



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

**FIM S1GP SUPERMOTO WORLD CHAMPIONSHIPS
AND FIM SUPERMOTO OF NATIONS
REGULATIONS**

2015

*RÈGLEMENTS DU CHAMPIONNAT DU MONDE
FIM DE SUPERMOTO S1GP
ET DU FIM SUPERMOTO OF NATIONS*

FIM S1GP SuperMoto World Championship and FIM SuperMoto of Nations Regulations

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GENERAL UNDERTAKINGS AND CONDITIONS

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

1. FIM Sporting Code
2. FIM SuperMoto Regulations
3. FIM Motocross Technical Regulations
4. FIM Disciplinary and Arbitration Code
5. FIM SuperMoto Circuit Standards
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 SuperMoto World Championship Regulations”).

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

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

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock, Waiting Zone, 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 SuperMoto World Championship 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.

042.1 TITLE AND GENERAL

042.1.1 FIM SuperMoto World Championship

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

These FIM championships are organised according to the rules of the FIM Sporting Code, Chapter 30 “FIM Championships and Prize Events”.

A series of SuperMoto events counting towards the FIM SuperMoto World Championship will be organised. Each event must be inscribed in the Calendar.

042.1.2 FIM SuperMoto World Championship events

042.1.2.1 General

FIM SuperMoto World Championship 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.

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

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.

All officials, marshals and medical staff must remain fully operational at the circuit - available to the Race Direction and/or the FIM Stewards Panel - until the end of the protest/appeal period.

FIM SuperMoto World Championship events must be staged on circuits that have been approved by the FIM and comply with the FIM SuperMoto World Championship Regulations.

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

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

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

042.1.3 Class

All FIM SuperMoto World Championship events will consist of one class: **S1GP**.

042.1.4 Support Races

Support races are permitted. 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. 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.

Priority must at all times be given to the FIM **S1GP** SuperMoto World Championship programme. If necessary, the Race Direction can change the time schedule of these support races and/or other activities or cancel them.

042.2 RIDERS

042.2.1 Licences

Participation in the FIM SuperMoto World Championship is restricted to the holder of a valid FIM SuperMoto World Championship licence.

042.2.2 Age of Riders

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

- FIM **S1GP** SuperMoto World Championship: 15 years.

The maximum age is as indicated below:

- FIM **S1GP** SuperMoto World Championship: 50 years.

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.

See also Chapter 60.4 of the Sporting Code.

042.2.3 Rider apparel

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

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

The following apparel must be worn by riders in all events:

1. Helmets

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

2. Eye protection

Eye protection must be in accordance with the FIM SuperMoto World Championship Regulations, and must be worn at the start of each practice, qualification or race.

3. Equipment and Protective clothing

Riders must wear a complete leather suit (one piece) with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips etc.

Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.

Riders must also wear leather gloves and boots, which with the suit provides complete coverage from the neck down.

Leather substitute materials may be used, providing they have been checked by the Chief Technical Scrutineer.

The use of a back protector is highly recommended.

4. FIM SuperMoto World Championship logo

Riders must display the FIM SuperMoto World Championship logo (50 mm x 50 mm) on the upper front torso or shoulder area of their leathers.

5. Family name of the rider

The family name of the rider must appear on the back of their leathers.

042.2.4 Rider/mechanic appearance

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

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

Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in the waiting zone and the pit lane.

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

042.3 COURSE

042.3.1 Course specifications

See FIM Standards for SuperMoto Circuits (SM Standards).

042.3.2 Safety

See FIM Standards for SuperMoto Circuits (SM Standards).

042.3.3 Inspection

See FIM Standards for SuperMoto Circuits (SM Standards).

042.3.4 Homologation

See FIM Standards for SuperMoto Circuits (SM Standards).

042.4 MOTORCYCLES AND CLASS

042.4.1 Motorcycles

The events are open to motorcycles as defined in the FIM SuperMoto World Championship Regulations, Appendix 01, Motocross Technical Regulations.

042.4.2 Class

The recognised class for the FIM SuperMoto World Championships is as follows:

- **S1GP:**

Championship for motorcycles of Cat. I, Group A1, over 175cc up to 250cc for 2-stroke engines and over 290cc up to 450cc for 4-stroke engines.

