoter in writing or by e-mail before the end of the technical verifications prior to the event.
4. Consequently, 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.
5. For the replacement riders, all listed entry conditions (apart from the closing date of entries) apply.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.4 Reserve Riders

2.4 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. In each Cup/class, two 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. The decision to admit one or more reserve riders to a race 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.
5. A reserve rider who was not allowed to start in the first race can do so in the second race if required.
6. On the other hand, a reserve rider who took part in the first race will not be allowed to participate in the second race if all the qualified riders are in the waiting zone.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.5 Starting Numbers

2.5 Starting Numbers

1. Every rider participating in a FIM Vintage World Cup will be allocated a permanent starting number for the season by the organiser.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.6 Non-Participation in an Event

2.6 Non-Participation in an Event

1. Riders who enter an FIM Vintage Motocross World Cup event and who cannot take part are subject to the provisions of the FIM Regulations.
2. The FMN(s) of any riders who do not inform both the FIM Administration and/or the FMNR/organisers of their inability to attend, or who do not provide an acceptable reason before the end of the Technical Verifications, may be fined € 150.- by the FIM Administration.
3. A 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 International Jury.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.7 Rider Apparel

2.7 Rider Apparel

1. Riders are responsible for and must rely on their own judgement in the selection of helmets and apparel which will provide appropriate and durable protection.
2. The helmet, eye protection, equipment and protective clothing must be in accordance with the FIM Technical Rules Motocross.
3. Although the FIM approves materials, it does not endorse or guarantee specific products or manufacturers.
4. The following apparel must be worn by riders during each practice, qualification, Warm-Up Practice, sighting lap or Race:
 - A. Helmets**
 5. Helmets must be marked with one of the official international standard marks mentioned in the FIM Technical Rules Motocross. Long hair must be contained within the helmet.
 - B. Eye protection**
 6. Goggles must be worn during all on-course competition (Practices, sighting laps or Races). However, in adverse racing conditions riders may take off their goggles but it is strongly recommended to get a new set in the pit lane during the next lap.
 - C. Equipment and protective clothing**
 7. This equipment includes but is not limited to boots, gloves, jerseys, pants and an unmodified full upper body protection (front and back). Gloves must be worn at the start of each practice, sighting lap or Race.
 - D. FIM logo**
 8. Riders must display the FIM 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 (see 6. Diagrams).
 9. It is recommended that riders print the FIM logo on their jerseys.
 - E. Family name/Starting number of the rider**
 10. Riders must wear a dorsal starting number conforming to the FIM Regulations, Art. 01.76 of the FIM Motocross Technical Regulations.
 11. The rider's starting number must appear on the back of his jersey. The number on the jersey must be the same as the one that has been allocated to the rider for the event.
 12. The family name of the rider must appear on the shoulder line of his jersey.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.7 Rider Apparel

13. If a back protector is worn over the jersey; the family name and number must appear on the back protector (same principles as for the jersey).
14. The name and the number must be legible at a distance and be in contrasting colour from the jersey/back protector colour surrounding the placement of the name/number. The name and number may be outlined. The colour of the outlining must be in contrast with the jersey/back protector colour as well as the name/number colour (ex: a white jersey with orange name/numbers could use a black outline).

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

2.8 Rider/Mechanic/Team Clothing

1. All riders, mechanics and Team members must present a clean and neat appearance.
2. Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.
3. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in restricted areas.
4. Shirts must have a collar.
5. Riders, mechanics and Team members are encouraged to display the FIM logo on shirts/uniform/clothing.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.9 Rider Behaviour and Assistance

2.9 Rider Behaviour and Assistance

1. Riders must, at all times, adhere to the provisions of the FIM Regulations.
2. Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of the other riders, team members, officials, spectators and other persons involved in the event.
3. Riders must report any underlying medical disorder or injury they may have to the CMO.
4. At any time during the event, on request of the Chief Technical Steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.
5. At all times during the event, a rider will be responsible for keeping his motorcycle in conformity with the rules.
6. Unsporting, aggressive or reckless behaviour from a rider or his team members and/or surroundings towards other competitors, mechanics, team staff and officials or other participants (organisers and promoters' staff, medical staff, press, public, etc.) on or off the track may be sanctioned by the International Jury with one of penalties under Art. 4.7§10.
7. Riders may be held responsible for the actions of their team members.
8. 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.
9. Riders must obey the official flag signals and the boards which convey instructions.
10. "On-board"-cameras are not allowed during the entire event, from the practice sessions until the end of the event.
11. Riders are responsible for attending the riders' briefing, for being aware of all information and following instructions issued during this briefing.
12. All body jewellery is to be taped over or removed during on-track competition.
13. The use of a portable music player is not allowed during on-track competition.
14. 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 penalized by the International Jury.
15. Riders not performing up to competition level may be excluded from the event by the International Jury.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.9 Rider Behaviour and Assistance

16. 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 International Jury with one of the penalties under Art. 4.7§10.
17. Goggles must be worn during all on-track competition (practice, qualification, "Warm-Up", sighting lap or race). However, in adverse racing conditions riders may take off their goggles but it is strongly recommended to get a new set in the pit lane during the next lap.
18. Riders are responsible for being aware of their surroundings at all times while on the course. They must obey all official signals and directions given to them or they may be sanctioned by the International Jury.
19. Riders must always start the Free/Time Practices and "Warm-Up" from the waiting zone. They will line up in the waiting zone in order of their arrival. Upon the signal from an official, riders leave the waiting zone for their practice session/Warm-Up one at a time without overtaking another rider before arriving onto the track.
20. Whenever there is a Race, a rider must enter the waiting zone with the motorcycle he is going to use for the Race in question.
21. 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.
22. 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.
23. Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal carrying out his duty in the interests of safety. Any infraction of this rule may be penalised.
24. Marshals may assist riders by lifting motorcycles and moving them to a safe place. Any repairs or adjustments must be made by the rider and/or passenger, working alone with no outside assistance. Marshals are not allowed to assist riders to re-start their motorcycles.
25. Whenever a rider/passenger is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Any infraction of this rule may be penalised by the International Jury with one of the penalties under Art. 4.7§10.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.9 Rider Behaviour and Assistance

26. Riders must use only the marked track (course). However, if they accidentally leave the course, they may continue at a greatly reduced speed, not accelerating in an unsafe manner, until they can re-enter the course safely. They must re-enter the course, without gaining an advantage, at the closest point where they left it.
27. 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.
28. It will be the duty of the International Jury to determine as to whether a rider gained an advantage by accidentally leaving the course and re-entering it.
29. 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.
30. 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.
31. Course cutting is forbidden. Should the International Jury 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.
32. 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.
33. Riders may enter the pit lane to receive assistance or to modify, adjust or replace any part of their safety apparel or motorcycle except the frame, which must be sealed. For silencers, refer to the FIM Technical Rules Motocross. Refuelling is permitted, but must be done with engines dead.
34. 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.
35. In addition, when riders want to change goggles, they must do this in the pit lane.
36. 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.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.9 Rider Behaviour and Assistance

37. 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.
38. Riders who stop their engines in the pit lane may be assisted in restarting their motorcycles.
39. 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.
40. Riders are not allowed to have a spare motorcycle in the pit lane during a sighting lap and/or race. Having a spare motorcycle in the pit lane during a race will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.
41. After they have returned from their sighting lap, riders may make adjustments, repairs, change wheels or refuel their motorcycle in the waiting zone. By doing so, they may lose their initial starting position if they are not ready when the starting procedure starts. If they are ready before the entrance to the start area is closed, they may take the next available place behind the starting gate.
42. Riders who have mechanical problems in the waiting zone but do not succeed in repairing their motorcycle before the entrance to the start area is closed, must remain in the waiting zone until the gate has dropped. Once the gate has dropped, they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the race in question.
43. Riders failing to complete the sighting lap and/or do not succeed in bringing their motorcycle into the waiting zone in time will be disqualified from the race in question.
44. Riders who enter the paddock during the sighting lap or a race will not be allowed to rejoin that race.
45. Riders returning slowly to the pit lane or paddock should ride carefully, avoid the racing line and not hinder or impede the progress of other riders. Stopping on the course or riding at a slow pace in a manner that could impede or hinder the progress of other riders without a valid reason is prohibited and may be sanctioned each time by the International Jury with one of the penalties under Art. 4.7§10.
46. Riders select their starting position from behind the starting gate.
47. Riders may groom their place behind the starting gate, without the use of any tools.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.9 Rider Behaviour and Assistance

48. Riders are not allowed to touch or drop the starting gate when preparing their start position.
49. Watering of starting lanes by riders and/or team staff is prohibited.
50. Ramps of any kind may not be formed in the starting line prepared by the rider behind the starting grid. The front and the rear tyres must be level.
51. Motorcycles must be centred in the starting gate. Riders may not start in an angle.
52. Riders may not use any starting aid devices. Front and rear suspension locks are not allowed.
53. Riders may not take any positions on the second starting row.
54. A rider can remove re-usable tyre covers as long as he does not bring it across the rear barrier behind his starting position yet. The penalty for violation of this regulation is disqualification from the race in question.
55. Once a rider has taken his position at the starting gate, he cannot change it. He cannot return to the waiting zone or receive assistance prior to the start.
56. Riders having mechanical problems at the starting gate must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the race in question.
57. When crossing control lines, the rider must always be in contact with the motorcycle.
58. After having crossed the finish line, riders must continue at race speed until they have passed the "END FINISH ZONE" board and clear the area as quick as possible. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.
59. A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the pit lane/ paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.
60. 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.
61. The riders concerned (top three positions in the overall standings of the event), the rider leading the World Cup (if not in the top three positions) must take part in the Prize-Giving Ceremony and the Press Conference. Any infraction of this rule will be penalised.

