



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

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

**2018**

***RÈGLEMENT DU CHAMPIONNAT DU MONDE FIM  
DE MOTONEIGE ET COUPE DU MONDE FIM  
DE MOTONEIGE FÉMININ***



# **FIM Snowcross World Championship and FIM Women's Snowcross World Cup Regulations**



**EDITION 2018**

update 9 February 2018

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## GENERAL UNDERTAKINGS AND CONDITIONS

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

1. FIM Sporting Code
2. FIM Code of Ethics
3. FIM SnowCross Regulations
4. FIM SnowCross Technical Regulations
5. FIM Disciplinary and Arbitration Code
6. FIM Environmental Code
7. FIM Medical Code
8. FIM Anti-Doping Code
9. FIM Annuaire
10. 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 snowmobile at any time during an event is joint and severally with that of the team.

All persons concerned in any way with an entered snowmobile or present in any capacity whatsoever in the Paddock, Waiting Zone, Pit Lane (formerly: Repair and Signalling Zone) or on the circuit, 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 WORLD CHAMPIONSHIPS AND PRIZE EVENTS**

### **1.1 FIM SnowCross World Championship and Prize Events**

1. Each year, the FIM holds an FIM SnowCross World Championship and an FIM Snowcross Prize Event.
2. The FIM SnowCross World Championship and FIM Prize Event are organised according to the FIM Regulations, Sporting Code, Chapter 30 - “FIM World Championships and Prize Events”.

#### **In addition to 1.1:**

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

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

#### **1.1.WSNX FIM Women’s SnowCross World Cup**

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3. Individual FIM World Cup for riders:
  - a) FIM Women’s SnowCross World Cup.
4. A series of FIM SnowCross events counting towards the FIM Womens’ SnowCross World Cup will be organised.

## 1.2 Events

1. Events counting towards the FIM World Championship and FIM Women's SnowCross World Cup must be inscribed in the Calendar.
2. These events must be staged on circuits that have been approved by the FIM and comply with the FIM Regulations.
3. An event may be cancelled, moved to another place or replaced by another event.
4. No event may be organised before all the necessary legal authorisations have been obtained by the organiser.
5. Organisers are responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the event.
6. The validity of the third party insurance must come into effect two days before the practices and terminate two days after the last race of the event.
7. The events begin at the scheduled time for technical and sporting verifications and end when all of the following have occurred:
  - a) The final results have been approved by the Race Direction;
  - b) All deadlines for lodging protests/appeals have expired; and
  - c) All technical, sporting and anti-doping controls have been concluded.
8. If a protest is lodged, the results will not become official until a decision is taken by the Race Direction.
9. If an appeal is lodged against the decision of the Race Direction, the results will not become official until a decision is taken by the FIM Stewards Panel.
10. All officials, marshals and medical staff must remain fully operational at the circuit - available to the Race Direction and/or FIM Stewards Panel - until the end of the protest/appeal period.

## 1.3 Format of the Event

### 1.3.SNX FIM SnowCross World Championship

#### A) Up to 22 riders

FIM SnowCross World Championship (Up to 22 riders / 1 Group)	Duration per session	Maximum number of riders
1 X Free Practice	25 minutes	22 riders
1 X Qualifying Practice	10 minutes	22 riders
1 X Warm-Up	10 minutes	22 riders
2 X Final	15 minutes + 2 laps	20 riders

#### B) More than 22 riders / Up to 40 riders

FIM SnowCross World Championship (More than 22 riders / Up to 40 riders / 2 Groups)	Duration per session	Maximum number of riders
<b>For each Group:</b>		
1 X Free Practice	25 minutes	20 riders
1 X Qualifying Practice	10 minutes	20 riders
1 X Warm-Up	10 minutes	22 riders
1 X Semi-Final	10 minutes + 2 laps	20 riders
<b>For the non-qualified riders:</b>		
1 X Last Chance Qualifier	8 minutes + 2 laps	22 riders
<b>For the qualified riders:</b>		
2 X Final	15 minutes + 2 laps	20 riders

### 1.3.WSNX FIM Women's SnowCross World Cup

#### A) Up to 22 riders

FIM Women's SnowCross World Cup (Up to 22 riders / 1 Group)	Duration per session	Maximum number of riders
1 X Free Practice	25 minutes	22 riders
1 X Qualifying Practice	10 minutes	22 riders
1 X Warm-Up	10 minutes	22 riders
2 X Final	10 minutes + 2 laps	20 riders

#### B) More than 22 riders / Up to 40 riders

FIM Women's SnowCross World Cup (More than 22 riders / Up to 40 riders / 2 Groups)	Duration per session	Maximum number of riders
For each Group:		
1 X Free Practice	25 minutes	20 riders
1 X Qualifying Practice	10 minutes	20 riders
1 X Warm-Up	10 minutes	22 riders
1 X Semi-Final	10 minutes + 2 laps	20 riders
For the non-qualified riders:		
1 X Last Chance Qualifier	8 minutes + 2 laps	22 riders
For the qualified riders:		
2 X Final	10 minutes + 2 laps	20 riders

## 1.4 FIM Championships and Prize Events Criteria

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



**In addition to 1.4:**

**1.4.SNX FIM SnowCross World Championship**

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



## 1.5 Support Races

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

## 2. ENTRIES, RIDERS AND TEAMS

### 2.1 Supplementary Regulations

1. The Supplementary Regulations (SR) must include all supplementary regulations to the Sporting Code and Appendices and include relevant provisions of the Environmental, Medical and Anti-Doping Codes, as well as details relative to the particular event. They must in no case modify the FIM regulations.
2. The Supplementary Regulations must be drawn up in conformity with the standard model established by the CMS (See copy published in this booklet).
3. The Supplementary Regulations must be published in the two official languages of the FIM and must be approved by the FMNR and the FIM.
4. The electronic draft copy must be sent to the FIM Administration no later than three months before the date of the event for approval by the FIM.
5. The FIM, FMNR and the organiser must also publish these SR on their respective websites as soon as they have been approved.
6. At the latest two months before the date of the event, the FMNR must send an electronic copy of the approved SR to all Federations having riders liable to participate in the event in question.
7. At the event, the Supplementary Regulations must subsequently be ratified by the Race Direction.
8. No amendment may be made to the Supplementary Regulations after its approval by the FIM or the FMNR and after the opening date for entries.
9. However, in exceptional circumstances, an amendment to the Supplementary Regulations may be authorised.
10. Amendments to the Supplementary Regulations must be approved by the FIM or the Race Direction and subsequently brought to the attention of all persons concerned.



## 2.2 Acceptance of Entries

1. Entries to an FIM SnowCross World Championship or Prize Events event will be accepted for riders who:
  - a) Are in possession of the appropriate FIM SnowCross World Championship or Prize Event licence (see Art. 01.2.3 Age of Riders);
  - b) Are authorised by their FMN;
  - c) Have requested an entry before the closing date of the event;
  - d) Have paid the entry fee of 140€ to the organiser. The entry fee must be paid at the latest during the administrative verifications prior to the event.
2. Riders may enter for one or more events always using the official/specific FIM entry form on which all the requested information regarding the rider, team, and make of snowmobile must be indicated.
3. Entries must be requested and provisional entries and/or entry forms must be sent to the FMNR and/or organiser.
4. Provisional entries can be made by e-mail or telefax but must be confirmed with the duly completed official entry form.
5. 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 SnowCross World Championship or Prize Event licence number of the rider (if the licence has already been issued);
  - Date of birth and nationality of the rider;
  - Snowmobile and team of the rider.

6. Provisional entries must always be confirmed with the duly completed official entry form.
7. Riders may be required to sign an individual entry form during the administrative control.
8. The closing date for entries for each event is 15 days before the event.
9. For each event, within 72 hours after the closing date for entries, the list of riders entered will be published.
10. The FIM Administration will publish the list of riders entered.
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. Any rider or team who considers his entry has been unjustly rejected and because of this finds himself aggrieved, can appeal or lodge a protest in accordance with the regulations of the appropriate discipline.
13. If at any point in time after the publication of the entry lists, the total number of entries should not reach the maximum authorised, the FIM and/or the Championship Promoter are entitled to enter more riders to reach the maximum. This decision must be taken before the end of the Technical verifications. For these riders entered by the FIM and/or Championship Promoter, all listed entry conditions (apart from the closing date of entries) apply.
14. The number of entries to each event is limited to 40 riders.

**In addition to 2.2:**

**2.2.SNX          FIM SnowCross World Championship**

**2.2.WSNX        FIM Women's SnowCross World Cup**

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15. The number of entries is limited to the first 8 riders of the final standings of the previous year's FIM Snowcross World Championship/FIM Women's SnowCross World Cup. The participation of another 4 riders per FMN is guaranteed.

## 2.3 Age of Riders

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

## 2.4 Replacement Riders

1. The replacement of an entered rider can be accepted.
2. Replacement riders will be eligible to replace riders among those entered who withdraw from or do not appear at the event.
3. An FMN is authorised to replace one or more of the riders it has entered in an event at the closing date of entries. In no case can the original total number of entries in that event from the FMN be exceeded by the number of its replacement riders.
4. The FMN of the rider concerned must then inform the FMNR and/or Organiser in writing, by fax or by e-mail before the end of the technical verifications prior to the event.
5. The FIM and/or Championship Promoter are also authorised to replace one or more of the riders they have entered in an event after the closing date of entries.
6. The FIM and/or Championship Promoter must then inform the FMNR and/or Organiser in writing, by fax or by e-mail before the end of the technical verifications prior to the event.
7. In any case, the FMNR and/or Organiser must then send an updated entry list to the FIM Administration and FIM Championship Promoter.
8. Any replacement must be made before the end of the technical verifications prior to the event in question.
9. Once this deadline is passed, it will no longer be possible to enter a replacement rider.
10. For the replacement riders, all listed entry conditions (apart from the closing date of entries) apply.

## 2.5 Reserve Riders

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

## 2.6 Starting Numbers

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

## **2.7 Non-Participation in an Event**

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

## 2.8 Rider Apparel

1. It is the responsibility of each rider to select a helmet and apparel which will provide appropriate protection.
2. The helmet, eye protection and equipment and protective clothing must be in accordance with the FIM Regulations.
3. Although the FIM approves materials, it does not endorse or guarantee specific products or manufacturers.
4. Riders must rely on their own judgement in the selection of helmets and apparel for protection and durability.
5. The following apparel must be worn by riders during each practice, qualification, warm-up, sighting lap or race:

a) Helmets

Helmets must be marked with one of the official international standard marks mentioned in the FIM Regulations. Long hair must be contained within the helmet.

b) Eye protection

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

c) Equipment and protective clothing

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

Gloves must always be worn during on-track competition.

d) FIM Championship logo

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

Riders can print the FIM Championship logo on their coat.



e) Starting number

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

The number of the rider must appear on the back of their coat. The number must be in contrasting colour from the coat colour surrounding the placement of the number. The number may be outlined. The colour of the outlining must be in contrast to the coat colour as well as the number colour (ex: a black coat with white numbers could use an orange outline) / Recommended for 2018 / Compulsory as of 2019.

f) Family name of the rider

It is recommended that the family name of the rider appears on the shoulder line of the back of his coat.