042.5 SUPPLEMENTARY REGULATIONS

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

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

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. The FIM, FMNR and the organiser must also publish these SR on their respective websites as soon as they have been approved.

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

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

042.6 OFFICIALS AND PROCEDURES

042.6.1 General

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.

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

Official'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.

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

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

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.

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.

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

042.6.1.1 Officials holding a FIM Licence

Any of the following officials, when on duty at FIM World Championships, 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;

- **Chief Technical Steward;**
- **Chief Timekeeper;**
- **Environmental Steward;**
- **Chief Medical Officer.**

042.6.1.2 Jurisdiction

With the exception of the FIM Delegate, the FIM Race Director and the FIM Stewards Panel, all FIM licence holders, holders of a 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.

042.6.2 FIM Delegate

The FIM Motocross Commission will appoint the FIM Delegate.

If the FIM Delegate is prevented from arriving at the event in time, the FIM will decide on his replacement.

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.

The authority and duties of the FIM Delegate include but are not limited to:

- The FIM Delegate exercises supreme control of the event and is responsible for ensuring that all FIM regulations are observed.
- 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.
- The FIM Delegate is responsible for the communication with the Stewards.
- The FIM Delegate has the right to invite any guests to the Race Direction Meetings, when appropriate.
- 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.

- 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.
- At the end of the event, the FIM Delegate, together with the Clerk of the Course, must sign the official classification of the event.
- 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.
- 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.

042.6.3 FIM Race Director

The FIM will appoint the FIM Race Director.

If the FIM Race Director is prevented from arriving at the event in time, the FIM Delegate will decide on his replacement.

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.

The authority and duties of the FIM Race Director include but are not limited to:

- 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.
- Accompanied by the FIM Delegate, the Clerk of the Course and the **Chief Medical Officer**, the FIM Race Director must inspect the circuit and safety installations before practice begins (= circuit control).

- The FIM Race Director may make recommendations to the Race Direction which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.
- 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.

042.6.4 FIM and FMNR Stewards

There will be a Panel of two Stewards:

- The FIM Chief Steward;
- The FMNR Steward.

The FIM Chief Steward is appointed by the FIM Board of Directors.

If the nominated FIM Chief Steward is prevented from arriving at the event in time, the CMS Bureau may name a replacement, with first priority given to a CMS Member not from the FMNR.

The FMNR is limited to one FMNR Steward.

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.

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.

The authority and duties of the Stewards include but are not limited to:

- Ensuring that the event is conducted according to the Regulations and reporting any infringement to the Race Direction.
- Adjudicating on any appeal against the decisions of the Race Direction.

- 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.
- 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.

042.6.5 Clerk of the Course

The Clerk of the Course is appointed by the FMNR.

When carrying out his duties, the Clerk of the Course shall act and work in permanent consultation with the FIM Race Director.

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:

- The Clerk of the Course must certify that official permissions from the local authorities to run the event have been granted to the organiser.
- The Clerk of the Course must present a copy of the third party insurance policy of the organiser to the FIM Delegate.
- 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.
- The Clerk of the Course must verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider 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).
- The Clerk of the Course may make recommendations to the Race Direction which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.

- 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.
- 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.
- The Clerk of the Course can prevent a rider or a motorcycle from starting, or order their withdrawal from the event if he considers such action necessary for safety reasons.
- The Clerk of the Course must ensure that the FIM rules are respected; he may propose penalties to the Race Direction.
- 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.
- 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.
- 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.

042.6.6 FIM Permanent Technical Steward

The FIM Permanent Technical Steward is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM Motocross Commission.

The FIM Permanent Technical Steward is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Code.

The FIM Permanent Technical Steward works in cooperation with the FIM Race Director and the FIM Delegate.

The authority and duties of the FIM Permanent Technical Steward include but are not limited to (Please, also refer to the FIM Technical Code):

- The FIM Permanent Technical Steward 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.
- The FIM Permanent Technical Steward is the final arbiter in relation to technical issues at the event.
- The FIM Permanent Technical Steward will examine with the Chief Technical Steward the motorcycle(s) of any rider(s) involved in serious or fatal accidents and present a written report to the FIM Delegate.
- The FIM Permanent Technical Steward will attend all meetings of the Race Direction, but without voting rights.