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.1 Motorcycles and Classes

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.1 Motorcycles and Classes

1. FIM Vintage Motocross World Cup events will include two classes: Classic and Evo.
2. FIM Vintage Motocross World Cup events are open to motorcycles as defined in the FIM Regulations, Appendix 01, FIM Technical Regulations-Motocross:
 - a) Classic 125: production motorcycles from 01.01.1980 to 31.12.1989; Cat. I, Group A1, over 100cc up to 125cc for 2-stroke engines.
 - b) Classic 250: production motorcycles from 01.01.1980 to 31.12.1989; motorcycles of Cat. I, Group A1, over 175cc up to 250cc for 2-stroke engines.
 - c) Classic 500: production motorcycles from 01.01.1980 to 31.12.1989; motorcycles of Cat. I, Group A1, over 350cc up to 500cc for 2-stroke engines.
 - d) Evo 125: production motorcycles from 01.01.1990 to 31.12.1996; Cat. I, Group A1, over 100cc up to 125cc for 2-stroke engines.
 - e) Evo 250: production motorcycles from 01.01.1990 to 31.12.1996; motorcycles of Cat. I, Group A1, over 175cc up to 250cc for 2-stroke engines.
 - f) Evo 500: production motorcycles from 01.01.1990 to 31.12.1996; motorcycles of Cat. I, Group A1, over 350cc up to 500cc for 2-stroke engines and over 350cc up to 650cc for 4-stroke engines.

3 MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.2 Number Plates

3.2 Number Plates

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

| Championship | Class | Background | Number | Logo(s) |
|---------------|-------|------------|--------|----------|
| Classic / Evo | 125 | Black | White | FIM logo |
| Classic / Evo | 250 | Green | White | |
| Classic / Evo | 500 | Yellow | Black | |

4. At the first event of the World Cup: a front red number plate with a white number is compulsory for, and must be displayed by the winner of the previous year's World Cup when competing in the same World Cup and class.
5. From the second event on, a front red number plate with white numbers is compulsory for and must be displayed by the current leader in his respective FIM Vintage Motocross World Cup and class.

6.

| Championship | Class | Background | Number | Logo(s) |
|---------------|-------|------------|--------|----------|
| Classic / Evo | All | Red | White | FIM logo |

7. The following colours shall be used, following the RAL colour table, i.e.:
 - Black: 9005.
 - Green: 6018
 - Red: 3020.
 - White: 9010.
 - Yellow: 1003.

3 MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.3 Sound limits and weights

3.3 Sound limits and weights

1. Sound testing will be according to the static method. The maximum limit of the pre-Race sound levels must be respected and are fixed at:

| Classic | 1980 - 1985^(*) | 1986 - 1988^(*) | 1989^(*) |
|-------------------|----------------------------------|----------------------------------|---------------------------|
| All displacements | 108 dB/A | 106/dB/A | 102 dB/A |

- a) ^(*) 2-Stroke-engines measured at 13 m/sec using the table under.
^(*) 4-Stroke-engines measured at 11 m/sec using the table under.
- b) Post-race sound control tolerance +2 dB/A.
- c) Tolerance for temperatures below 10°C: +1 dB/A.
- d) Tolerance for temperatures below 0°C: +2 dB/A.
- e) Test number will be rounded down: 96.1 dB/A = 96 dB/A.

| Evo | 1990 - 1992^(*) | 1993 - 1994 | 1995 - 1996 |
|--|----------------------------------|-------------------------|------------------------|
| 125cc | 102 dB/A | 100 dB/A ⁽¹⁾ | 98 dB/A ⁽¹⁾ |
| 250cc | 102 dB/A | 100 dB/A ⁽²⁾ | 98 dB/A ⁽²⁾ |
| 500cc | 102 dB/A | 100 dB/A ⁽³⁾ | 98 dB/A ⁽⁴⁾ |
| ⁽¹⁾ Fixed rpm 7000 (for all displacements) | | | |
| ⁽²⁾ Fixed rpm 5000 (for all displacements) | | | |
| ⁽³⁾ Fixed rpm 3000 (for 2-Str engines) and rpm 4000 (for 4-Str engines) | | | |
| ⁽⁴⁾ Fixed rpm 4500 (for 2-Str engines) and rpm 4000 (for 4-Str engines) | | | |

- a) ^(*) 2-Stroke-engines measured at 13 m/sec using the table under.
^(*) 4-Stroke-engines measured at 11 m/sec using the table under.
- b) Post-race sound control tolerance +2 dB/A.
- c) Tolerance for temperatures below 10°C: +1 dB/A.
- d) Tolerance for temperatures below 0°C: +2 dB/A.
- e) Test number will be rounded down: 96.1 dB/A = 96 dB/A.

2. The minimum weights are fixed at:

| | 125cc | 250cc | 500cc |
|----------------------|--------------|--------------|--------------|
| Classic / Evo | 88 kg | 98 kg | 102 kg |

3 MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS
3.4 On-Board Cameras

3.4 On-Board Cameras

3. "On-board" cameras on riders or motorcycles are not allowed during the entire event, from the Practices until the end of the event.

4. OFFICIALS AND PROCEDURES
4.1 General

4. OFFICIALS AND PROCEDURES

4.1 General

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

4 OFFICIALS AND PROCEDURES

4.2 Supplementary Regulations

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 in the two official languages of the FIM 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 International Jury, and subsequently brought to the attention of all persons concerned.
8. The SR must subsequently be ratified by the International Jury during its first meeting.

4 OFFICIALS AND PROCEDURES
4.3 Officials who hold a FIM Licence

4.3 Officials who hold a FIM Licence

1. Any of the following officials, when on duty at FIM a Vintage Motocross Cup events, must be a holder of the appropriate FIM official's licence valid for the current year:
 - FIM Jury President.
 - FIM Jury Member.
 - FMNR Jury Member.
 - FIM Race Director.
 - Clerk of the Course.
 - FIM Chief Flag Steward.
 - FIM Technical Director.
 - Chief Technical Steward.
 - Technical Steward.
 - Chief Timekeeper.
 - FIM Medical Director.
 - Chief Medical Officer.
 - Environmental Steward.

2. In order to facilitate the communication between the various officials, it is recommended that they speak English fluently.

4. OFFICIALS AND PROCEDURES
4.4 Jurisdiction

4.4 Jurisdiction

1. Except for the International Jury, the FIM Race Director, the FIM Technical Director, the FIM Medical Director and the FIM Chief Flag Steward; all holders of FIM Licences and laissez-passer, all officials and their assistants, as well as all other persons involved in the event are subject to the authority of the Clerk of the Course

4 OFFICIALS AND PROCEDURES

4.5 FIM Jury President

4.5 FIM Jury President

1. The FIM Motocross Commission (CMS) will appoint the FIM Jury President.
2. The FIM Jury President must be holder of an FIM Motocross Sporting Steward licence.
3. If the nominated FIM Jury President is prevented from arriving at the event in time, until his arrival, he will be replaced by the CMS Jury Member.
4. In case of a “force majeure” during the event where the FIM Jury President becomes permanently unavailable for the event in question, he will be replaced by the FIM CMS Jury Member.
5. The FIM Jury President 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 International Jury.
6. The authority and duties of the FIM Jury President include but are not limited to:
 - a) The FIM Jury President exercises supreme control of the event and is responsible for ensuring that all FIM regulations are observed.
 - b) The FIM Jury President shall call a meeting of the International Jury before the first official practice session and at the end of each day of official practices and/or races to hear the reports of all the appropriate officials. He will also convene any extraordinary meetings whenever necessary.
 - c) The FIM Jury President has the right to invite any guests to the International Jury Meetings, when appropriate.
 - d) The FIM Jury President must ensure that the decisions of the International Jury conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.
 - e) The FIM Jury President must ensure that all parties concerned receive written notification of any judicial decision pronounced by the International Jury as soon as possible.
 - f) At the end of the event, the FIM Jury President, together with the Clerk of the Course, must sign the official classification of the event.
 - g) At the end of the event, the FIM Jury President, together with the International Jury Secretary, must sign the Minutes of all the meetings of the International Jury.
 - h) The FIM Jury President must collate all the official reports, documents and results of the event and transmit them together with his report to the FIM Administration.