## 2.9 Clothing

1. All riders, mechanics and team members must present a clean and neat appearance.
2. Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.
3. Riders, mechanics and team members are encouraged to display the FIM Championship logo on shirts/uniform/clothing.

## 2.10 Rider Behaviour and Assistance

1. Riders must at all times adhere to the provisions of the FIM Regulations.
2. Riders must be physically and mentally fit to control their snowmobiles in order to promote the safety of the other riders, team members, officials, spectators and other persons involved in the event.
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 snowmobile(s) and/or equipment to the technical verification.
5. At all times during the event, a rider will be responsible for keeping his snowmobile 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 Race Direction with one of penalties under Art. 4.7§9.
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. Riders must carry "on-board" cameras when requested by the FIM Championship Promoter.
11. Riders are responsible for attending all riders' briefings and being aware of all information and instructions issued. Team members are encouraged to attend the riders' briefing.
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 at any time 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 penalised.
15. Riders must ride in a responsible manner which does not cause danger to other competitors, mechanics, team staff and officials or other participants (organisers' and promoters' staff, medical staff, press, public, etc.) on or off the track. Riding in an irresponsible manner may be sanctioned by the Race Direction with one of the penalties under Art. 4.7§9.
16. Riders must always start the Free or Qualifying Practices from the waiting zone.
17. 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.
18. Only the following signals are allowed between riders/snowmobiles and persons connected with them: data and images from official timekeeping transponders and on-board cameras, pit board messages displayed in approved areas and "body language" communication by the rider. Radio communication with riders is strictly forbidden.
19. 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.
20. Marshals may assist riders by lifting snowmobiles and moving them to a safe place. Any repairs or adjustments must be made by the rider, working alone with no outside assistance. Marshals are not allowed to assist riders to restart their snowmobiles.
21. Whenever a rider is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Any infraction of this rule may be penalised.

22. 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, from the closest point to where they left it.
23. 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.
24. It will be the duty of the FIM Race Director to make the determination as to whether a rider gained an advantage by accidentally leaving the course and re-entering.
25. 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.
26. 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.
27. Course cutting is forbidden. Should the FIM Race Director 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.
28. 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.
29. Riders may enter the pit lane to receive assistance or to modify, adjust or replace any part of their safety apparel or snowmobiles except the frame, which must be sealed. For the modifications, adjustment or replacements of parts and silencers, refer to the present FIM Regulations. Refuelling is permitted, but must be done with engines dead.
30. 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.



31. 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.**
32. Riders entering the pit lane should ride in a responsible manner. They should not ride at an excessive speed and not overtake any other riders
33. Riders entering the pit lane must come to a complete stop. Violators will be disqualified from the practice/race in question.
34. Riders who stop their engines in the pit lane may be assisted in re-starting their snowmobiles.
35. **Riders are not allowed to enter the pit lane during the sighting lap/ sighting lap session. Adjustments, repairs or refueling 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.**
36. **Riders are not allowed to have a spare snowmobile in the pit lane during a sighting lap, combined warm-up/sighting lap session and/or race. Having a spare snowmobile in the pit lane during a race will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.**
37. Riders who enter the paddock during a race (Semi-Final, Last Chance Qualifier or Final) will not be allowed to rejoin that race.
38. Riders returning slowly to the pit lane or paddock should take care to avoid the racing line and interfering with other riders.
39. Riders may groom their place behind the starting line, without the use of any tools.
40. 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 of the snowmobile must be level.

41. Snowmobiles must be centred in the starting gate. Riders may not start in an angle.
42. Once a rider has taken his position at the starting line, he cannot change it, return to the waiting zone or receive assistance prior to the start.
43. Riders who have mechanical problems during the sighting lap and/or do not succeed into bringing their snowmobile in the waiting zone in time, will be disqualified from the race (Semi-Final, Last Chance Qualifier or Final).
44. Riders who have mechanical problems in the waiting zone, but do not succeed in repairing their snowmobile before the entrance to the start area is closed, must remain in the waiting zone until the start has been given. Once the start has been given they can enter the starting area and resume the race (Semi-Final, Last Chance Qualifier or Final). The penalty for violation of this regulation is disqualification from the race in question.
45. Riders may use a stand before the start of a race (Semi-Final, Last Chance Qualifier or Final).
46. Riders having mechanical problems at the starting line must wait for assistance until the start has been given. Once the start has been given, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the race in question.
47. When crossing control lines, the rider must always be in contact with the snowmobile.
48. After having crossed the finish line, riders must continue at **race speed until they have passed the “END FINISH ZONE” sign** and clear the area as quick as possible. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.
49. 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.
50. The riders concerned (top three positions in the overall standings in the event and other participants invited at the discretion of the FIM Championship Promoter) must take part in the Prize-Giving Ceremony and the Press Conference. Any infraction of this rule will be penalised.

### 3. SNOWMOBILES, CLASSES AND OTHER SPECIFICATIONS

#### 3.1 Snowmobiles and Classes

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

#### In addition to 3.1:

#### 3.1.SNX FIM SnowCross World Championship

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2. The FIM SnowCross World Championship will include one class:

##### Pro-Racer:

- Snowmobiles belonging to Category II, Group E;
- For 2-stroke engines: up to 600 cc maximum;
- For 4-stroke engines: up to 1050 cc maximum.





## 3.2 Front number plate

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

- Height of the number	140 mm;
- Width of the stroke	25 mm;
- Space between two numbers	15 mm.
5. The numbers must be clearly legible for the spectators and officials. Reflecting numbers are forbidden.

### In addition to 3.2:

#### 3.2.SNX FIM SnowCross World Championship

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6. The following colours schemes shall be used:
  - White background + Black numbers/FIM Championship logo

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

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

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6. The following colours schemes shall be used:
- Blue background + White numbers/FIM Championship logo.
7. Furthermore:
- f) From the second event on, a front red number plate with white numbers is compulsory for, and must be displayed by the current leader in the Cup.
8. The following colours shall be used, following the RAL colour table, i.e.:
- White 9010;
  - Blue 5005;
  - Red 3020.

### 3.3 Side Number Plates

1. The side number plate or area considered as such must be minimum L 200 mm X W 150 mm.
2. The snowmobile's side number plates must always display:
  - a) The background colour, in accordance with the FIM Regulations hereunder, as well as the FIM Motocross Technical Rules;
  - b) The number of the rider, in accordance with the FIM Regulations hereunder, as well as the FIM Motocross Technical Rules.
3. The side number plate may also display:
  - c) The FIM Championship logo as shown on the diagram (35 mm x 70 mm);
  - d) The minimum clear space between the logo and the number is 10 mm.
4. For the numbers, the following minimum dimensions must be respected on the side number plates:
  - Height of the number 100 mm
  - Width of the stroke 25 mm
  - Space between two numbers 15 mm
5. The numbers must be clearly legible for the spectators and officials. Reflecting numbers are forbidden.

#### In addition to 3.3:

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

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



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

- Black 9005;
- White 9010;
- Red 3020.

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

6. The following colours schemes shall be used:

- Blue background + White numbers/FIM Championship logo.

7. Furthermore:

- f) From the second event on, a red side number plate with white numbers is compulsory for, and must be displayed by the current leader in the Cup.

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

- White 9010;
- Blue 5005;
- Red 3020.

### **3.4 Other technical specifications**

1. Only fuel corresponding to the FIM Technical Rules will be authorised.
2. Anti-freeze liquid is authorised.
3. For sound levels, please see Art. 6.3 Preliminary Technical Verifications and 6.25 Control of the sound levels after each Race.



### 3.5 On-Board Cameras

1. Only on-board cameras from the FIM Championship Promoter are authorised.
2. When a snowmobile is equipped with on-board cameras, these cameras and associated equipment are not considered as telemetry.



### 3.6 Transponders

1. The riders must bring their own transponder of the make and type below:
  - My Laps; type MX Flex, X2 or MX Classic;
  - AMB; type MX.
2. The rider must present his transponder at the administrative control.
3. The transponder must be mounted on the steering column of the snowmobile.
4. Riders must present their snowmobile at the technical verifications with the transponder already mounted on the steering column.
5. The transponder cannot be removed or changed from place during the event.
6. The rider will be responsible for keeping his transponder in working condition throughout the event.

## 4. OFFICIALS AND PROCEDURES

### 4.1 General

1. The management and supervision of events, as well as the judicial procedure, are the responsibility of the officials appointed by the FIM or the FMNs.
2. Appointed officials should be fluent in English and/or French.
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, sponsor, team manager, mechanic or promoter participating in the event.
7. The Clerk of the Course must present to the FIM Delegate a list of all Officials of whom the number of the FIM licence must be mentioned.
8. All officials and marshals must remain operative and available with all the required equipment for the event in place within the time limit for lodging a protest/appeal.
9. See also the FIM Regulations, Chapter 40 of the Sporting Code.





## 4.2 Officials who hold an FIM Licence

1. It is recommended that officials who hold an FIM licence speak English or French fluently.
2. Any of the following officials, when on duty at FIM SnowCross World Championship or Prize events, must be a holder of the appropriate FIM official's licence valid for the current year:
  - FIM Delegate;
  - FIM Race Director;
  - FIM Chief Steward;
  - FMNR Steward;
  - Clerk of the Course;
  - **FIM Technical Director;**
  - Chief Technical Steward;
  - **Technical Steward;**
  - Chief Timekeeper;
  - **Chief Medical Officer;**
  - Environmental Steward.



## 4.3 Jurisdiction

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



## 4.4 FIM Delegate

1. The FIM Motocross Commission (CMS) will appoint the FIM Delegate.
2. If the FIM Delegate is prevented from arriving at the event in time, until his arrival, he will be replaced by the FIM Chief Steward.
3. In case of a “force majeure” during the event where the FIM Delegate becomes permanently unavailable for the event in question, he will be replaced by the FIM Chief Steward.
4. The FIM Delegate has no responsibility for the organisation of the event and his only duties are for representative or supervision purposes unless he is acting as a Member of the Race Direction.
5. The authority and duties of the FIM Delegate include but are not limited to:
  - a) The FIM Delegate exercises supreme control of the event and is responsible for ensuring that all FIM regulations are observed.
  - b) The FIM Delegate shall call a meeting of the Race Direction before the first official practice session and at the end of each day of official practices and/or races.
  - c) The FIM Delegate is responsible for the communication with the Stewards.
  - d) The FIM Delegate has the right to invite any guests to the Race Direction meetings, when appropriate.
  - e) The FIM Delegate must ensure that the decisions of the Race Direction conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.
  - f) The FIM Delegate must ensure that all parties concerned, as well as the Stewards, receive written notification of any judicial decision pronounced by the Race Direction as soon as possible.
  - g) At the end of the event, the FIM Delegate, together with the Clerk of the Course, must sign the official classification of the event.
  - h) The FIM Delegate must collate all the official reports and results of the event and forward them together with his report to the FIM Administration.