042.6.7 Chief Technical Steward

The Chief Technical Steward, appointed by the FMNR, shall in particular:

- Verify the machines and equipment in accordance with the FIM Regulations and the Supplementary Regulations.
- Draw up a technical report and hand a copy to the Clerk of the Course
- If requested to do so by the Race Direction, attend meetings, but without voting rights.

When carrying out his duties, the Chief Technical Steward shall act and work in permanent consultation with the FIM Permanent Technical Steward.

042.6.8 Chief Timekeeper

The Chief Timekeeper and the timekeepers shall in particular:

- Be qualified to use the timekeeping system of the event.
- If requested to do so by the riders, examine their results and show them the recording of their lap times.

- Produce the official results in accordance with the FIM Regulations and hand a copy to the Clerk of the Course.
- If requested to do so by the Race Direction, attend meetings, but without voting rights.

042.6.9 Environmental Steward

The Environmental Steward, appointed by the FMNR, shall be responsible for all environmental aspects and shall in particular:

- Ensure that the FIM Environmental Code is respected.
- To report to the Clerk of the Course any infringement to the FIM Environmental Code.
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the Race Direction on all aspects of the event which may have potential environmental consequences.
- 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.
- Give his recommendations to the Race Direction.
- If requested to do so by the Race Direction, attend meetings, but without voting rights.

042.6.10 Chief Medical Officer

The Chief Medical Officer, appointed by the FMNR, shall be responsible for all medical aspects and shall, in particular:

- Ensure that the FIM Medical Code is respected.
- **Should be familiar with the circuit and the organisation of the medical services at which he is appointed.**
- **Must attend the circuit control together with the Clerk of the Course one day prior to the first practices.**
- Inspect all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the event.

- Inspect all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the event.
- Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
- Ensure that all medical/paramedical services are briefed prior to the first practice session, as well as debriefed after the event.
- Give information and recommendations to the Race Direction on injured riders and all aspects of the event which may have potential medical consequences.
- 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.
- If requested to do so by the Race Direction, attend meetings, but without voting rights.

042.6.11 Race Direction

The Race Direction is composed of the FIM Delegate, the FIM Race Director and the Clerk of the Course.

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.

The quorum for a meeting of the Race Direction is three persons.

The meetings of the Race Direction are chaired by the FIM Delegate.

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 of day of official practices and/or races.

The Race Direction will hear any protests that are lodged during the event.

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.

The authority and duties of the Race Direction are:

- To ensure the smooth and efficient running of the event, in consultation with the FIM Championship Promotor.
- To approve all the official results of the event.
- To impose penalties for any infringements of the Regulations.
- 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.
- 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.
- 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.
- To adjudicate on any protest relating to infringements of the Regulations.

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:

- warnings;
- fines, subject to a maximum of **CHF 100'000.-**;
- time and/or point penalties;
- **drop of positions**;
- disqualification;
- suspension for a period not exceeding 30 days starting from the date of the offence.

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

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.

Appeals against a disciplinary decision taken by the Race Direction will be dealt with by the FIM Stewards Panel.

042.6.12 FIM Stewards Panel

The FIM Stewards Panel is composed of:

- The FIM Chief Steward,
- The FMNR Steward.

The quorum for a meeting of the FIM Stewards Panel is two persons.

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.

The meetings of the FIM Stewards Panel are chaired by the FIM Chief Steward.

The FIM Stewards Panel will meet at any time required during the event.

The FIM Stewards Panel will hear any appeals against decisions of the Race Direction.

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:

- warnings;
- fines, subject to a maximum of **CHF 100'000.-**;
- time and/or point penalties;
- **drop of positions**;
- disqualification;

- suspension for a period not exceeding 30 days starting from the date of the offence.

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

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.

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.

042.6.13 Minutes of meetings

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.

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.

The Minutes are to be prepared by the Secretary and must be signed by him and the FIM Delegate.

The FIM Delegate must send a copy of these Minutes to the FIM Administration within 72 hours after the event.

042.6.14 Publication of a decision/Notification

All decisions of the Race Direction and/or FIM Stewards Panel must be published as soon as is reasonably possible. These decisions must be published at least in English.

Any decision pronounced by the Race Direction and/or FIM Stewards Panel must be notified in writing directly at the venue of the event with acknowledgement of receipt.