4 OFFICIALS AND PROCEDURES
4.5 FIM Jury President

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

4. OFFICIALS AND PROCEDURES
4.6 Members of the Jury

4.6 Members of the Jury

1. There will be two Members of the Jury:
 - The CMS Member of the Jury.
 - The FMNR Member of the Jury.
2. The CMS and FMNR Members of the Jury must be holders of an FIM Motocross Sporting Steward licence.
3. The CMS Member of the Jury is appointed by the FIM Motocross Commission (CMS).
4. If the nominated CMS Member of the Jury is prevented from arriving at the event in time, the CMS may name a replacement, with first priority given to a CMS Member not from the FMNR.
5. In case of a “force majeure” where the CMS Member of the Jury has to replace the FIM Jury President during the event, the CMS may name his replacement, with first priority given to a CMS Member not from the FMNR.
6. The FMNR is limited to one Jury Member.
7. If the nominated FMNR Member of the Jury is prevented from arriving at the event in time or has to be replaced during the event, the FMNR may name a replacement.
8. The CMS and FMNR Members of the Jury have no responsibility for the organisation of the event and their only duties are for representative or supervision purposes unless they are acting as a Member of the International Jury.

4. OFFICIALS AND PROCEDURES

4.7 International Jury

4.7 International Jury

1. The International Jury is composed of:
 - The FIM Jury President.
 - The CMS Member of the Jury.
 - The FMNR Member of the Jury.
2. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Jury President will exercise a casting vote.
3. The quorum for a meeting of the International Jury is two persons.
4. The meetings of the International Jury are chaired by the FIM Jury President.
5. The International Jury will meet at any time required during the event; at least before the first official practice session and at the end of each day of official practices and/or races.
6. All FIM licence and FIM laissez-passer holders as well as all other persons involved in the event are subject to the authority of the International Jury.
7. The International Jury will hear any protests that are lodged during the event.
8. The International Jury 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 Cupp.
9. The authority and duties of the International Jury 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.
10. The International Jury may pronounce the following penalties provided for in the FIM Disciplinary and Arbitration Code, without prejudice to Art. 2.2 and 2.3 of the of the same Code:

4. OFFICIALS AND PROCEDURES

4.7 International Jury

- a) Warnings.
- b) Fines, subject to a maximum of € 3'000.
- c) Time and/or point penalties.
- d) Drop of positions.
- e) Disqualification.
- f) Suspension for a period not exceeding 30 days starting from the date of the offence.
- g) Loss of right to participate in the Cup, which may be applied to one or more events.

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

- 11. Any person or organisation affected by a disciplinary decision of the International Jury has the right to appeal this decision according to the FIM Disciplinary and Arbitration Code.
- 12. Appeals against a disciplinary decision taken by the International Jury may be lodged to the CDI and must be presented to the FIM Administration within 5 days from the date of receipt of the decision by the appellant.
- 13. After a decision of the CDI, an appeal may be lodged to the Court of Arbitration for Sports (CAS). This appeal must be presented 5 days at the latest after the notification of the CDI decision.

4. OFFICIALS AND PROCEDURES
4.8 International Jury Meetings

4.8 International Jury Meetings

1. During its first meeting, the International Jury 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 International Jury 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 Secretary to the International Jury stipulating that all riders and participants entered have duly completed the official FIM Vintage Motocross World Cup entry form and that they are in possession of their respective licences.
 - d) Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event.
 - e) Report and control of the safety standards of the event.
 - f) Control and approve any amendments of requests of extra safety measures as mentioned in the inspection report.
 - g) Control of the official permission from the local authorities to run the event and of the third-party insurance policy of the organiser.

4. OFFICIALS AND PROCEDURES
4.9 Minutes of Meetings

4.9 Minutes of Meetings

1. The Minutes of all the International Jury 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 International Jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.
3. The Minutes are to be prepared by the Secretary of the International Jury and must be signed by him and the Jury President.
4. The Minutes must be added to the FIM Jury President e-File of the event.

4. OFFICIALS AND PROCEDURES
4.10 Publication of decisions

4.10 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 International Jury 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. In any case, the party (parties) involved should at least be notified orally. However, it is preferable that the decision of the International Jury be notified by a written document at the event itself.
4. 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 International Jury.
 - 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 International Jury and its evidence and brief reasons.
 - h) Shall be signed by the FIM Jury President.
5. Whenever the party (parties) involved is (are) notified in writing at the event, the following procedure must be respected:
 - a) The party (parties) concerned by the decision of the International Jury must sign for receipt on a copy of that decision/ acknowledgement of receipt.
 - b) This receipt shall be signed by the FIM Jury President.
 - c) The name of the person who receives the decision, his position/ function, the venue, date, time of reception must also be mentioned on this acknowledgement of receipt.
 - d) The copy of the decision, signed for receipt by the party (parties) concerned, must be added to the Report of the FIM Jury President
6. In the case of the following infractions (statements of fact to which no protest is possible), the notification of a decision shall be different:
 - Leaving the course during practice and gaining an advantage:
 - = Loss of the fastest lap in the respective practice.

4. OFFICIALS AND PROCEDURES

4.10 Publication of decisions

- Leaving the course during a race and gaining an advantage without gaining any position:
 - = Loss of one position in the respective race.
- Leaving the course during a race and gaining an advantage and/or positions:
 - = Loss of one position plus the number of positions gained in the respective race.
- On the course: non-respect of the waved yellow flag:
- On the course: non-respect of the medical flag:
 - = Loss of 10 positions in the respective practice/race.
- Failing a post-practice/race sound control:
 - = Loss of 5 positions in the respective practice/race.
- On the course: stopping without any valid reason:
 - = Loss of the fastest lap time in the respective practice.
- Riders who are not ready when it is their turn to leave the waiting zone for the optional sighting lap:
 - = Loss of position in the respective sighting lap and taking the next available position.
- In the case of a start: riders who have mechanical problems in the waiting zone and who finish repairing after the whistle signal but before the raising of the green flag:
 - = Loss of the starting position in the respective race and taking the next available position behind the starting gate.
- On the course: cutting the course.
- On the course: stopping to consult with others.
- On the course: any consultation/signalling between others and a rider (except in the pit lane).
- On the course: receiving any assistance other than from a marshal in the interest of safety.
- On the course: receiving any assistance to restart the engine or repair the motorcycle.
- On the course: refuelling.
- Entering the pit lane and not coming to a complete stop.
- Entering the pit lane by the pit lane exit.
 - = Disqualification from the respective practice/race.
- Riders arriving late in the waiting zone (15 minutes before the start).
- Entering the pit lane during a sighting lap.
- Having a spare motorcycle in the pit lane during a sighting lap.
- Having a spare motorcycle in the pit lane during a race.

4. OFFICIALS AND PROCEDURES

4.10 Publication of decisions

- Riders who have mechanical problems in the waiting zone, who do not succeed in repairing their motorcycle before the raising of the green flag and then do not follow the instructions from the officials.
 - Riders who have taken their position behind the starting gate and who change position.
 - Riders who have taken their position behind the starting gate and who return to the waiting zone.
 - Riders who have mechanical problems at the starting gate and who receive assistance before the gate has dropped.
 - Riders returning late from the sighting lap to the waiting zone after the start has been given.
 - In the case of restart: riders who do not succeed in bringing their motorcycle in the waiting zone in time:
 - = Disqualification from the respective race.
7. In the above-mentioned cases, the following procedure will apply:
- a) The rider(s) will be notified orally by the FIM Race Director when he (they) finishes (finish) the race.
 - b) The official results will be modified accordingly, with mention of the rider(s) concerned and the imposed penalty.
 - c) The rider may appeal the decision within 30 minutes after the publication of the results.
8. Position/point penalties incurred prior to the red flag will be assessed at the completion of the Race, not during the restart.