- i) The FIM Delegate must send his report on the event, using the official FIM Report File, to the FIM Administration within 72 hours of the finish of the event. This file shall contain: his report, details of any protests submitted together with the fees collected, a copy of the third party insurance, the official results, the official programme of the event and other official documents as requested in the file.



## 4.5 FIM and FMNR Stewards

1. There will be a Panel of two Stewards:
  - The FIM Chief Steward;
  - The FMNR Steward.
2. The FIM Chief Steward is appointed by the FIM Motocross Commission (CMS).
3. If the nominated FIM Chief Steward is prevented from arriving at the event in time, the CMS may name a replacement, with first priority given to a CMS Member not from the FMNR.
4. In case of a “force majeure” where the FIM Chief Steward has to replace the FIM Delegate during the event, he will name his replacement, with first priority given to a CMS Member not from the FMNR.
5. The FMNR is limited to one FMNR Steward.
6. Each Steward has one vote. Decisions are based upon a simple majority. In case of a tie, the FIM Chief Steward will exercise the casting vote.
7. The Stewards have no responsibility for the organisation of the event and their only duty is to give a verdict on appeals lodged against decisions of the Race Direction.
8. The authority and duties of the Stewards include but are not limited to:
  - a) Ensuring that the event is conducted according to the Regulations and reporting any infringement to the Race Direction.
  - b) Adjudicating on any appeal against the decisions of the Race Direction.
  - c) The FIM Chief Steward must ensure that the decisions of the FIM Stewards Panel conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.
  - d) The FIM Chief Steward must ensure that all parties concerned, as well as the Race Direction, receive written notification of any judicial decision pronounced by the Stewards as soon as possible.

## 4.6 Event Management

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

## 4.7 Race Direction

1. The Race Direction is composed of the FIM Delegate, the FIM Race Director and the Clerk of the Course.
2. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Delegate will exercise a casting vote.
3. The quorum for a meeting of the Race Direction is two persons.
4. The meetings of the Race Direction are chaired by the FIM Delegate.
5. The Race Direction will meet at any time required during the event; at least before the first official practice session and at the end of each day of official practices and/or races.
6. The Race Direction will hear any protests that are lodged during the event.
7. The Race Direction has the competence to pronounce ex officio sanctions against riders, team staff, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship.
8. The authority and duties of the Race Direction are:
  - a) To approve all the official results of the event.
  - b) To impose penalties for any infringements of the Regulations.
  - c) To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during an event, contrary to the current Regulations or instructions given by an official of the event.
  - d) To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of persons occurring during an event.



- e) To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
  - f) To adjudicate on any protest relating to infringements of the Regulations.
9. The Race Direction may pronounce the following penalties provided for in the FIM Disciplinary and Arbitration Code, without prejudice to Art. 2.2 and 2.3 of the of the same Code:
- a) warnings
  - b) fines, subject to a maximum of € 10'000.-
  - c) time and/or point penalties
  - d) drop of positions
  - e) disqualification
  - f) suspension for a period not exceeding 30 days starting from the date of the offence
  - g) loss of right to participate in the Championship, 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.
10. Any person or organisation affected by a disciplinary decision of the Race Direction has the right to appeal this decision. This appeal must be presented to the FIM Stewards Panel 30 minutes at the latest after the notification of that decision.
11. Appeals against a disciplinary decision taken by the Race Direction will be dealt with by the FIM Stewards Panel.



## 4.8 FIM Stewards Panel

1. The FIM Stewards Panel is composed of:
  - a) The FIM Chief Steward,
  - b) The FMNR Steward.
2. The quorum for a meeting of the FIM Stewards Panel is one person.
3. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the FIM Chief Steward will exercise a casting vote.
4. The meetings of the FIM Stewards Panel are chaired by the FIM Chief Steward.
5. The FIM Stewards Panel will meet at any time required during the event.
6. The FIM Stewards Panel will hear any appeals against decisions of the Race Direction.
7. The FIM Stewards Panel may pronounce the following penalties provided for in the FIM Disciplinary and Arbitration Code, without prejudice to Art. 2.2 and 2.3 of the of the same Code:
  - a) warnings
  - b) fines, subject to a maximum of € 10'000.-
  - c) time and/or point penalties
  - d) drop of positions
  - e) disqualification
  - f) suspension for a period not exceeding 30 days starting from the date of the offence
  - g) loss of right to participate in the Championship, 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.
8. An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision.
9. After exhaustion of the FIM internal instances, an appeal to the CAS is still possible. This appeal must be presented 5 days at the latest after the notification of the final decision.

## 4.9 Race Direction Meetings

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

## 4.10 Minutes of Meetings

1. The Minutes of all the Race Direction and/or FIM Stewards Panel meetings must be written in both official FIM languages, unless the Race Direction or the FIM Stewards Panel is agreeable to accepting them in one official language.
2. The Minutes must state in detail any penalties imposed, the decisions taken concerning any protests received (copies of which must be attached), the details of any accidents which may have occurred, any possible irregularities observed, as well as the opinion of the Race Direction regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.
3. The Minutes are to be prepared by the Secretary and must be signed by him and the FIM Delegate.
4. The FIM Delegate must send a copy of these Minutes to the FIM Administration within 72 hours after the event.

## 4.11 Publication of Decisions

1. All decisions necessary for the running of the event as well as the results must be published as soon as it is reasonably possible. These decisions must be published at least in English.
2. Any judicial decision pronounced by the Race Direction or the FIM Stewards Panel must be notified directly at the venue of the event or, failing that, by registered letter with acknowledgement of receipt.
3. Whenever possible at the event, the party (parties) involved should at least be notified orally. However, it is preferable that the decision of the Race Direction/FIM Stewards Panel be notified by a written document.
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 Race Direction/FIM Stewards Panel;
  - b) State the name(s) of the party (parties) involved;
  - c) In case of a protest, state that the protest fee has been paid by the protesting party;
  - d) State the reasons for the action taken/protest;
  - e) State the articles to which the action taken/protest relates;
  - f) State any additional information obtained during the hearing;
  - g) State the decision of the Race Direction/FIM Stewards Panel and its evidence and brief reasons;
  - h) **For decisions of the Race Direction: shall be signed by the FIM Delegate;**
  - i) **For decisions of the FIM Stewards Panel: be signed by the FIM Chief Steward.**

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 Race Direction/FIM Stewards Panel decision must sign for receipt on a copy of that decision/acknowledgement of receipt;
  - b) The name of the person who receives the decision. His position/function, the venue, date, time of reception must also be mentioned on this acknowledgement of receipt;
  - c) The copy of the decision, signed for receipt by the party (parties) concerned, must be added to the Report of the FIM Delegate.
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 track during practice and gaining an advantage;  
= Loss of the fastest lap in the respective practice;
  - Leaving the track during a race and gaining an advantage without gaining any position;  
= Loss of one position in the respective race;
  - Leaving the track 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 to check out racing lines;  
= Loss of the fastest lap time in the respective practice;
  - In the case of a start: riders who return to the Skybox 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;

- In the case of a staggered re-start (during the re-start): riders who stall their engine when the re-start signal has been given;
- In the case of a staggered re-start (as of one minute before the re-start): riders who have proceeded to their box;  
= Loss of the starting position and taking the restart behind all the others in the respective race;
- On the course: cutting the course;
- On the course: stopping to consult with others;
- On the course: any consultation/signaling 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 re-start the engine or repair the motorcycle;
- On the course: re-fueling;
- 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/Skybox (10 minutes before the start);
- Entering the pit lane during a sighting lap/sighting lap session;
- Having a spare snowmobile in the pit lane during a sighting lap/sighting lap session;
- Having a spare snowmobile in the pit lane during a race;
- Changing snowmobile after having crossed the rear barrier behind the starting gate;
- Riders who have mechanical problems in the waiting zone/Skybox, who do not succeed in repairing their snowmobile 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 /Skybox after the start has been given;
  - In the case of a staggered re-start (as of 5 minutes before the re-start): riders who do not succeed in bringing their snowmobile in the pit-lane;
  - In the case of a staggered re-start (as of 2 minutes before the re-start): riders who receive any assistance from team members in the pit lane (including the handing over of goggles, gloves, water, refueling, etc);
  - In the case of a staggered re-start (as of 2 minutes before the re-start): riders who are not ready and do not proceed to their box;
  - In the case of a staggered re-start (as of one minute before the re-start): riders who have a mechanical failure or stall their engine and do not proceed to their box;
  - In the case of a staggered re-start: a rider overtaking another rider before the designated starting line;  
= Disqualification from the respective race.
7. In the above mentioned cases in §6, the following procedure will apply:
- a) The rider(s) will be notified orally
  - b) The official results will be modified accordingly, with mention of rider(s) concerned and the imposed penalty
  - c) The rider can appeal the decision within 30 minutes after the publication of the results (only in the case of course cutting).

## 4.12 FIM Race Director

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



## 4.13 Clerk of the Course

1. The Clerk of the Course is appointed by the FMNR.
2. The Clerk of the Course cannot be at the same time the FMNR Steward.
3. When carrying out his duties, the Clerk of the Course shall act and work in permanent consultation with the FIM Race Director.
4. The Clerk of the Course is responsible for the conduct and efficient running of the event. His essential duties include but are not limited to:
  - a) The Clerk of the Course must certify that official permissions from the local authorities to run the event have been granted to the organiser.
  - b) The Clerk of the Course must present a copy of the third party insurance policy of the organiser to the FIM Delegate.
  - c) The Clerk of the Course must ensure that the circuit, track or venue is in good condition, that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty.
  - d) The Clerk of the Course must verify the identity of the riders, the correct numbering of the snowmobiles, and that there is nothing to prevent a rider from participating in the event, e.g. injury, suspension, disqualification, or any other ban on riding (According to information given by the FIM Administration or the FIM Championship Promoter).
  - e) The Clerk of the Course may make recommendations to the Event Management which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.
  - f) In exceptional circumstances occurring during a practice session and/or a race, the Clerk of the Course may on his own initiative take decisions which affect or vary from the published programme, such as the duration, stopping and re-running of a practice session/race, the disqualification of a rider.



- g) The Clerk of the Course can postpone the start of an event for an urgent case of safety or for any other case of “force majeure” or proceed with the improvement of the conditions of the circuit, track or venue, stop an event prematurely or cancel part of or the entire event.
- h) The Clerk of the Course can prevent a rider or a snowmobile from starting, or order their withdrawal from the event if he considers such action necessary for safety reasons.
- i) The Clerk of the Course must ensure that the FIM Regulations are respected; he may propose penalties to the Race Direction.
- j) The Clerk of the Course can order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.
- k) The Clerk of the Course must notify the Race Direction of all decisions to be taken or already taken, and of any protest handed over to him.
- l) The Clerk of the Course must collate the reports and results from all officials and all other information necessary to present his report to the Race Direction, and to have the provisional results of the event approved.