This notification of a decision shall always:

- State the names and the licence numbers of the Members of the Race Direction/FIM Stewards Panel;
- State the name(s) of the party (parties) involved;
- In case of a protest, state that the protest fee has been paid by the protesting party;
- State the reasons for the action taken/protest;
- State the Articles to which the action taken/protest relates;
- State any additional information obtained during the hearing;
- State the decision of the Race Direction or FIM Stewards Panel and its evidence and brief reasons;
- For decisions of the Race Direction: be signed by the FIM Delegate, the FIM Race Director and the Clerk of the Course,
- For decisions of the FIM Stewards Panel: be signed by the FIM Chief Steward and FMNR Steward.

Whenever the party (parties) involved is (are) notified in writing at the event, the following procedure must be respected:

- The party (parties) concerned by the Race Direction or FIM Stewards Panel decision must sign for receipt on a copy of the notification/ acknowledgement of receipt.
- The name of the person who receives the notification. His position/ function, the venue, date, time of reception must also be mentioned on this acknowledgement of receipt.
- The copy of the notification of the Race Direction or the FIM Stewards Panel, signed for receipt by the party (parties) concerned, must be added to the Report of the FIM Delegate.

042.7 STARTING NUMBERS

Every rider participating in the FIM SuperMoto World Championship will be allocated a permanent starting number for the season by the FIM Championship Promoter.

042.8 ENTRIES

042.8.1 Acceptance of entries

A maximum of 32 entries may be accepted for each round of the FIM SuperMoto World Championship.

The FIM Championship Promoter will establish the entry list.

In exceptional circumstances when the total number of entries does not reach 32, the FIM Championship Promoter is entitled to enter more riders to reach the maximum of 32 riders. This decision must be taken before the end of the Saturday Technical verifications.

All the selected riders will be guaranteed a start, provided they:

1. Are in possession of a valid FIM SuperMoto World Championship licence;
2. Have been authorised by their FMN to participate in the event; such authorisation is not to be unreasonably withheld;
3. Have requested - in writing to the FIM Championship Promoter - an entry before the closing date of the event;
4. Are aged a minimum of 15 and a maximum of 50 years. The limit for the minimum age starts on the rider's birthday and the maximum age finishes at the end of the year.

The FIM Championship Promoter may appoint one or more "Replacement Riders", who are not guaranteed an opportunity to participate nor obliged to attend. They will be eligible to replace riders among the riders entered who do not appear at the event.

For these "Replacement Riders" the listed entry conditions 1), 2), 3) and 4) also apply. Moreover, the rider(s) in question will also have to have completed a FIM SuperMoto World Championship entry form. These entry forms must be collected by the FIM Championship Promoter.

Riders must use the official FIM SuperMoto World Championship entry form on which all the requested information regarding the rider, team, sponsor and make of motorcycle must be indicated.

Provisional entries can be made by e-mail or telefax. 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 and World Championship licence number of the rider (if the licence has already been issued);
- Date of birth and nationality of the rider;
- Motorcycle and team of the rider.

Provisional entries must always be confirmed with the duly completed official entry form.

The provisional entries and the entry forms must be sent to the FIM Championship Promoter. Riders may be required to sign an individual entry form during the administrative control.

The closing date for entries for the first event of the FIM SuperMoto World Championship is 60 days before the event.

As of the second event, the closing date for entries is **15 days** before each event.

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

042.8.2 Non-participation in an event

Riders who have entered a FIM SuperMoto World Championship event and who subsequently cannot take part, are subject to the provisions of the Sporting Code, Art. 120.5. The FMN of any rider who does 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.

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.

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.

042.9 FIM LAISSEZ-PASSER

The FIM SuperMoto World Championship is covered by a contract signed by the FIM. Therefore (see Art. 70.6 of the FIM Sporting Code) and also for security and practical reasons, all the laissez-passer of the FIM Manufacturers', Accessory Manufacturers' or Team Licences for the personal use of company employees or those persons authorised by the latter are not valid for FIM SuperMoto World Championship events.

042.10 PRELIMINARY VERIFICATIONS

042.10.1 Administrative control

Riders may be required to present their FIM SuperMoto World Championship licence, starting permission from their FMN, and/or to sign an individual entry form during an administrative control carried out by the FMNR/Organisers.