4. OFFICIALS AND PROCEDURES
4.11 FIM Race Director

4.11 FIM Race Director

1. The FIM Race Director is nominated by the Director of the Motocross Commission (CMS).
2. The FIM Race Director must be holder of an FIM Motocross Clerk of the Course Superlicence.
3. If the FIM Race Director is prevented from arriving at the event in time, the FIM Jury President will decide on his replacement.
4. The FIM Race Director has no responsibility for the organisation of the event and his only duties are for representative or supervision purposes and his only executive duties are those defined in these Regulations.
5. The authority and duties of the FIM Race Director include but are not limited to:
 - a) The FIM Race Director must be present at least 24 hours before the start of the official Practices and remain after the event until the completion of his duties.
 - b) The FIM Race Director must inspect the circuit and safety installations before the official Practices begins (= circuit control).
 - c) The FIM Race Director may make recommendations to the International Jury which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.
 - d) In exceptional circumstances occurring during a Practice 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/Race, the disqualification of a rider.

4. OFFICIALS AND PROCEDURES

4.12 Clerk of the Course

4.12 Clerk of the Course

1. The Clerk of the Course is appointed by the FMNR and must be holder of an FIM Motocross Clerk of the Course Superlicence.
2. The Clerk of the Course cannot be at the same time a member of the International Jury.
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 Jury President.
 - d) The Clerk of the Course must ensure that the circuit, course or venue is in good condition, that all officials are present and ready to carry out their duties and that the safety, medical and control services are on duty.
 - e) The Clerk of the Course must verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider/passenger from participating in the event, e.g. suspension, disqualification or any other ban on riding.
 - f) The Clerk of the Course may make recommendations to the International Jury which affect or modify the published programme, such as the duration, the postponement, re-running, stopping of a Practice/Race or abandonment of the event.
 - g) The Clerk of the Course, in consultation with the FIM Race Director, can prevent a rider or a motorcycle from starting, or order their withdrawal from the event if he considers such action necessary for safety reasons.
 - h) The Clerk of the Course must ensure that the FIM Regulations are respected; he may propose penalties to the international Jury.
 - i) The Clerk of the Course can order the removal from the circuit, course or venue and its vicinity of any person refusing to obey the orders of an official in charge.
 - j) The Clerk of the Course must notify the International Jury of all decisions to be taken or already taken, and of any protest handed over to him.

4. OFFICIALS AND PROCEDURES
4.12 Clerk of the Course

- k) The Clerk of the Course must collate the reports and results from all officials and all other information necessary to present his report to the International Jury, and to have the provisional results of the event approved.

4. OFFICIALS AND PROCEDURES
4.13 FIM Chief Flag Steward

4.13 FIM Chief Flag Steward

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

4. OFFICIALS AND PROCEDURES

4.14 FIM Technical Director

4.14 FIM Technical Director

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

4. OFFICIALS AND PROCEDURES
4.15 Chief Technical Steward

4.15 Chief Technical Steward

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

4. OFFICIALS AND PROCEDURES

4.16 Chief Timekeeper

4.16 Chief Timekeeper

1. The Chief Timekeeper is appointed by the FMNR and must be holder of an FIM Timekeeper's licence.
2. The Chief Timekeeper and the timekeepers shall in particular:
 - a) Be qualified to use the timekeeping system of the event.
 - b) If requested to do so by the riders, examine their results and show them the recording of their lap times.
 - c) Produce the official results in accordance with the FIM Regulations and hand a copy to the Clerk of the Course.
 - d) If requested to do so by the FIM Course, attend meetings, but without voting rights.
3. After an event, the Chief Timekeeper, his staff and equipment must remain available until protest time has expired.

4. OFFICIALS AND PROCEDURES
4.17 Environmental Steward

4.17 Environmental Steward

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

4. OFFICIALS AND PROCEDURES

4.18 Jurisdiction

4.18 FIM Medical Director

1. The FIM Medical Director is appointed by the Director of the FIM Medical Commission in consultation with the Director of the FIM Motocross Commission.
2. The FIM Medical Director must be holder of an FIM Chief Medical Officer licence.
3. The FIM Medical Director is not responsible for the treatments of the medical service but will ensure that it is sufficient, appropriate and in accordance with the current FIM Medical Code.
4. The FIM Medical Director works in cooperation with the FIM Race Director, the FIM Jury President and the Chief Medical Officer (CMO).
5. The authority and duties of the FIM Medical Director include (This list is not exhaustive and also includes any other duties that are required to ensure the safety and wellbeing of the participants and to ensure the event medical service is in accordance with the FIM Medical Code. Please, also refer to the current FIM Medical Code):
 - a) The FIM Medical Director will inspect the circuit with the CMO the day before the first official Practice. A further check will be made no later than 30 minutes before the first Practice each day and at least 15 minutes before the start of the subsequent session.
 - b) The FIM Medical Director will report any concerns or deficiencies relating to the event medical provision to the FIM Race Director and FIM Jury President and present proposals to resolve such concerns.
 - c) The FIM Medical Director will report to the FIM Race Director and FIM Jury President any necessary interventions regarding the medical service.
 - d) In extreme circumstances may the FIM Medical Director - in collaboration with the FIM Race Director - propose to the International Jury to delay a Practice or Race or in exceptional circumstances recommend its cancellation.
 - e) The FIM Medical Director is available for medical questions and advice for riders, Teams and others and will liaise with the CMO and the local medical services on their behalf.
 - f) The FIM Medical Director will provide advice regarding anti-doping requirements to the riders, their doctors, their Teams and the CMO.
 - g) The FIM Medical Director will examine with the CMO all competitors listed as injured (Unfit Riders List) who wish to compete and assess and agree their fitness to do so.
 - h) To advise regarding the fitness to compete, or otherwise of an injured rider.
 - i) The FIM Medical Director is the final arbiter in relation to medical issues at the event.

4. OFFICIALS AND PROCEDURES

4.18 Jurisdiction

- j) The FIM Medical Director will attend serious incidents with the CMO or his nominated deputy and render such assistance as may be necessary and deal with any issues with the medical service around the course.
- k) The FIM Medical Director will send the list of fit and unfit riders to the FIM Medical Commission Coordinator and other relevant officials for onward transmission to the CMO of the following event.
- l) The FIM Medical Director will attend all meetings of the International Jury, but without voting rights.

4. OFFICIALS AND PROCEDURES
4.19 Chief Medical Officer

4.19 Chief Medical Officer

1. The Chief Medical Officer (CMO) is appointed by the FMNR.
2. The CMO must be holder of an FIM Chief Medical Officer licence.
3. The CMO has the overall responsibility for the medical service and shall, in particular (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):
 - a) Be the same throughout the event.
 - b) Must complete the FIM Circuit CMO Questionnaire (Appendix F) and send it - together with all relative documents - to cmi@fim.ch and to the FIM Medical Director at least 60 days prior to the event.
 - c) Must contact in writing, at least 60 days before the event, hospitals in the vicinity of the event that are able to provide the specialist services as required by the current FIM Medical Code.
 - d) Be familiar with the circuit and the organisation of the medical services of the event at which he is appointed.
 - e) Have to attend the circuit control together with the FIM Medical Director and the Clerk of the Course one day prior to the first official Practices.
 - f) Inspect, together with the FIM Medical Director, all medical/paramedical services not less than 30 minutes before the start of the official Practices and Races 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 official Practice, as well as debriefed after the event.
 - i) Give information and recommendations to the International Jury on injured riders and all aspects of the event which may have potential medical consequences and/or may require the stopping of a Practice/Race.
 - j) To examine with the FIM Medical Director all competitors listed as injured (Unfit Riders List) who wish to compete and assess and agree their fitness to do so.
 - k) Ascertain that fallen riders are medically fit to continue in competition.

4. OFFICIALS AND PROCEDURES
4.19 Chief Medical Officer

- l) In accordance with normal medical practice will complete a clinical record of all medical examinations and assessments. A copy of the clinical record should be provided to the rider or their nominated representative to facilitate ongoing treatment after the event and referral to the rider's medical insurance provider.
- m) Will prepare the list of injured riders (Medically unfit list) to be given to the Medical Director and FIM Medical Representative (if present).
- n) Must inform and update the FIM Medical Director and FIM Medical Coordinator (cmi@fim.ch) regarding the condition of injured riders and liaise with the relevant hospital to ascertain and report the progress of their condition and treatment.
- o) Send the accident reports and accident statistic forms electronically to the FIM Medical Coordinator (cmi@fim.ch) by the day following the event (Appendices D and E/FIM Medical Code).
- p) Should attend International Jury meetings, but without voting rights.

4. OFFICIALS AND PROCEDURES
4.20 Centre Médical Mobile

4.20 Centre Médical Mobile

1. The Centre Medical Mobile may attend selected events with the full cooperation of the FIM, the FIM Championship Promoter, the event organisers and Chief Medical Officers.
2. The Centre Medical Mobile is in support of the medical services of the event and does not replace the medical centre at the event.
3. The Centre Medical Mobile will treat those riders who wish to be treated by them.
4. The Centre Medical Mobile will give a medical report to the Chief Medical Officer after assessment and treatment of a rider, who will then decide whether the rider in question is medically fit or unfit to Race.