#### **4.14 FIM Technical Director**

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



## **4.15 Chief Technical Steward**

1. The Chief Technical Steward appointed by the FMNR, must be holder of an FIM Senior Technical Steward's licence.
2. The Chief Technical Steward shall in particular:
  - a) Verify the machines and equipment in accordance with the FIM Regulations and the Supplementary Regulations.
  - b) Draw up a technical report and hand a copy to the Clerk of the Course.
  - c) If requested to do so by the Race Direction, attend meetings, but without voting rights.
3. When carrying out his duties, the Chief Technical Steward shall act and work in permanent consultation with the FIM Technical Director.
4. At least one Technical Steward must be holder of an FIM Technical Steward's licence.

## 4.16 Timekeeper

1. The Chief Timekeeper and the timekeepers are appointed by the FMNR.
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 Race Direction, attend meetings, but without voting rights.



## 4.17 Environmental Steward

1. The Environmental Steward is appointed by the FMNR.
2. The Environmental Steward 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) Draw up a report on the basis of a check-list prepared by the relevant Commission and send it to the FIM Administration and hand a copy to the Clerk of the Course.
  - e) Give his recommendations to the Event Management.
  - f) If requested to do so by the Race Direction, attend meetings, but without voting rights.

## 4.18 Chief Medical Officer

1. The Chief Medical Officer is appointed by the FMNR.
2. The Chief Medical Officer shall be responsible for all medical aspects and shall, in particular:
  - a) Ensure that the FIM Medical Code is respected.
  - b) Should be familiar with the circuit and the organisation of the medical services at which he is appointed.
  - c) Must attend the circuit control together the Clerk of the Course one day prior to the first practices.
  - d) Inspect, together with the FIM Medical Director, all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the event.
  - e) Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
  - f) Ensure that all medical/paramedical services are briefed prior to the first practice session, as well as debriefed after the event.
  - g) Give information and recommendations to the Race Direction on injured riders and all aspects of the event which may have potential medical consequences.
  - h) Whenever required, declare riders fit or unfit.
  - i) Draw up a report on the basis of a check-list prepared by the relevant Commission and hand a copy to the Clerk of the Course.
  - j) If requested to do so by the Race Direction, attend meetings, but without voting rights.

## 4.19 Flag Marshals

1. The minimum age for Flag Marshals is 18 years. They are appointed by the FMNR/organiser and must have participated in a briefing with the Clerk of the Course and/or a qualified official nominated by him.
2. For each Flag Marshal's post, the Organiser must establish a list with the names of the marshals occupying the post. This list is to be given to the Clerk of the Course, who will hand it over to the FIM Delegate before the start of the official practices.
3. 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 confused with the flags.
4. As a principle, there must be a minimum of two marshals available per post: one Flag Marshal (using a flag) and one marshal (without a flag) to give assistance to a rider in the interests of safety. One or more additional marshals are recommended at jumps.
5. However, the position and occupation of each post will be decided by the FIM Race Director, the Clerk of the Course 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.
6. After an event, the Flag Marshals must remain available until protest/appeal time has expired.



## 4.20 Official Signals

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

Signal	Meaning
“15 SECONDS” board (At the start)	15 seconds until the starting procedure enters its final phase.

2. Official light signals will be given as follows:

Red lights (At the start)	The start will be given within the next 5 to 10 seconds.
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Red lights are turned off (Minimum 3 red lights/At the start)	Start.
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3. Official flag signals will be given by means of a flag measuring 750 mm high by 600 mm wide as follows:

Signal	Meaning
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Red flag	All riders must stop racing and go to the area indicated by the officials.
(All false starts must be indicated by waving a red flag)	
<b>(The red flag is superior to all flags)</b>	

Black flag and a board with a rider's number on it	Rider in question to stop racing and leave the circuit using the pit lane or access from the circuit to the paddock.
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Yellow flag, held stationary	Danger, ride cautiously.
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Yellow flag, waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed; therefore jumps should not be attempted.
<b>(The waved yellow flag is superior to the stationary yellow flag)</b>	



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.
(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.
(The blue flag must be used by supplementary flag marshals, specialised for this flag only)	
Green flag	<b>In case of a combined Free and Time Practice: beginning of Time Practice.</b> <b>In case of a Race: course clear for the start of the race.</b>
(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.

4. Whenever several flags are displayed in the same area, the superior flag always takes precedence over the other flag(s).
5. The non-respect of the waved yellow and/or the white flag with a diagonal red cross by a rider (riders) 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
  - Red: Pantone 186 C
  - Yellow: Pantone Yellow C
  - Green: Pantone 348 C
  - White: Pantone White C

## 5. COURSE

### 5.1 Length

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

## 5.2 Width

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

## 5.3 Speed

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

## 5.4 Safety

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

## 5.5 Starting line

1. The starting line must provide 22 positions.
2. Two positions will be condemned at the start of the Semi-Finals and the Final.

## 5.6 Starting area

1. The approximate length of the straight after the start must be 40 m and not exceed 60 m (minimum distance from the starting line to the point where the inside of the straight turns into the first bend).
2. The area in front of the starting line shall be restricted. No one except the essential officials, camera crews and photographers shall be allowed in this area.
3. The area in front of the starting line shall be prepared in a consistent manner providing conditions as equal as possible for all riders. No grooming of the area is permitted.
4. There must be no jump in the starting straight.
5. The first bend must not exceed 90°.



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

1. Along the circuit, a zone must be reserved for repairs and signalling (= the pit lane) during the races.
2. The repair and signalling zone (= the pit lane) must be a combined area alongside the course with direct access to the paddock. It must be situated on a horizontal hard standing area with minimum approximate dimensions of 30 m (length) x 10 m (width). This zone should have only one entrance from the paddock.
3. The pit lane must be fenced to a high standard with a security gate (entrance/exit to the paddock), providing proper security for the persons who need to be within the confines of this zone. There must be strict policing of passes for entry to the pit lane.
4. The pit lane must have one entrance and one exit to the course to allow riders to enter and leave the zone easily. The entrance and exit to the course, as well as the pit lane, must be kept clear at all times. The exit from pit lane to the course must be controlled by a flag marshal.
5. The pit lane must have a corridor to allow an uninterrupted passage throughout the entire length. The pit lane should be marked by black or red lines throughout the entire event and remain free of parked snowmobiles, equipment and people. Furthermore, there should be no excessive speed or overtaking in the pit lane. Riders should ride in a disciplined manner within the pit lane.
6. The pit lane must be clearly visible for riders.
7. A monitor displaying times is compulsory in the pit boxes. It is recommended that a maximum of 22 riders are listed together on the screens. The monitors must be put in shelters and be no lower than approximately 2 m from the ground.
8. Smoking is prohibited in the pit lane. “No smoking” signs should be installed at the entrance of the pit lane (paddock side).
9. It is recommended that all persons in this zone be dressed neatly. Team uniforms are encouraged to maintain a professional appearance.

## 6. RUNNING OF THE EVENT

### 6.1 Administrative Control

1. Riders entered in an event may be required to present their FIM SnowCross World Championship or Prize Event licence, starting permission from their FMN, and/or to sign an individual entry form during an administrative control carried out by the FIM/FMNR/Organisers and/or the FIM Championship Promoter.
2. It is necessary to confirm whether all the riders present at the event:
  - a) Are in possession of a valid FIM SnowCross World Championship or Prize Event licence;
  - b) Have been authorised by their FMN to participate in that event;
  - c) Have duly completed the official FIM SnowCross World Championship/ Cup entry form;
  - d) Have a “My Laps” transponder.
3. The Secretary of the Event must prepare an updated entry list and give it to the Clerk of the Course before the start of the administrative control.
4. The Secretary of the Event must also verify that there is nothing to prevent a rider from participating in the event, e.g. injury, suspension, disqualification, or any other ban on riding.
5. The Secretary of the Event must also verify that each rider has a transponder and note down the number of the transponder.
6. At the end of the administrative control, the Secretary of the Event must report to the Clerk of the Course give him the final entry list, including the numbers of the transponders.
7. The report (confirmation) of administrative control and the final entry list must be presented to the Race Direction by the Clerk of the Course before the start of the official practices of the event.

## 6.2 FIM Laissez-Passer

1. The FIM SnowCross World Championship and FIM Women's SnowCross World Cup are covered by a contract signed by the FIM.
2. Therefore, and for security and practical reasons, only passes issued by the FIM Contractual Partner are valid.
3. FIMlaissez-passer, Manufacturers' Licences, Accessory Manufacturers' Licences and Team Licences, issued for the personal use of company employees or those persons authorised by the latter, are not valid.

### 6.3 Preliminary Technical Verifications

1. Prior to practice, a technical control must be carried out in accordance with the procedure and the times fixed in the FIM Regulations and/or the Supplementary Regulations of the event.
2. The technical verifications must be held on the site of the event.
3. During these technical verifications, a rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his snowmobile.
4. Riders must present their snowmobile at the technical verifications with the transponder mounted on the steering column.
5. During the event and per class, riders are allowed to use only those snowmobiles (maximum two) presented at scrutineering.
6. Each rider must present one snowmobile in his name and number at scrutineering. There are two possibilities for a second snowmobile, which must be of the same make, type and cylinder capacity as the first one:
  - a) Riders may present at scrutineering a second snowmobile in their name and number;
  - b) Teams may present at scrutineering a second snowmobile to be used by two or more riders. In this case, the team presenting the snowmobile, must inform the Technical Stewards of the names and numbers of the riders eligible to use this snowmobile.
7. For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per snowmobile. Other spare silencers may be presented after all participants have presented their snowmobiles, or on the following day of the event.
8. The maximum limit of the sound level is fixed at:  
For all engine types:  
114 dB/A (112 + 2 dB/A for precision of the method - measured with a Type 1 sound meter).



9. Riders may change snowmobiles at any time except during a race.
10. The final choice of snowmobile to be used in a race must be made 10 minutes before the start of the race in question.
11. At any time during the event:
  - a) On request of the Chief Technical Steward, a rider must present himself and/or their snowmobile(s) and/or equipment to the technical verification;
  - b) A rider will be responsible for keeping his snowmobile and/or equipment in conformity with the rules;
  - c) Can the Race Direction disqualify a snowmobile of which the construction or condition is considered to be or may become a source of danger.