Before the start of the official practices of the event, the representative of the FIM Championship Promoter must report to the Race Direction whether all the riders present at the event:

1. Are in possession of a valid FIM SuperMoto World Championship licence;
2. Have been authorised by their FMN to participate in that event;
3. Have duly completed the official FIM SuperMoto World Championship entry form.

The FIM Championship Promoter must prepare an updated entry list and give it to the Clerk of the Course before the start of the administrative control.

The FIM Championship Promoter 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.

The report (confirmation) of administrative control must be presented to the Race Direction by the representative of the FIM Championship Promoter before the start of the official practices of the event.

042.10.2 Technical verifications

During the event, riders are allowed to use only those motorcycles (maximum two of the same the same make, type and cylinder capacity) presented at scrutineering.

Prior to practice, a technical control (including weight and sound control) must be carried out in accordance with the procedure and the times fixed in the FIM SuperMoto World Championship Regulations and/or the Supplementary Regulations of the event.

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

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

Each rider must present one motorcycle in his name and number at scrutineering. There are two possibilities for a second motorcycle, which must be of the same make, type and cylinder capacity as the first one:

1. Riders may present at scrutineering a second motorcycle in their name and number;
2. Teams may present at scrutineering a second motorcycle to be used by two or more riders. In this case, the team presenting the motorcycle, must inform the Technical Stewards of the names and numbers of the riders eligible to use this motorcycle.

For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per machine. Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.

The maximum limit of the sound level is fixed at:

- 117 dB/A (115 + 2 for measurement precision - measured with a Type 1 or Type 2 sound meter).

Riders may change motorcycles at any time except during a race.

The final choice of motorcycle to be used in a race must be made before the 15 minutes Warm-up lap procedure begins.

At any time during the event, on request of the **Chief** Technical Steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.

At all times during the event, a rider will be responsible for keeping his motorcycle and/or equipment in conformity with the rules.

On-board cameras and associated equipment as well as transponders of the FIM Championship Promoter are not considered as telemetry.

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

The Technical Stewards must always remain available throughout the event from the beginning of the Technical Verifications until the protest time of the last Race has expired.

042.10.2.1 FIM SuperMoto World Championship logo and sticker

All riders must display the FIM SuperMoto World Championship logo on the upper front torso or shoulder area of their leathers.

The FIM SuperMoto World Championship sticker must always be displayed in one corner of the front and both side number plates.

The FIM SuperMoto World Championship logos and stickers will be supplied by the FIM Championship Promoter.

042.10.2.2 Additional Technical specifications

In addition to the Motocross Technical Rules, the following specifications will apply for motorcycles entering the FIM SuperMoto World Championship

- At the first event of the World Championship: a front red number plate with white numbers is compulsory for, and must be displayed by the reigning World Champion when competing in the class in which he won his World Title.
- From the second event on, a front red number plate with white numbers is compulsory for, and must be displayed by the current leader of the Championship.
- With exception of a red front number plate with white numbers, riders have the free choice of colour for number plates and colours. There must be a clear colour distinction between the colour of the background and the colour of the number. Reflecting numbers are forbidden.
- A safety device (pin or lock nut) should be installed on the brake pad fixture.
- The safety wire used on the bolts of the brake callipers, must be visible.
- On 4-stroke engines, an oil catch tank of 0.5 litres minimum, properly fastened, or a closed breather system must be installed.
- One or several leak-proof catch tanks must be provided for the radiator water and the breather system of the fuel tank. These catch tanks must be emptied before each start.
- The only authorised cooling liquid is water.
- The safety wire used on oil and water filter caps, as well on drain plugs, must be visible.
- Motocross, enduro or trial tyres are prohibited.
- The maximum tread depth on the front and/or back tyres used must be 10 mm in the middle.
- Additional tread grooves, cuts, etc. are allowed on the front and/or back tyres.

042.10.2.3 Tyres

The participants are allowed to use tyres of their own choice. A maximum of **seven (7) tyres** is allowed per event. This maximum total quantity indistinctly includes front and rear tyres.

Only tyres intended for SuperMoto application are permitted. Other tyre types, such as Motocross, Enduro or Trial tyres are prohibited.

The maximum tread depth of the front and/or rear tyres used must be 10 mm in the centre of the tread width.