4. OFFICIALS AND PROCEDURES

4.21 Flag Marshals

4.21 Flag Marshals

1. Flag Marshals are appointed by the FMNR/organiser and it is recommended that they be holder of an FMNR Flag Marshal's licence. The minimum age for Flag Marshals is 18 years.
2. Flag Marshals must have participated in a briefing with the FIM Chief Flag Steward, the Clerk of the Course or a qualified official nominated by him.
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 Jury President 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 should be a minimum of two marshals available per post: one Flag Marshal (using a flag) and one marshal (without a flag) to give assistance to a rider in the interests of safety. One or more additional marshals are recommended at jumps.
6. However, the position and occupation of each position will be decided by the FIM Race Director, the Clerk of the Course, the FIM Chief Flag Steward and the Chief Flag Marshal during the circuit control. If deemed necessary, the position and occupation of a post may be modified at any time.
7. After an event, the Flag Marshals must remain available until protest 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 2, 1, 15 and 5 on both sides. These boards, provided by the FIM Championship Promoter, must be produced to a high standard and be clearly readable:

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

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

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

4. OFFICIALS AND PROCEDURES
4.22 Official Signals

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

3. Whenever several flags are displayed in the same area, the superior flag/light always takes precedence over the other flag(s).
4. The non-respect of the waved yellow and/or the medical flag by a rider (riders) will be considered as a statement of fact to which no protests are possible and will be sanctioned with one of the penalties under Art. 4.10§6.
5. The non-respect of the waved yellow and/or the medical flag by a rider will be sanctioned with a loss of 10 positions for the rider(s) in question. Such an action will be considered as a statement of fact to which no protests are possible.
6. The Pantones for the colours are as follows:
 - Black: Pantone Black C.
 - Blue: Pantone 286 C.
 - Green: Pantone 348 C.
 - Red: Pantone 186 C.
 - White: Pantone White C.
 - Yellow: Pantone Yellow C.

5. RUNNING OF THE EVENT
5.1 Administrative Control

5. RUNNING OF THE EVENT

5.1 Administrative control

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

5. RUNNING OF THE EVENT

5.2 Preliminary Technical Verifications

5.2 Preliminary Technical Verifications

1. Prior to the official Practices, a technical control 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. The rider and/or the mechanic and/or the Team Manager must attend the Technical Verifications.
4. Each rider is restricted to one single motorcycle which must be presented in his name and number at the technical verifications. He must use the same motorcycle during the entire event.
5. The motorcycle's number plates must display the rider's starting number and the FIM logo.
6. During these technical verifications, a rider must also present for verification his helmet, his full upper body protection equipment and his racing jersey.
7. The jersey and/or must upper body protection (when worn over the jersey) must display (See 7. Diagrams):
 - a) On the front: the FIM logo.
 - b) On the back: the name and number of the rider.
8. A rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.
9. During the event and per class, riders are allowed to use only the motorcycle presented in their name and number at the technical verifications.
10. For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per motorcycle. Other spare silencers may be presented after all participants have presented their motorcycle.
11. Sound testing will be according to the static method. The maximum limit of the pre-Race sound levels is fixed in Art. 3.3 Sound limits and weights.
12. At any time during the event:
 - a) On request of the FIM Technical Director/Chief Technical Steward, a rider must present himself and/or their motorcycle and/or equipment to the technical verification.
 - b) The rider will be responsible for keeping his motorcycle and/or equipment in conformity with the rules.
 - c) Data provided by a rider/motorcycle may be used for investigation purposes. The FIM Technical Director has the right to review these data. Any data reviewed by the FIM Technical Director must remain strictly confidential.

5. RUNNING OF THE EVENT
5.2 Preliminary Technical Verifications

- d) The FIM Race Director can disqualify a motorcycle of which the construction or condition is considered to be or may become a source of danger.

5. RUNNING OF THE EVENT

5.3 Motorcycle testing by riders and / or team members

5.3 Motorcycle testing by riders and / or team members

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

5. RUNNING OF THE EVENT
5.4 Special Medical Examination

5.4 Special Medical Examination

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

5. RUNNING OF THE EVENT
5.5 Circuit Control

5.5 Circuit Control

1. A circuit control will be carried out by the FIM Race Director, the Clerk of the Course and the FIM Jury President the day preceding the Free Practices (generally at 15:00 p.m. or at any other time set by the latter).
2. If deemed necessary, a second circuit control can be carried out.
3. The FIM Medical Director and the Chief Medical Officer, as well as the FIM Chief Flag Steward and the Chief Flag Marshal, must also attend the circuit control.
4. If the Chief Medical Officer is not present, the Clerk of the Course must be prepared to discuss any topics related to the medical set-up around the track: positions and number of staff for each ground post, evacuation of injured riders, etc.
5. If the Chief Flag Marshal is not present, the Clerk of the Course must be prepared to discuss any topics related to the flag marshals: number of marshals, positions, etc.
6. Members of the International Jury, Representatives of 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.

5. RUNNING OF THE EVENT
5.6 Meeting with the Organisers

5.6 Meeting with the Organisers

1. A meeting with the organisers will be held after the circuit control, generally at 17:00 p.m., or at any other time set by the International Jury.
2. The Members of the International Jury, as well as the FIM Chief Flag Steward (when appointed), the FIM Medical Director (when appointed) and Chief Medical Officer, are expected to attend this meeting.
3. Also invited to attend this meeting are the Secretary of the Event, the Chief Timekeeper, the FIM Technical Director and the Chief Technical Steward, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, representatives of the FMNR, the FIM Championship Promoter and the organisers, etc.
4. All the Officials participating in these meetings must be fully prepared to discuss any topics related to their respective duties.
5. If the Chief Medical Officer is not present, the organiser must be prepared to discuss the medical installations and evacuation plan for the event.

5. RUNNING OF THE EVENT
5.7 International Jury Meetings

5.7 International Jury Meetings

1. Generally, three International Jury meetings will be held:
 - a) On Saturday morning after the Technical Verifications.
 - b) On Saturday evening after the last Race.
 - c) On Sunday evening after the last Race of the event.
2. However, if the International Jury deems it necessary, additional meetings can be organised.
3. The Members of the International Jury, the FIM Race Director, the Clerk of the Course as well as the FIM Chief Flag Steward, the FIM Medical Director and Chief Medical Officer, are expected to attend these meetings.
4. Also invited to attend this meeting are the Secretary of the Event, the Chief Timekeeper and the Chief Technical Steward, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, representatives of the FMNR and the organisers, etc.
5. All the Officials participating in these meetings must be fully prepared to discuss any topics related to their respective duties.

5. RUNNING OF THE EVENT
5.8 Riders' Briefing"

5.8 Riders' Briefing/Meetings

1. A riders's briefing will be held on Saturday at the starting gate. At the end of the briefing, there will be a demonstration of the complete start procedure.
2. It is the responsibility of each rider and team to attend the start procedure demonstration, be aware of all information given and follow all instructions issued.
3. A separate briefing/meeting in person may be held with the "Wild Card" riders whose participation is mandatory. The time and place of this briefing will be decided by the FIM Race Director.

5. RUNNING OF THE EVENT
5.9 Practice Restrictions

5.9 Practice Restrictions

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

5. RUNNING OF THE EVENT
5.10 Free Practice

5.10 Free Practice

1. In each class, one Free Practice session must be provided:

| Vintage Motocross | Duration per session | Maximum |
|--------------------------|-----------------------------|----------------|
| 1 X Free Practice | 20 minutes | 50 riders |

2. Participation in the Free Practices is optional.
3. If the Time Practice is cancelled for any reason, times from the Free Practice will determine the starting order for the Races.

5. RUNNING OF THE EVENT

5.11 Qualifying

5.11 Qualifying

1. Qualifying will involve Time Practice.
2. All the riders must participate in Time Practice.
3. In each class, 40 riders will qualify from Time Practice to the Races according to the following model

| WSX / SX2 | Positions | Results |
|--------------------------------------|------------------|-----------------------|
| Time Practice (Maximum 50 riders) | 1 to 40 | Advance to the Races. |
| | 41 | First Reserve. |
| | 42 | Second Reserve. |
| | 43 and above | Are eliminated. |

4. Riders must record at least one officially timed lap in order to be classified in the results of Time Practice. In case of ties, the second-best times will be taken into consideration.
5. If the Time Practice is cancelled for any reason, times from the Free Practice will determine which riders qualified/are reserves according to the same principle.
6. If, for unforeseen reasons, no official results are obtained in one or more classes before the Races, then the International Jury will decide upon the starting order criteria.