## **6.4 Motorcycle testing by riders and/or team members**

- 1. Riders and/or team members may only test their motorcycles in the designated test area and respecting local restrictions. Testing in the paddock is prohibited.**
- 2. Only motorcycles presented at the technical verifications and approved for the event are allowed within the designated test area.**
- 3. Such testing is not part of the official programme of the event and is undertaken at the riders' and/or team members' own risk.**
- 4. The designated test area is to be used for testing purposes only.**
- 5. Riders and team members are responsible for wearing at least a helmet, 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.**

## 6.5 Special Medical Examination

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

## 6.6 Circuit Control

1. A circuit control will be made on **Thursday, generally at 16:00.**
2. If deemed necessary, a second circuit control can be carried out on **Friday, generally at 10:00.**
3. The circuit control will be carried out by the Race Direction.
4. The Chief Medical Officer must also attend the circuit control.
5. Members of the Event Management and/or the FIM Stewards Panel, as well as the Secretary of the Event may also attend this inspection.



## 6.7 Meeting with the Organisers

1. A meeting with the organisers will be held on Friday, generally at **10:00 or after the second circuit control**.
2. The Members of the Race Direction, the Event Management and FIM Stewards Panel, as well as the Chief Medical Officer, are expected to attend this meeting.
3. Also invited to attend this meeting are: the Secretary of the Event, the Chief Timekeeper and the Chief Technical Steward, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, the Press Officer, representatives of the FIM Championship Promoter and the organisers, etc.
4. If the Chief Medical Officer is not present, the organiser must be prepared to discuss the medical installations and evacuation plan for the event.



## 6.8 Filming with On-Board Cameras

1. Riders may be required by the FIM Championship Promoter to carry on-board cameras.
2. When a snowmobile is equipped with on-board cameras, the cameras and associated equipment must be carried during the entire event, from the practice sessions until the end of the event.
3. Cameras and other equipment will be supplied to the designated riders/teams no later than 2 hours before the first practice.
4. Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.
5. An on-board/helmet-camera (other than the one from the Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.

## **6.9 Practice/Practice Restrictions**

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

## 6.10 Riders' Briefing

1. A briefing with the riders may be held at the starting line, generally on Friday at 12:30 before the Free Practices.
2. The Members of the Race Direction, the Event Management and the FIM Stewards Panel are expected to attend the riders' briefing.
3. Representatives of the FIM Championship Promoter and the organisers, the Chief Flag Marshal, the team managers and all riders participating in the event should attend.
4. The Secretary of the Event and the Chief Medical Officer may also attend this briefing.
5. During this briefing, matters relating to the circuit and safety and race procedures will be discussed.
6. After the briefing, there will be a demonstration of the complete start procedure.
7. It is the responsibility of each rider and team to attend the briefing, be aware of all information given and follow all instructions issued.

## **6.11 Autograph Session**

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

## 6.12 Free Practices

1. The track and installations must be fully completed for the free practices.

A. Up to 22 riders

2. The maximum number of riders in the Free Practices is 22.

B. More than 22 riders/Up to 40 riders

3. The maximum number of riders in the Free Practices is 40.
4. The riders will be allocated to Groups “1” and “2” by ballot (20 riders per Group).
5. Riders may not change Group.
6. The riders will be divided into **their respective FIM SnowCross World Championship/FIM Womens’ SnowCross World Cup** Groups as follows:

a) For the first event of the season:

The riders will be allocated to Groups “1” and “2” according to their standings in the previous year’s FIM SnowCross World Championship/**FIM Womens’ SnowCross World Cup** and presence at the event: the best rider present will be allocated to Group “1”, the second best rider present to Group “2”, the third best rider present to Group “1”, and so on.

A ballot will decide upon the riders having no overall places from the previous year’s FIM SnowCross World Championship/**FIM Womens’ SnowCross World Cup**.

b) As of the second event of the season:

The riders will be allocated to Groups “A” and “B” upon their standings in the current year’s FIM Snowcross World Championship/**FIM Womens’ SnowCross World Cup** and presence at the event: the best rider present will be allocated to Group “1”, the second best rider present to Group “2”, the third best rider present to Group “1”, and so on.

A ballot will decide upon the riders having no overall places from the current year’s FIM SnowCross World Championship/**FIM Womens’ SnowCross World Cup**.



### 6.13 Qualifying Practice

1. Riders must always start Qualifying Practice from the waiting zone.

**A. Up to 22 riders**

2. The riders will directly qualify for their starting positions in the Final according to their best result in the Qualifying Practice. In case of ties, the second best times will be taken into consideration.

SnowCross	Positions	Result
-----------	-----------	--------

Qualifying Practice (22 riders/ 10 minutes)	1 to 20	Are qualified for the Final
	21 and 22	Are appointed reserve riders for possible participation in the Final

3. If, for unforeseen reasons, a rider does not score any qualification time in the Qualifying Practice, he will be placed in last position in the results. If several riders are concerned, they will be placed after all the other rider in the results; according to their times set in Free Practice. Should there still be riders without any times after this procedure, then a ballot will decide upon their position and they will be placed behind all the other riders in the results.
4. If the Qualifying Practice is cancelled for any reason, times from the Free Practice will be used as qualifying times for the Final.
5. If, for unforeseen reasons, no results are obtained in the Free or Qualifying Practices, then the Race Direction will decide upon any modifications to the time table and qualifying criteria.

**B. More than 22 riders/Up to 40 riders**

6. In each Group, riders will qualify for their starting positions in the Semi-Final according to their best result in their Qualifying Practice. In case of ties, the second best times will be taken into consideration.

SnowCross	Positions in each Group	Result
Qualifying Practice (20 riders/ 10 minutes)	1 to 20	Determine the starting positions for the Semi-Final

7. If, for unforeseen reasons, a rider does not score any qualification time in the Qualifying Practice, he will be placed last on the starting grid for the Semi-Final. If several riders are concerned, the times set in Free Practice will be taken in consideration. Should there still be riders without any times after this procedure, then a ballot will decide upon their starting position.
8. If the Qualifying Practice is cancelled for any reason, times from the Free Practice will be used as qualifying times for the Semi-Final.
9. If, for unforeseen reasons, no results are obtained in the Free or Qualifying Practices, then the Race Direction will decide upon any modifications to the time table and qualifying criteria.





## 6.14 Semi-Finals

### A. Up to 22 riders

1. There will not be any Semi-Final.

### B. More than 22 riders/Up to 40 riders

2. All the riders present at the event must take part in their Semi-Final.
3. The riders will qualify according to the following model:

SnowCross	Positions in each Group	Result
-----------	-------------------------	--------

Semi-Final (20 riders/ 10 minutes + 2 laps)	1 to 9	Are qualified for the Final
	10 to 20	Will participate in the Last Chance Qualifier

4. If, for unforeseen reasons, only one Semi-Final “1” is run, the 9 fastest riders of the Group “2” Qualifying Practice will advance to the Final. Riders on positions 10 to 20 of that Qualifying Practice will participate in the Last Chance Qualifier.
5. If, for unforeseen reasons, no results are obtained in the Semi-Finals, then the Race Direction will decide upon any modifications to the time table and qualifying criteria.

## 6.15 Last Chance Qualifier

### A. Up to 22 riders

1. There will not be any Last Chance Qualifier.

### B. More than 22 riders/Up to 40 riders

2. All the riders present at the event must take part in the Last Chance Qualifier.
3. The riders will qualify according to the following model :

SnowCross	Positions in each Group	Result
-----------	-------------------------	--------

Last Chance Qualifier (22 riders/ 8 minutes + 2 laps)	1 and 2	Are qualified for the Final
	3 and 4	Are appointed reserve riders for possible participation in the Final
	As of 5	Are eliminated

4. If, for unforeseen reasons, the Last Chance Qualifier is not run, the 10<sup>th</sup> placed riders of each Semi-Final will advance to the Final.
5. In that case, the 11<sup>th</sup> placed riders of the Semi-Finals 1 and 2 will be appointed respectively first and second reserve.
6. All the other riders will be eliminated.

## 6.16 Reserve riders

1. The decision concerning the replacement of one (or two) rider(s) by a reserve rider will be taken 10 minutes before the start of the Final.

### A. Up to 22 riders

2. The reserve riders are appointed according to the results of the Qualifying Practices:

SnowCross	Positions	Result
-----------	-----------	--------

Qualifying Practice (22 riders/ 10 minutes)	21 and 22	Are appointed reserve riders for possible participation in the Final
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3. If the Qualifying Practice is cancelled for any reason, times from the Free Practice will be used to appoint the reserve riders.

### B. More than 22 riders/Up to 40 riders

4. The reserve riders are appointed according to the results of the Last Chance Qualifier:

SnowCross	Positions in each Group	Result
-----------	----------------------------	--------

Last Chance Qualifier (22 riders / 8 minutes + 2 laps)	3 to 4	Are appointed reserve riders for possible participation in the Final
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5. If, for unforeseen reasons, the Last Chance Qualifier is not run, the 10th placed riders of each Semi-Final will advance to the Final.
6. In that case, the 11th placed riders of the Semi-Finals 1 and 2 will be appointed respectively first and second reserve.

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**6.17 Final**

**6.17.SNX FIM SnowCross World Championship**

1. There will be two Finals of 15 minutes + 2 laps each (maximum 20 riders).

**6.17.WSNX FIM Womens SnowCross World Cup**

1. There will be two Finals of 10 minutes + 2 laps (maximum 20 riders).



## 6.18 Waiting Zone Procedure

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

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



## 6.19 Sighting Lap

1. Before each Semi-Final, Last Chance Qualifier and Final, the riders will be given the opportunity to make a sighting lap.
2. Participation in the sighting lap is optional.
3. Once a rider has started his sighting lap, he must continue in the direction of the course. Practice starts are not allowed.
4. Riders are not allowed to enter the pit lane during the sighting lap. **Adjustments, repairs or refueling 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.**
5. After the sighting lap, riders must return with their snowmobiles directly to the waiting zone using the access gate indicated.
6. The following procedure will apply:

10 minutes before the start:	The entrance from the waiting zone to the track is open.
	All the riders, who are present in the waiting area in time, may leave for the sighting lap.

7 minutes before the start:	The entrance to the track is closed. No further sighting laps are allowed.
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4 minutes before the start:	The entrance from the circuit to the waiting zone is closed.
	The circuit should be clear.
	Riders who have mechanical problems during the sighting lap and/or do not succeed in bringing their snowmobile into the waiting zone in time will be disqualified from the Semi-Final, Last Chance Qualifier and Final in question.

## 6.20 Starting order

### A. Up to 22 riders

1. The riders select their gates as follows:

For the <b>Final(s)</b> :	According to the results of the Qualifying Practice.
	The first rider to proceed to the starting line will be the fastest rider, followed by the second fastest, then the third fastest and so on.
	If one or two reserve riders can participate in a Final, he/they will be the last rider(s) to proceed to the starting line. The first reserve rider will proceed first to the starting line, eventually followed by the second reserve rider.