5. RUNNING OF THE EVENT
5.12 Start Practice

5.12 Start Practice

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

5. RUNNING OF THE EVENT

5.13 Warm-Up

5.13 Warm-Up

1. In each class, a “Warm-Up” will be provided on the day of the Races:

| Vintage Motocross | Duration per session | Maximum |
|--------------------------|-----------------------------|----------------|
| 1 X Warm | 15 minutes | 42 riders |

2. Participation in the “Warm-Up” is optional.
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 International Jury in collaboration with the FIM Race Director will decide upon any modifications to the time schedule and qualifying criteria.

5. RUNNING OF THE EVENT

5.14 Stopping of a Practice/Warm-Up

5.14 Stopping of a Practice/Warm-Up

1. The FIM Race Director is authorised to prematurely stop any Practice/Warm-Up for urgent and/or safety reasons or other cases of “force majeure”. In that case, a red flag will be displayed to the riders.
2. Riders must follow instructions of officials and go directly to area indicated by the officials where they can receive assistance.
3. The Practice/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.
4. The rider(s) deemed to be at fault for the stopping of the Practice/Warm-Up, may be excluded by the International Jury from taking part in the remainder of the session.

5. RUNNING OF THE EVENT
5.15 Waiting Zone Procedure

5.15 Waiting Zone Procedure

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

| | |
|------------------------------|---|
| 20 minutes before the start: | The entrance to the staging area is open. |
| | Each rider and two team members present themselves in the waiting zone. |
| | Riders may prepare their places behind the starting gate. |
| 15 minutes before the start: | All the motorcycles must be in the waiting zone. The penalty for violation of this regulation is disqualification from the Race in question. |
| | The entrance to the waiting zone is closed. |
| | Upon the order of an official, the reserve riders, who are not allowed to participate in the Race, their motorcycle and team members must leave the waiting zone and return to the paddock. |

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

5. RUNNING OF THE EVENT

5.16 Sighting Lap

5.16 Sighting lap

1. Before each Race, the riders will be given the opportunity to make a sighting lap.
2. Participation in the sighting lap is optional.
3. The procedure is the following (approximate times):

| | |
|---|--|
| 2 minutes / 1 minute before the sighting lap: | The "2 MINUTES" / "1 MINUTE" board is displayed |
| | Riders and passengers get ready for the sighting lap. |
| 10 minutes before the start: | The entrance from the waiting zone to the track is open. |
| | Reserve riders who are not allowed to participate in the Race must leave the waiting zone. |
| | All the riders, who are present in the waiting zone in time, may leave for the sighting lap. |
| 7 minutes before the start: | The starting gate is raised again. No further sighting laps are allowed. |
| 4 minutes before the start: | The entrance from the course to the waiting zone is closed. |
| | All riders must be back from their sighting lap. |
| | The course should be clear. |
| | Riders failing to complete the sighting lap and/or do not succeed into bringing their motorcycle into the waiting zone on time will be disqualified from the Race in question. |

4. Once a rider has started his sighting lap, he must continue in the direction of the course. Stopping on the course and practice starts are not allowed.
5. Riders are not allowed to enter the pit lane during the sighting lap. Adjustments, wheel changes, repairs or refuelling must be done in the waiting zone after the sighting lap. Entering the pit lane during the sighting lap will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective Race.
6. After the sighting lap, riders must return with their motorcycles directly to the waiting zone using the access gate indicated.

5. RUNNING OF THE EVENT
5.17 Starting Procedure / General

5.17 Starting Procedure / General

1. The Official who will order the release of the starting gate is nominated by the FIM Race Director
2. Mass starts will be made from one row with engines running.
3. No one except the riders, the essential officials, TV camera crews and photographers shall be allowed in the area behind the starting gate.
4. Riders can freely select their starting gate position according to their starting order and places available.
5. A rider takes his position at the starting grid with the motorcycle he is going to use for the race in question.
6. Starting blocks are allowed.
7. Once a rider has taken his position at the starting gate, he cannot change it, return to the waiting zone or receive assistance prior to the start.
8. Motorcycles must be centred in the starting gate. Riders may not start in an angle.
9. The area in front of the starting gate shall be prepared in a consistent manner providing conditions as equal as possible for all riders.
10. No one except the essential officials, TV camera crews and photographers shall be allowed in this area.
11. A rider can change wheels or remove re-usable tyre covers as long as he has not brought the motorcycle across the rear barrier behind the starting gate yet. The penalty for violation of this regulation is disqualification from the race in question. By changing wheels or removing re-usable tyre covers, the rider may lose his initial starting position

5. RUNNING OF THE EVENT
5.18 Start Procedure

5.18 Start Procedure

1. The FIM Race Director and the two persons with the “15 SECONDS” and “5 SECONDS” boards will be standing on the starting area in front of the starting gate.

2. The following procedure will apply (approximate times):

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

3. When all riders have taken their position at the starting gate, the FIM Race Director will raise the green flag.

5. RUNNING OF THE EVENT
5.18 Start Procedure

4. Upon a signal from the FIM Race Director:
 - a) A “15 seconds” board will be displayed from which moment the riders are under the starter’s orders. The “15 seconds” board will be displayed for 15 full seconds.
 - b) At the end of 15 seconds, a “5 seconds” board will be displayed and the gate will drop between 5 and 10 seconds after the “5 seconds” board is shown.

5. RUNNING OF THE EVENT

5.19 Start procedure with flags

5.19 Start procedure with flags

1. Whenever it is not possible to start the Race by means of the starting gate, a green flag will be used to give the start.
2. The same start procedure (as mentioned in Art. 5.18) will be maintained until 15 seconds before the start of the Race.
3. The FIM Race Director moves to the side of the track, holding up the green flag. He then lowers the green flag upon which the Race starts.

5. RUNNING OF THE EVENT
5.20 Races

5.20 Races

1. In each class, the event will be run over two Races:

| Vintage Motocross | Duration per session | Maximum |
|--------------------------|-----------------------------|----------------|
| 2 X Races | 15 minutes + 1 lap | 40 riders |

2. When the official Race time has elapsed, the rider leading the Race and all the following riders will be shown the "1 LAP" board and they continue for one more lap.
3. When the leader of the Race crosses the finish again, he will be shown the chequered flag.

5. RUNNING OF THE EVENT

5.21 False start

5.21 False start

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

5. RUNNING OF THE EVENT

5.22 Stopping of a Race / - 2 Laps Completed

5.22 Stopping of a Race / - 2 Laps Completed

1. The FIM Race Director is authorised to prematurely stop any Race for urgent and/or safety reasons or other cases of “force majeure”.
2. If a Race is stopped before 2 laps have been completed, there will be a complete restart.
3. A red flag will be displayed to the riders.
4. Riders go back to the waiting zone and keep the same starting order as for the initial start. The restart will take place as soon as possible.
5. Only riders who are “on-course” (actively taking part in the Race or who are involved in a racing incident) at the moment of the stopping of the Race will be allowed in the restart. Riders who have returned to the paddock are excluded from taking the restart.
6. A reserve rider (if any) who has not been admitted to the initial start cannot be introduced.
7. Changing of motorcycles is not allowed.
8. The rider(s) deemed to be at fault for the stopping of the Race may be excluded by the International Jury from taking part in the restart.

5. RUNNING OF THE EVENT

5.23 Stopping of a Race / + 2 Laps and - 51% of the Race Time Completed

5.23 Stopping of a Race / + 2 Laps and - 51% of the Race Time Completed

1. If a Race is stopped after 2 laps and before 51% of the Race time (rounded up) have elapsed, every attempt will be made to restart the Race in question; time, conditions and weather permitting.
2. A red flag will be displayed to the riders.
3. Riders will return to the paddock and the restart will take place 30 minutes after the red flag was displayed.
4. Changing of motorcycles is not allowed.
5. The rider(s) deemed to be at fault for the stopping of the Race may be excluded by the International Jury from taking part in the restart.
6. Reserves (if any) may take part in the restart of a race if one or more of the original starters are unable to take part or are disqualified.
7. Except in the case of a false start, a Race may be restarted only once.
8. If it is necessary to stop a Race for a second time, and if 51% of the race time (rounded up) has not been completed, the Race will be considered null and void.

5. RUNNING OF THE EVENT

5.24 Stopping of a Race / + 51% of the Race Time Completed

5.24 Stopping of a Race / + 51% of the Race Time Completed

1. If a Race is stopped after 51% of the Race time (rounded up) has been completed, it will be considered completed.
2. A red flag will be displayed to the riders.
3. Riders return to the paddock.
4. The riders' placings will be those at the end of the lap preceding the stopping of the Race and full Championship points will be awarded.
5. The FIM Race Director may recommend the International Jury placing one or more riders deemed to be at fault for the Race being stopped behind riders having completed an equal or greater number of laps

5. RUNNING OF THE EVENT
5.25 Crossing the Finish Line

5.25 Crossing the Finish Line

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

5. RUNNING OF THE EVENT

5.26 Controls of the Sound Levels after a Practice/Race

5.26 Controls of the Sound Levels after Practice/Race

1. Immediately after each Practice/Race, three motorcycles, chosen at random by the FIM Technical Director, may be checked for compliance with sound level regulations.
2. Other motorcycles may also be checked at the request of the International Jury or the FIM Race Director.
3. A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the mechanic area/paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the Practice/Race in question.
4. The maximum limit of the post-Race sound level is fixed in Art. 3.3 Sound limits and weights.
5. Any rider whose motorcycle is above the maximum allowed post-Race sound level limit - whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified - will be penalised by losing 5 positions in the Practice/Race in question.

5. RUNNING OF THE EVENT

5.27 Results / Procedure

5.27 Results / Procedure

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

5. RUNNING OF THE EVENT
5.27 Results / Procedure

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.

5. RUNNING OF THE EVENT
5.28 Results / Races Points Scoring

5.28 Results / Races Points Scoring

1. World Cup points will be awarded to riders in Race 1 and Race 2 according to the following scale:

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

5. RUNNING OF THE EVENT

5.29 Results / Races Final Standings

5.29 Results / Races Final Standings

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

5. RUNNING OF THE EVENT

5.30 Results / Presentation and Publication

5.30 Results / Presentation and Publication

1. The results must be published as soon as possible and include at least the following information:
 - a) FIM, FMNR, Organiser and Championship logo.
 - b) Title of the Event.
 - c) IMN number.
 - d) FMNR.
 - e) Date and venue of the event.
 - f) Class.
 - g) Position, number, name and first name of the riders.
 - h) FMN of the rider.
 - i) Nationality of the rider.
 - j) Motorcycle of the rider.
 - k) Team of the rider (if the Team is holder of a valid FIM Team licence).
 - l) The number of laps and times of all riders.
 - m) Points earned by the rider.
 - n) The number of classified riders.
 - o) The winner's average speed.
 - p) The name of the rider making the best lap in the Race, his time and average speed.
 - q) Publication time of the results.
 - r) The name and signature of the FIM Jury President.
 - s) The name and signature of the Clerk of the Course.
2. The results of the Practices and Races must be communicated to the International Jury and to the press.
3. The final results of each FIM World Cup race must be transmitted to the FIM Administration within the hour that follows their approval.
4. The FMNR Chief Timekeeper is responsible for this transmission which must be made according to the procedure defined by the IT Department of the FIM.

5. RUNNING OF THE EVENT
5.31 Prize-Giving Ceremony

5.31 Prize-Giving Ceremony

1. At each event there will be one Prize-Giving Ceremony only after the end of the last Race on Sunday.
2. The top three positions in the overall standings in the event must take part in the Prize-Giving Ceremony, conditions and time permitting. Any non-respect of this rule may be penalised by the International Jury.
3. During this Prize-Giving Ceremony, the national anthem of the winner's country (based on the passport of the rider) must be played and the national flags of the top three finishers (based on the passport of the rider) must be hoisted at the same time.
4. In each class, the following persons must take part in the Prize-Giving Ceremony:
 - a) The rider winning the event (with motorcycle).
 - b) The second placed rider in the event (with motorcycle).
 - c) The third placed rider in the event (with motorcycle).
 - d) If not already in a), b) or c), the rider leading in the points standings.
5. At the final event of the Cup, there will also be a Prize-Giving Ceremony for the first 3 riders in the final standings in each class of the FIM World Cup.
6. The following persons must take part in this Prize-Giving Ceremony during which they will receive FIM Medals:
 - a) The winner of the FIM World Cup.
 - b) The second placed rider in the FIM World Cup.
 - c) The third placed rider in the FIM World Cup.
7. In case when a rider is injured, in need of medical treatment or being treated by the medical services, he may be substituted by Team representative.
8. Any non-respect of this rule may be penalised by the International Jury.

5. RUNNING OF THE EVENT
5.32 Press Conference

5.32 Press Conference

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

5. RUNNING OF THE EVENT
5.33 Final Verification

5.33 Final Verification

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

5. RUNNING OF THE EVENT

5.34 Protests and Appeals

5.34 Protests and Appeals

1. Any person or group of persons (rider, team, manufacturer, official, etc.), recognised by the FIM and concerned by a decision taken under the authority of the FIM, may ask for redress for the consequences of that decision.
2. All protests must be lodged to the International Jury.
3. Generally, protests against the eligibility of a rider, team or a motorcycle 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 and Arbitration Code and the Supplementary Regulations of the event and be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the protest is justified.
7. If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of € 120.- or the equivalent amount in local currency. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.
8. Protests entailing a fuel control must be accompanied by an additional deposit of € 800.- or the equivalent amount in local currency.
9. Anybody who has lodged a protest according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event may request to have access to any element (written or printed matters and/or official TV images-if available) that allowed the International Jury to take its decision.
10. An appeal against the decision of the International Jury may be lodged to the CDI. This appeal must be presented 5 days at the latest after the notification of the International Jury decision (Security deposit for appeal:
11. € 1'320.-).
12. After exhaustion of the FIM internal instances, an appeal to the CAS is still possible. This appeal must be presented by the appellant 5 days at the latest after the notification of the CDI decision.

5. RUNNING OF THE EVENT
5.35 Fuel Control

5.35 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 63.05 Fuel sampling and testing.
2. All requests for fuel controls following a protest must be accompanied by a deposit of € 800.- or the equivalent amount in local currency, paid to the competent body or the FIM (supplementary controls).
3. In that case, any new request for controls must be presented to the FIM within 5 days of the reception date of the results of the preceding control notified in conformity with the FIM Motocross World Cup Regulations.
4. After the last control:
 - a) The winning party will have its deposit reimbursed.
 - b) The losing party will have to pay the costs of all the controls carried out after deduction of deposits which it had already paid.
5. In all cases, a rider whose fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all points and trophies earned. This rider will also be liable for the reimbursement of the full costs of the test. Further penalties may be imposed.

5. RUNNING OF THE EVENT

5.36 Anti-Doping and Alcohol Tests

5.36 Anti-Doping and Alcohol Tests

1. Anti-doping and alcohol tests may be carried out according to the FIM Regulations.
2. A rider who tests positive will be disqualified from the whole event and forfeit all points and trophies earned. Additional penalties may be imposed.

6. TABLE STROKE & MAIN PISTON SPEED

6. TABLE STROKE & MAIN PISTON SPEED

| Stroke in mm | Main piston speed | | Stroke in mm | Main piston speed | | Stroke in mm | Main piston speed | |
|-----------------|-------------------|---------|-----------------|-------------------|---------|-----------------|-------------------|---------|
| | 13m/sec | 11m/sec | | 13m/sec | 11m/sec | | 13m/sec | 11m/sec |
| 30 | 13000 | 11000 | 54 | 7222 | 6111 | 78 | 5000 | 4231 |
| 31 | 12581 | 10645 | 55 | 7091 | 6000 | 79 | 4937 | 4177 |
| 32 | 12188 | 10313 | 56 | 6964 | 5893 | 80 | 4875 | 4125 |
| 33 | 11818 | 10000 | 57 | 6842 | 5789 | 81 | 4815 | 4074 |
| 34 | 11471 | 9706 | 58 | 6724 | 5690 | 82 | 4756 | 4024 |
| 35 | 11143 | 9429 | 59 | 6610 | 5593 | 83 | 4699 | 3976 |
| 36 | 10833 | 9167 | 60 | 6500 | 5500 | 84 | 4643 | 3929 |
| 37 | 10541 | 8919 | 61 | 6393 | 5410 | 85 | 4588 | 3882 |
| 38 | 10263 | 8684 | 62 | 6290 | 5323 | 86 | 4535 | 3837 |
| 39 | 10000 | 8462 | 63 | 6190 | 5238 | 87 | 4483 | 3793 |
| 40 | 9750 | 8250 | 64 | 6094 | 5156 | 88 | 4432 | 3750 |
| 41 | 9512 | 8049 | 65 | 6000 | 5077 | 89 | 4382 | 3708 |
| 42 | 9286 | 7857 | 66 | 5909 | 5000 | 90 | 4333 | 3667 |
| 43 | 9070 | 7674 | 67 | 5821 | 4925 | 91 | 4286 | 3626 |
| 44 | 8864 | 7500 | 68 | 5735 | 4853 | 92 | 4239 | 3587 |
| 45 | 8667 | 7333 | 69 | 5652 | 4783 | 93 | 4194 | 3548 |
| 46 | 8478 | 7174 | 70 | 5571 | 4714 | 94 | 4149 | 3511 |
| 47 | 8298 | 7021 | 71 | 5493 | 4648 | 95 | 4105 | 3474 |
| 48 | 8125 | 6875 | 72 | 5417 | 4583 | 96 | 4063 | 3438 |
| 49 | 7959 | 6735 | 73 | 5342 | 4521 | 97 | 4021 | 3402 |
| 50 | 7800 | 6600 | 74 | 5270 | 4459 | 98 | 3980 | 3367 |
| 51 | 7647 | 6471 | 75 | 5200 | 4400 | 99 | 3939 | 3333 |
| 52 | 7500 | 6346 | 76 | 5132 | 4342 | 100 | 3900 | 3300 |
| 53 | 7358 | 6226 | 77 | 5065 | 4286 | 101 | 3861 | 3267 |