### B. More than 22 riders/Up to 40 riders

2. The riders select their gates as follows:

For the Semi-Final:	According to the results of the respective Qualifying Practice.
	The first rider to proceed to the starting line will be the fastest rider, followed by the second fastest, then the third fastest and so on.
For the Last Chance Qualifier:	According to the results of the Semi-Finals.
	The first rider to proceed to the starting line will be the 10 <sup>th</sup> placed rider of Semi-Final 1, followed by the 10 <sup>th</sup> placed rider of Semi-Final 2, the 11 <sup>th</sup> placed rider rider from Semi-Final 1, the 11 <sup>th</sup> placed rider rider from Semi-Final 2, and so on.



For the <b>Final(s)</b> :	According to the results of the Semi-Finals and Last Chance Qualifier.
	The first rider to proceed to the starting line will be the winner of Semi-Final 1, followed by the winner of Semi-Final 2, the second placed rider from Semi-Final 1, the second placed rider from Semi-Final 2, and so on.
	If one or two reserve riders can participate in a Final, he/they will be the last rider(s) to proceed to the starting line. The first reserve rider will proceed first to the starting line, eventually followed by the second reserve rider.





## 6.21 Start Procedure

1. The start will be given by means of red lights.
2. A mass start will be made with engines running.
3. All snowmobiles will be started from a standing position, in one row.
4. The use of a stand is permitted.
5. The following procedure will be used:

4 minutes before the start:	At a whistle signal, everybody, except the riders and one mechanic per rider, the television crew and the essential officials leaves the waiting zone.
	The riders prepare for the start.

6. Upon a whistle signal, the entrance to the starting line is opened and the riders in the waiting zone proceed to the starting line.
7. The red lights will be displayed as soon as the riders leave the waiting zone.
8. The FIM Race Director will hold up a green flag in the middle of the starting straight, from which moment the riders are under his control.
9. Riders can freely select their grid position according to their starting order and places available.
10. Once a rider has taken his position at the starting line, he cannot change it, return to the waiting zone or receive assistance prior to the start.
11. The mechanics remain in the waiting zone until the start has been given.
12. Riders who have mechanical problems in the waiting zone must remain there until their snowmobile has been repaired.
13. If they succeed in repairing their snowmobile before the entrance to the starting line has been closed, they can still take an available position at the grid.

14. Only the riders, the television crew and the essential officials are allowed at the starting line area.
15. When all the available riders are on the starting line, the entrance from the waiting zone to the starting area will be closed.
16. The official at the waiting zone will display a green flag to the FIM Race Director.
17. Riders in the waiting zone who do not succeed in repairing their snowmobile before this time, must remain there until the start has been given.
18. Once the start has been given and their snowmobile has been repaired, they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the Semi-Final, Last Chance Qualifier or Final in question.
19. Riders having mechanical problems at the starting line must wait for assistance until the start has been given. Once the start has been given, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the Semi-Final, Last Chance Qualifier or Final in question in question.
20. The FIM Race Director moves to the side of the track, holding up the green flag. He then puts down the green flag and takes command of the red lights.
21. The Clerk of the Course will hold up a “15 seconds” sign for 15 full seconds.
22. At the end of the 15 seconds, the red light will remain displayed for another 5 seconds, and then it will be turned off upon which the race starts.
23. Whenever it is not possible to start the race by means of the red lights, a green flag will be used to give the start.
24. The same start procedure (as mentioned above; except § 7) will be maintained up to § 20.
25. Then, the FIM Race Director moves to the side of the track, holding up the green flag. He then puts down the green flag upon which the race starts.

## **6.22 False Start**

1. In case of a false start, there will be a re-start.
2. A red flag will be displayed to the riders.
3. The riders will return to the waiting zone and the re-start will take place as soon as possible with the same riders.
4. Changing of snowmobiles will not be allowed after a false start.
5. A reserve rider (if any) who has not been admitted to the initial start cannot be introduced after a false start.



## **6.23 Stopping of a Practice Session**

1. The FIM Race Director is authorised to prematurely stop any Free Practice or Qualifying Practice for urgent and/or safety reasons or other cases of “force majeure”.
2. In that case, a red flag will be displayed to the riders.
3. Riders will return to the paddock or to the place indicated by the Officials.

## 6.24 Stopping of a Race

1. The FIM Race Director is authorised to prematurely stop any Semi-Final, Last Chance Qualifier or Final for urgent and/or safety reasons or other cases of “force majeure”.
2. In that case, a red flag will be displayed to the riders.
  - A. Before 2 laps have been completed
3. If a Semi-Final, Last Chance Qualifier or Final is stopped before 2 laps have been completed, there will be a complete restart.
4. Riders will have to go back to the waiting zone and the restart will take place as soon as possible.
5. Changing of snowmobiles will not be allowed.
6. No reserve riders (if any) will be introduced.
  - B. After 2 laps have been completed and before...
7. If:
  - a) A Semi-Final is stopped before first 5 minutes;
  - b) A Last Chance Qualifier is stopped before first 4 minutes;
  - c) A SNX Final is stopped before first 8 minutes;
  - d) A WSNX Final is stopped before first 5 minutes;have elapsed, there will be a complete restart.
8. Riders will return to the paddock and the restart will take place as soon as possible after the red flag was displayed.
9. Changing of snowmobiles will be allowed. The final choice must be made 10 minutes before the restart and the snowmobile must be in the waiting zone.
10. Reserve riders (if any) may take part in the restart if one or more of the original starters are unable to take part or have been disqualified.

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

11. If:

- a) A Semi-Final is stopped after the first 5 minutes;
- b) A Last Chance Qualifier is stopped after the first 4 minutes;
- c) A SNX Final is stopped after the first 8 minutes;
- d) A WSNX Final is stopped after the first 5 minutes;

have elapsed, the race will be considered complete.

12. In that case,

- a) The rider's placings will be those at the end of the lap preceding the stopping of the race;
- b) Full championship points will be awarded.



## 6.25 Penalties for causing a restart

1. The FIM Race Director may recommend to the other Members of the Race Direction:
  - a) To penalise the rider(s) deemed being at fault for the false start;
  - b) To exclude the rider(s) deemed being at fault for the false start from taking part in the restart;
2. During the restart, the rider(s) who has (have) been penalised:
  - a) Must start from a second row with the engine dead;
  - b) Must hold the “killing device” up in his (their) hand;
  - c) Cannot touch the starting device of his snowmobile before the start procedure has been completed.



## 6.26 Control of the Sound Levels after each Race

1. Immediately after each Semi-Final, Last Chance Qualifier and Final, three snowmobiles, chosen at random by the Race Direction, may be checked for compliance with sound level regulations.
2. Other snowmobiles may also be checked at the request of the Race Direction or the FIM Race Director.
3. Any rider whose snowmobile is above the maximum allowed post-race limit of the sound level:

For all engine types:

115 dB/A (112 + 2 for measurement precision + 1 for degradation accepted during the race - measured with a Type 1 sound meter)

- whether it be one of the riders chosen at random or any other rider whose snowmobile is controlled/verified - will be penalised by losing 5 positions in the race in question.

4. Subject to rules governing outside assistance, riders may freely change their silencers but their snowmobiles must be checked for compliance. Therefore the Chief Technical Steward, his staff and his equipment must be available throughout the event.



## 6.27 Results / Procedure

1. All official outings of the riders on the circuit (see Art. 01.1.3 Format of the Event) must be timed, with the results displayed on monitors and communicated to the press.
2. Timing shall continue until:
  - a) 5 minutes after the end of each practice or timed qualifying session;
  - b) 5 minutes after the arrival of the winner of the race in question.
3. The winner of a race is the rider who crosses the finish line first.
4. Races are officially ended at the completion of the lap at which the chequered flag is displayed to the winner.
5. The riders who follow the winner will then be stopped when crossing the finishing line.
6. The time at which a snowmobile crosses a control line shall be registered at the moment the foremost part of the snowmobile crosses the line.
7. When crossing control lines, the rider must always be in contact with the snowmobile.
8. All the riders participating in the Semi-Final, Last Chance Qualifier and/or Final 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. 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.



9. 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.
10. 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.
11. All results must be homologated by the Race Direction.
12. The results will not become official until the time limits for protests have elapsed.
13. If a protest is lodged, the results will not become official until a decision is taken by the competent body.
14. If an appeal is lodged against the decision of the Race Direction, the results cannot be considered as definitive until a final decision has been taken by the competent body.



## 6.28 Results/Awarding of Points

1. Points will be awarded to riders in the Final according to the following scale:

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

## **6.29 Result of the event**

1. The winner of the event is the rider who has obtained the most points, the runner-up will be the rider who has obtained the second best number of points, and so on.

## 6.30 Results/Presentation and Publication

1. The results must include at least the following information:
  - a) FIM, FMNR, Organiser/Club and Championship logo;
  - b) Title of the Event;
  - c) IMN number;
  - d) FMNR;
  - e) Date and venue of the event;
  - f) Class;
  - g) Position, number, name and first name of the riders;
  - h) FMN of the rider;
  - i) Nationality of the rider;
  - j) Snowmobile of the rider;
  - k) Team of the rider (only if the Team is holder of a valid FIM Team Licence);
  - l) The number of laps and times of all riders;
  - m) The number of classified riders;
  - n) Championship points earned by the rider;
  - o) The winner's average speed;
  - p) The name of the rider making the best lap in the race, his time and average speed;
  - q) Publication time of the results;
  - r) The name and signature of the FIM Delegate;
  - s) The name and signature of the Clerk of the Course.
2. The results of the practice and qualifying sessions and races must be communicated to the Race Direction and to the press.

## 6. RUNNING OF THE EVENT

### 6.30 Results/Presentation and Publication

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3. The final results of each Final must be transmitted to the FIM Administration within the hour that follows their approval:
  - a) FIM SnowCross World Championship Final;
  - b) FIM Women's SnowCross World Cup Final.
4. The Chief Timekeeper is responsible for this transmission which will be made by through FTP (File Transfer Protocol) on the FIM server.

## **6.31 Lap of Honour**

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

## 6.32 Prize-Giving Ceremony

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



### 6.33 Press Conference

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

## 6.34 Final Verification

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

## 6.35 Protests/Appeals

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



11. An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision and must be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the appeal is justified.
12. An appeal against the decision of the FIM Stewards Panel may be lodged to the CDI. This appeal must be presented 5 days at the latest after the notification of the FIM Stewards Panel decision (Security deposit for appeal: € 1'320.-).
13. After exhaustion of the FIM internal instances, an appeal to the CAS is still possible. This appeal must be presented 5 days at the latest after the notification of the final decision.

## 6.36 Fuel Control

1. A fuel control may be carried out at any time during an event, according to the FIM SnowCross World Championships or Prize Event.
2. All requests for fuel controls following a protest must be accompanied by a deposit of € 800.- paid to the competent body or the FIM (supplementary controls).
3. Any new requests for controls must be presented to the FIM within 5 days of the reception date of the results of the preceding control notified in conformity with the FIM SnowCross World Championships or Prize Event Regulations.
4. After the last control:
  - a) The winning party will have its deposit reimbursed;
  - b) The losing party will have to pay the costs of all the controls carried out after deduction of deposits which it had already paid.
5. A rider whose fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all points and trophies earned.
6. This rider will also be liable for the reimbursement of the full costs of the test.
7. Further penalties may be imposed.