7. DIAGRAMS

JERSEY

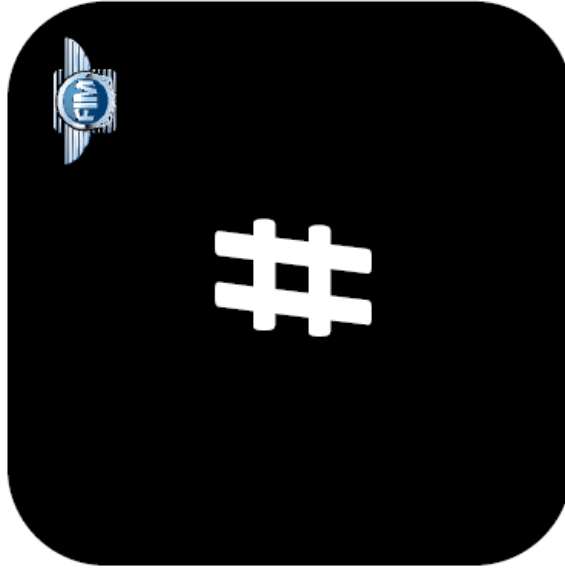


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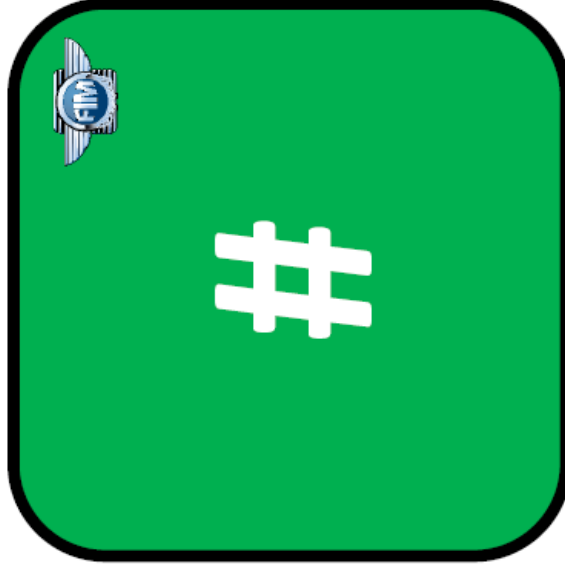
FIM Logo: recommended in 2022
compulsory as of 2023

FRONT NUMBER PLATE

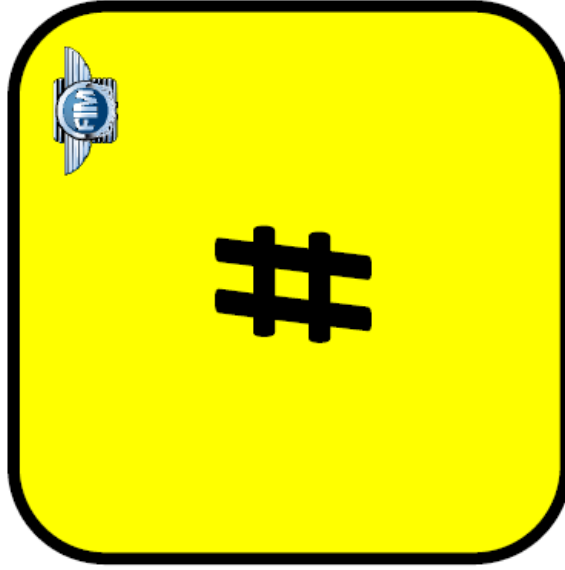
Classic 125/ Evo 125



Classic 250/ Evo 250



Classic 500/ Evo 500

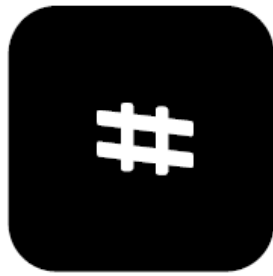


On jerseys &
number plates:
6,5 cm

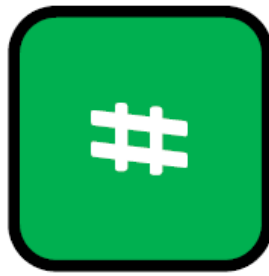
FIM Logo: recommended in 2022
compulsory as of 2023

#: Rider's number

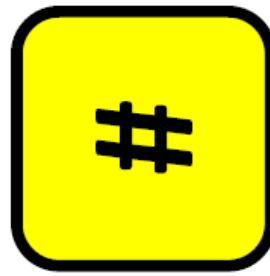
SIDE NUMBER PLATES



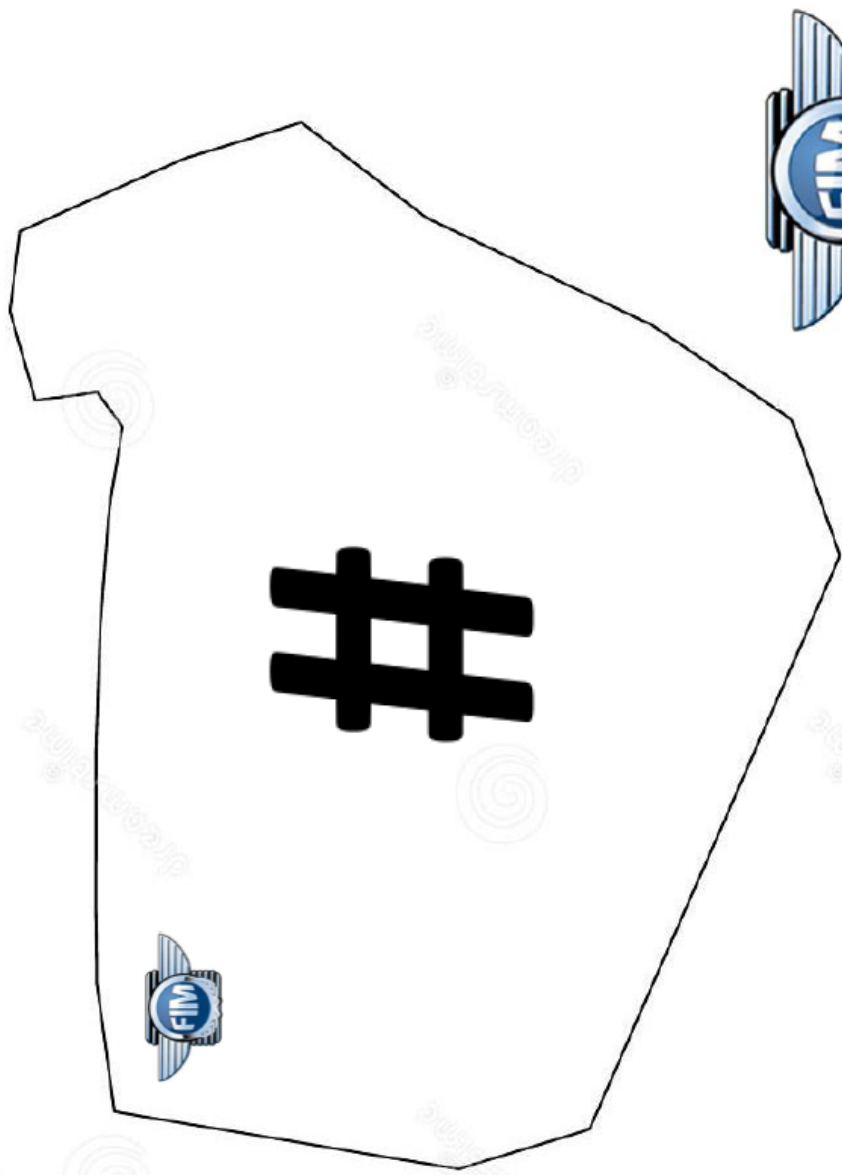
Classic 125
/ Evo 125



Classic 25
/ Evo 250



Classic 500
/ Evo 500



On jerseys &
number plates:
6,5 cm

FIM Logo: recommended in 2022
compulsory as of 2023
#: Rider's number

7. DIAGRAMS