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## **6.37 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.
3. Additional penalties may be imposed.

### 6.38 Travel Indemnities and Prizes

1. All amounts are shown in Euros (€). They are net amounts from which no deductions are allowed. They are payable in € only.
2. After the final results have been approved, the travel indemnity of € 250.- will be paid to the 20 riders who qualify to take part in the Final, as well as the two reserve riders.
3. Should a rider consider that he has had his travel indemnity and/or prize money not paid at the correct minimum level, this matter may be submitted to the FIM Administration which will take immediate action.

#### In addition to 6.38:

#### 6.38.SNX FIM SnowCross World Championship

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

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

#### 6.38.WSNX Women's FIM SnowCross World Cup

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

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

## 7. TIME TABLES

**FIM SNOWCROSS WORLD CHAMPIONSHIP & WOMEN'S WORLD CUP  
TIME SCHEDULE**

(Subject to change)

(Up to 40 riders per Group and Class - page 1/3)

<b>Thursday</b>	<b><u>date</u></b>
Circuit Control:	16:00
Meeting with the Organisers:	18:00

<b>Friday</b>	<b><u>date</u></b>
Technical Verifications:	08:00 - 11:00
Second Circuit Control:	10:00
Race Direction, First Meeting:	11:30
Meeting with the riders:	12:00
Camera on-board session:	12:30 - 12:45
<b>Free Practices 1: Women's World Cup (25 minutes / Max 20 riders)</b>	
Group 1:	12:45 - 13:10
Group 2:	13:15 - 13:40
<b>Free Practices 1: World Championship (25 minutes / Max 20 riders)</b>	
Group 1:	13:45 - 14:10
Group 2:	14:15 - 14:40
<b>Qualifying Practice: Women's World Cup (10 minutes / Max 20 riders)</b>	
Group 1:	14:45 - 14:55
Group 2:	15:00 - 15:10
<b>Qualifying Practice: World Championship (10 minutes / Max 20 riders)</b>	
Group 1:	15:15 - 15:25
Group 2:	15:30 - 15:40
Race Direction, Second Meeting:	16:00



Saturday	<u>date</u>
<b>Warm-Up: Women's World Cup (10 minutes / Max 20 riders)</b>	
Group 1:	09:00 - 09:10
Group 2:	09:15 - 09:25
<b>Warm-Up: World Championship (10 minutes / Max 20 riders)</b>	
Group 1:	09:35 - 09:45
Group 2:	09:50 - 10:00
<b>Track preparation</b>	<b>10:00 - 10:30</b>
<b>Semi-Final 1 Women's World Cup (10 minutes + 2 laps/ Max 20 riders)</b>	
Snowmobiles in the waiting zone:	10:30
Sighting lap:	10:30
Start:	10:40
<b>Semi-Final 2 Women's World Cup (10 minutes + 2 laps / Max 20 riders)</b>	
Snowmobiles in the waiting zone:	10:55
Sighting lap:	10:55
Start:	11:05
<b>Semi-Final 1 World Championship (10 minutes + 2 laps / Max 20 riders)</b>	
Snowmobiles in the waiting zone:	11:20
Sighting lap:	11:20
Start:	11:30
<b>Semi-Final 2 World Championship (10 minutes + 2 laps / Max 20 riders)</b>	
Snowmobiles in the waiting zone:	11:45
Sighting lap:	11:45
Start:	11:55
<b>Last Chance Qualifier Women's World Cup (8 minutes + 2 laps / Max 22 riders)</b>	
Snowmobiles in the waiting zone:	12:10
Sighting lap:	12:10
Start:	12:20
<b>Last Chance Qualifier World Championship (8 minutes + 2 laps / Max 22 riders)</b>	
Snowmobiles in the waiting zone:	12:35
Sighting lap:	12:35
Start:	12:45
<b>Track preparation</b>	<b>13:00 - 13:30</b>

Saturday	<u>date</u>
<b>Final 1 Women's World Cup (10 minutes + 2 laps / Max 20 riders)</b>	
Snowmobiles in the waiting zone:	13:30
Sighting lap:	13:30
Start:	13:40
<b>Final 1 World Championship (15 minutes + 2 laps / Max 20 riders)</b>	
Snowmobiles in the waiting zone:	14:00
Sighting lap:	14:00
Start:	14:10
<b>Final 2 Women's World Cup (10 minutes + 2 laps / Max 20 riders)</b>	
Snowmobiles in the waiting zone:	14:30
Sighting lap:	14:30
Start:	14:40
<b>Final 2 World Championship (15 minutes + 2 laps / Max 20 riders)</b>	
Snowmobiles in the waiting zone:	15:00
Sighting lap:	15:00
Start:	15:10
<b>Prize-Giving</b>	
Prize-Giving Ceremony Women SNX World Cup:	Immediately after the World Championship Final
Prize-Giving Ceremony SNX World Championship:	Immediately after Women SNX World Cup Prize-giving Ceremony
Press Conference:	Immediately after Prize-Giving Ceremony
Race Direction, Third Meeting:	15:45

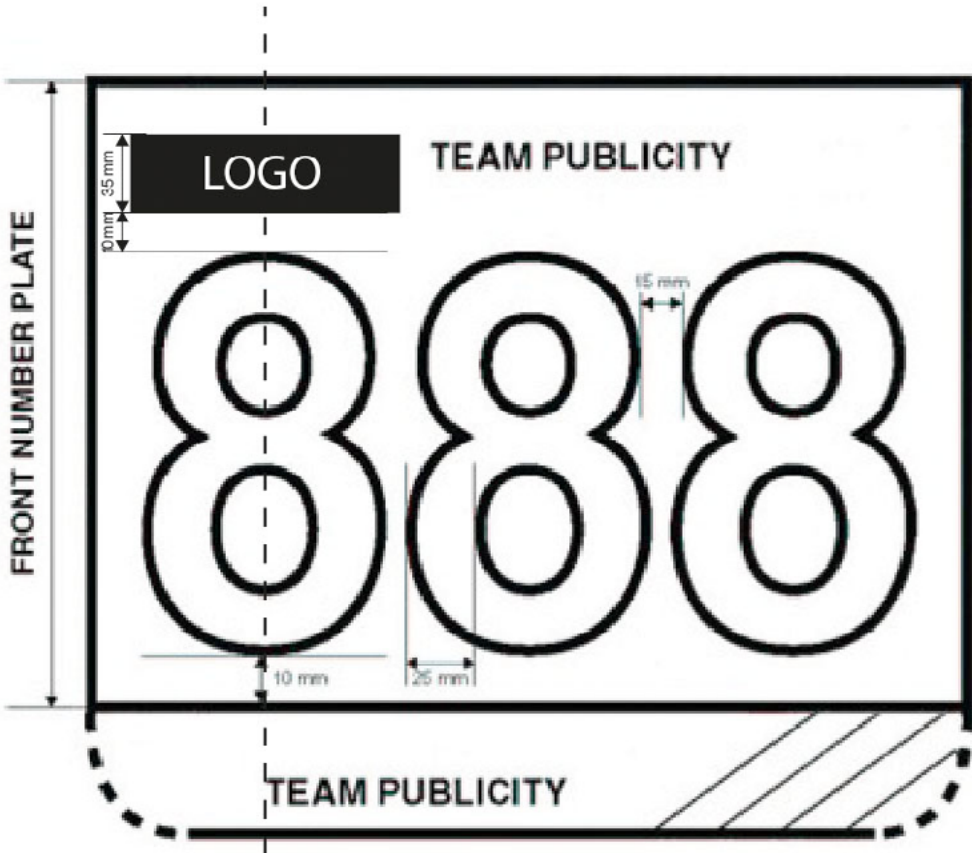
8. FIM SNOWCROSS WORLD CHAMPIONSHIP LOGO



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



9. FRONT NUMBER PLATE





FMNR Logo  
Will be placed  
by the FIM

Organiser's Logo  
Will be placed  
by the FIM

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**FIM SNOWCROSS WORLD CHAMPIONSHIP  
CHAMPIONNAT DU MONDE FIM DE MOTONEIGE  
FIM WOMEN'S SNOWCROSS WORLD CUP  
COUPE DU MONDE FIM DE MOTONEIGE FEMININ  
SUPPLEMENTARY REGULATIONS / REGLEMENT PARTICULIER  
ADDITIONAL INFORMATION / INFORMATIONS SUPPLEMENTAIRES**

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**GENERAL INFORMATION / INFORMATIONS GENERALES**

Time difference to GMT / *Différence d'heure(s) par rapport GMT:*

Power / *Courant:*                      Volts      Currency / *Unité monétaire:* (in full / en entier)

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**TOURISTIC INFORMATION / INFORMATIONS TOURISTIQUES**

Tel N°:    E-mail:

Website:

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**OPENING DAYS AND HOURS / JOURS ET HEURES D'OUVERTURE**

Banks / *Banque:*      (Mon-Fri/Lu-ve, Sat/Sa, Sun/Di)

Supermarkets / *Supermarchés:* (Mon-Fri/Lu-ve, Sat/Sa, Sun/Di)

Chemists / *Pharmacies:* (Mon-Fri/Lu-ve, Sat/Sa, Sun/Di)

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**EMERGENCY TELEPHONE Nos / N°s DE TELEPHONES D'URGENCE**

Code prefix to phone abroad (when in the country of the meeting)

*Code préfix pour téléphoner à l'étranger (depuis le pays de la manifestation):*

N° to make a collect call / *N° pour téléphoner en PCV :*

Police :                      Fire/Feu :                      Ambulance :

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**NEAREST HOSPITAL / HOPITAL LE PLUS PROCHE**

Address / *Adresse*

Tel. N°:

E-mail :

Website:



FMNR Logo  
Will be placed  
by the FIM

Organiser's Logo  
Will be placed  
by the FIM

**FIM SNOWCROSS WORLD CHAMPIONSHIP  
CHAMPIONNAT DU MONDE FIM DE MOTONEIGE  
FIM WOMEN'S SNOWCROSS WORLD CUP  
COUPE DU MONDE FIM DE MOTONEIGE FEMININ  
SUPPLEMENTARY REGULATIONS / REGLEMENT PARTICULIER**

Title of the event / *Titre de la manifestation* :

Class / *Classe* : Pro-Racer: -

- for 2-stroke engines: up to 600cc maximum;
- for 4-stroke engines: up to 1050cc maximum.
  - *pour les moteurs 2-temps : jusqu'à 600cc maximum;*
  - *pour les moteurs 4-temps : jusqu'à 1050cc maximum.*

IMN : 209/      and 219/

Date:

Organising FMN / *FMN organisatrice*:

Venue of the event / *lieu de la manifestation*:

The event is organised in accordance with the FIM Sporting Code, Appendices and Regulations.

*Cette manifestation est organisée conformément au Code Sportif, aux Annexes et aux Règlements FIM.*

## **ACCESS / ACCÈS**

Nearest airport / *Aéroport le plus proche*:

At / *à*      km from the circuit / *du circuit*

Motorway / *Autoroute*:

Exit / *Sortie*:

National road / *Route nationale*:

Nearest town / *Ville la plus proche*:

At / *à*      km from the circuit / *du circuit*

Direction: (north, south, east, west / nord, sud, est, ouest)

GPS:

See attached map / *Voir plan annexé*

## **1. CIRCUIT**

Name / *Nom*:

Length of the course / *Longueur de la piste*:

Minimum width / *Largeur minimale*:

A drawing of the circuit is attached / *Un plan du circuit est annexé*

## **2. ORGANISER / ORGANISATEUR**

Name / *Nom* (Club/Promoter/*Promoteur*):

Address / *Adresse*

Tel. N°:

E-mail:

Website:



FMNR Logo  
Will be placed  
by the FIM

Organiser's Logo  
Will be placed  
by the FIM

## Secretariat of the Event / *Secrétariat de la Manifestation*

Address / Adresse

Tel. N°:

E-mail:

Website:

### Open on / *Ouvert le*

Friday / *Vendredi* (date) from/de (time/heure) to/à (time/heure)

Saturday / *Samedi* (date) from/de (time/heure) to/à (time/heure)

## 3. OFFICIALS / *OFFICIELS* & FIM LICENCE NO / *LICENCE FIM NO*

- FIM Delegate		No:
- <i>Délégué FIM</i>	<i>email address</i>	
- FIM Chief Steward		No:
- <i>Chef Commissaire FIM</i>	<i>email address</i>	
- FMNR Steward		No:
- <i>Commissaire FMNR</i>	<i>email address</i>	
- FIM Race Director	Kurt Ljungqvist	No: 3103
- <i>Directeur de l'Epreuve FIM</i>	<i>kurt.ljungqvist@moottoriliitto.fi</i>	
- Clerk of the Course		No:
- <i>Directeur de Course</i>	<i>email address</i>	
- Secretary of the Race Direction		
- <i>Secrétaire de la Direction de Course</i>	<i>email address</i>	
- Chief Technical Steward		No:
- <i>Chef Commissaire Technique</i>	<i>email address</i>	
- Technical Steward		No:
- <i>Commissaire Technique</i>	<i>email address</i>	
- Chief Timekeeper		No:
- <i>Chef Chronomètreur</i>	<i>email address</i>	
- Environmental Steward		No:
- <i>Commissaire Environnement</i>	<i>email address</i>	
- Chief Medical Officer		
- <i>Chef du Service Médical</i>	<i>email address</i>	
- Press Officer		
- <i>Officier de Presse</i>		
- Paddock Official		
- <i>Responsable du Parc des Coureurs</i>		





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

*La manifestation est organisée conformément au Code Sportif de la FIM, aux règlements de la CMS, aux règlements généraux de la FMNR, lorsque applicable et au présent Règlement Particulier qui a été examiné et approuvé par la FMNR.*

#### **4. ENTRIES / ENGAGEMENTS**

Entry requests, provisional entries and/or entry forms duly completed by the participant and approved by his FMN must be sent to:

*Les demandes d'engagement, les engagements provisoires et/ou formulaires d'engagement dûment remplis par le participant et approuvés par sa FMN doivent être envoyés à :*

FMNR/ORGANISER/ORGANISATEUR  
Contact Person  
Address / Adresse

Tel. N° :  
E-mail :  
Website:

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

*Le droit d'inscription est de € 140.- et doit être payé par le coureur aux organisateurs au plus tard lors de la vérification administrative préalable à la manifestation.*

Closing date of entries / *date de clôture des engagements* : Snowcross : the start date of the event/date du début de la manifestation: - 15 days/jours

**For the following points (5-13), see attached Time Schedule in English.**

*Pour les points suivants (5-13), voir Horaire en français ci-joint.*

#### **5. CIRCUIT CONTROL / CONTROLE DU CIRCUIT**

Meeting point: at the starting grid / *Lieu de rencontre : à la grille de départ.*

#### **6. MEETING WITH THE ORGANISER / REUNION AVEC L'ORGANISATEUR**

Venue / *Lieu*: the Jury room / *au local du Jury*

#### **7. TECHNICAL CONTROL / CONTROLE TECHNIQUE**

Venue / *Lieu*: the technical control post / *au poste du contrôle technique.*

#### **8. JURY MEETINGS / SEANCES DU JURY**

Venue / *Lieu*: the Jury room / *au local du Jury*





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## 9. RIDERS' BRIEFING / *BRIEFING AVEC LES COUREURS*

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Meeting point / *Lieu du briefing* : at the starting grid / *à la grille de départ*.

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## 10. PRACTICE / *ENTRAINEMENTS*

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## 11. QUALIFYING / *QUALIFICATIONS*

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## 12. WAITING ZONE

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## 13. RACES / *COURSES*

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## 14. FUEL / *CARBURANT*

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In accordance with FIM specifications / *Conformément aux prescriptions de la FIM*.

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## 15. INSURANCE / *ASSURANCE*

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

*Par l'approbation du bulletin d'engagement, la FMN du coureur certifie que le coureur est assuré conformément aux prescriptions de la FIM.*

The organiser has contracted a third party insurance in accordance with Art. 110.1 of the FIM Sporting Code.

*L'organisateur a contracté une assurance responsabilité civile conformément à l'Art. 110.1 du Code Sportif de la FIM.*

This insurance includes a guarantee of:

*Cette assurance comporte une garantie de (local currency / monnaie locale, min. US\$ 1'000'000.-)*

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

*L'organisateur décline toute responsabilité pour des dommages occasionnés à un motoneige, à ses accessoires et pièces, par un accident, le feu ou tout autre incident.*



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## 16. PROTESTS AND APPEALS / RECLAMATIONS ET APPELS

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

*Toute personne ou groupe de personnes (coureur, concurrent, constructeur, officiel, etc.), reconnu par la FIM et se considérant lésé à la suite d'une décision prise sous l'autorité de la FIM, a le droit de demander réparation pour les conséquences qu'ont entraînées cette décision.*

Protests must be lodged according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations and be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the protest is justified.

*Toute réclamation doit être présentée conformément au Code Disciplinaire et d'Arbitrage FIM et au Règlement Particulier et être accompagnée d'une caution de € 660.- ou d'un montant équivalent en monnaie locale, qui sera remboursée si la réclamation est fondée.*

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

*En règle générale, toute réclamation contre l'éligibilité d'un coureur, passager, concurrent ou un motoneige inscrit doit être présentée avant le début des entraînements officiels.*

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

*Toutes les autres réclamations doivent être présentées dès que la raison de la réclamation est connue.*

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

*Toute réclamation concernant les résultats doit être présentée à la Direction de Course dans un délai de 30 minutes, au plus tard, après la publication des résultats.*

An appeal may be made against a decision of the Race Direction to the International Disciplinary Court (CDI).

*Il pourra être fait appel devant la Cour Disciplinaire Internationale (CDI) contre une décision de la Direction de Course.*

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

*Si la réclamation implique le démontage d'un motoneige, la caution doit être accompagnée par une caution supplémentaire de € 120.-. Cette caution doit être payée par la partie perdante au mécanicien du coureur qui a dû ouvrir le moteur.*



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Protests entailing a fuel control must be accompanied by an additional deposit of € 800.-  
*Des réclamations impliquant un contrôle du carburant doivent être accompagnées par une caution supplémentaire de € 800.-.*

## **17. TRAVEL INDEMNITIES AND PRIZES / INDEMNITES DE VOYAGE ET PRIX**

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

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

*Tous les montants sont indiqués en Euros (€). Ils sont nets, aucune déduction n'étant autorisée. Ils sont payables en Euros (€) uniquement (paiements comptant). Ils doivent être payés par l'organisateur de la manifestation.*

*Pour la Finale attribuant des points pour le Championnat du Monde FIM de MotoNeige et la Coupe du Monde FIM de MotoNeige Féminin, le barème des prix suivant est en vigueur :*

### **Minimum prize scale / Barème minimum des prix**

#### **FIM Women's Snowcross World Cup / Coupe du Monde FIM de Motoneige Féminin :**

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

#### **FIM Snowcross World Championship / Championnat du Monde FIM de Motoneige :**

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

All 20 riders who qualify to take part in the Final of the FIM SnowCross World Championship and Women's World Cup meeting, as well as the two reserve riders, will receive a travel indemnity of € 250.-.

*Les 20 coureurs qui se qualifient pour participer à la Finale d'une manifestation de Championnat du Monde et Coupe du Monde Féminine de MotoNeige FIM, ainsi que les deux coureurs de réserve, recevront une indemnité de voyage de € 250.-.*



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Venue of the Payment at / *Lieu du paiement*

On / *Le* date from/*de* time/heure to/*à* time/heure

## **18. PRIZE-GIVING CEREMONY / CÉRÉMONIE DE REMISE DES PRIX**

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

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

*Les trois premiers coureurs du classement final de la manifestation de Championnat du Monde et Coupe Féminine de MotoNeige FIM doivent prendre part à la cérémonie de remise des prix, laquelle doit avoir lieu immédiatement après la dernière Course.*

*Les coureurs concernés doivent assister à la cérémonie de remise des prix jusqu'à la fin. Toute infraction à ce règlement sera pénalisée par le Jury International.*

Venue of the prize-giving ceremony:

*Lieu de la cérémonie de remise des prix :*

See attached Time Schedule / *Voir Horaire ci-joint.*

## **19. INTERPRETATION OF THE SR / INTERPRETATION DU RP**

The interpretation of these Supplementary Regulations rests entirely with the Jury. In case of dispute, regarding interpretation or if there is any difference between the two official texts, the English text will prevail.

*L'interprétation du présent Règlement Particulier est entièrement du ressort du Jury.*

*En cas de contestation concernant l'interprétation ou s'il existe une différence entre les deux textes officiels, c'est le texte anglais qui prévaudra.*

Place and date / *Lieu et date :*

The Clerk of the Course / *Directeur de Course :*

Approved by / *Approuvé par :* (FMNR)

Please insert hereafter / *Veuillez insérer ci-après :*

- Drawing of the circuit / *Plan du circuit*
- Access map/ *Plan d'accès*
- Your FMNR logo in JPEG/ *Le logo de votre FMNR en JPEG*
- The Organiser's Logo / *Le logo de l'Organisateur*



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

**FIM-LIVE**.com

11, ROUTE DE SUISSE | CH - 1295 MIES  
cms@fim.ch

6520005