Additional tread grooves, cuts, etc. are allowed on the front and/or rear tyres.

During free practices, timed practice, warm up, SuperChrono and races, no motorcycle may enter the track without the front and rear tyres being marked with an adhesive sticker, supplied by the FIM Championship Promotor, displayed on the left side of each tyre.

The sticker will show an identification number for each rider and each World Championship event.

A total of **seven (7) stickers** will be handed to each rider according to a timetable decided by FIM Race Director. However, these stickers will be distributed before the end of the Technical Verifications of the event.

After delivery of the stickers, the rider will be responsible for their safekeeping and use. Any abuse may give rise to sanctions according to these Regulations.

The stickers must be applied by the team to the left sidewall of the tyre. A Technical Steward of the FMNR will check that all the motorcycles that go out on the circuit are fitted with tyres carrying the correct sticker.

Any case of use of motorcycles fitted with tyres without valid stickers will immediately be reported to the Race Direction, which will take appropriate action.

Any motorcycle fitted with tyres without a valid sticker will be considered not in conformity with the regulations and the rider may be disqualified from the event.

If, in the opinion of the Race Direction, the violation is unintentional and/or was caused by a race incident, it may decide to impose an alternative penalty.

At any time during the event, and upon the request of the FIM Delegate or FIM Race Director, the rider shall be able to give a precise account of the number of tyres he has used.

In exceptional cases, should the sticker be damaged or applied in the wrong way, up to two (2) extra stickers may be provided at the sole discretion of the FIM Race Director. However, the damaged sticker must be returned to the FIM Race Director and/or the tyre it was applied to, must be absolutely intact.

In case of rain, there will be no restriction on the number of tyres that can be used during that time. Consequently, the tyres must then not be marked with a sticker. These decisions will be taken by the Race Direction and communicated to the riders and officials.

042.10.2.4 On-board Cameras

Riders may be required by the FIM Championship Promoter to carry 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.

When a motorcycle is equipped with on-board cameras, the weight of the camera and associated equipment will count towards the total minimum weight of the motorcycle. These cameras and associated equipment are not considered as telemetry.

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

An **on-board camera** (other than the one from the Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.

042.10.3 Special Medical Examination

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.

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.

042.11 MEETING WITH THE ORGANISERS

A meeting with the organisers will be held on Friday, generally at 17:00, after the circuit control.

The Members of the Race Direction and FIM Stewards Panel, **as well as the Chief Medical Officer**, are expected to attend this meeting.

Also invited to attend this meeting are: the Secretary of the Meeting, the Chief Timekeeper and the **Chief Technical Steward**, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, the Press Officer, representatives of the World FIM Championship Promoter and the organisers, etc.

If the Chief Medical Officer is not present, the organiser must be prepared to discuss the medical installations and evacuation plan for the event.

042.12 RACE FORMAT

FIM SuperMoto World Championship events are organised according to the following model:

S1GP class	Duration/Laps per session	Maximum number of Riders
- 2 X Free Practice	30 minutes	32 riders
- 1 X Time Practice	30 minutes	32 riders
- 1 X SuperChrono	10 minutes	6 fastest riders from Time Practice
- 1 X Warm-Up	20 minutes	32 riders
- 2 X Races	X laps (*)	32 riders
(*) Number of laps to be adapted to approximately 20 minutes of racing		

FIM SuperMoto World Championship events are organised to the established programme (See Time Schedule).

The time schedule, the duration of the Free Practices, Time Practice, SuperChrono and Warm-Up must be indicated in the Supplementary Regulations.

042.13 FREE PRACTICE

A maximum of 32 riders may take part in the Free Practices.

The riders will have two Free Practice sessions. Participation is optional.

Mass starts are forbidden.

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

042.14 RIDERS' BRIEFING

A briefing with the riders may be held at the starting grid, generally on Saturday.

The Members of the Race Direction and the FIM Stewards Panel are expected to attend the riders' briefing.

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.

The Secretary of the Meeting and the Chief Medical Officer may also attend this briefing.

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

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

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

042.15 TIME PRACTICE

The riders will have one Time Practice session.

Up to 32 riders may take part in Time Practice. Participation is compulsory.

	Positions	Results
Time Practice (30 minutes/ Maximum 32 riders)	1 to 6	Participate in the SuperChrono
	7 to 32	determine the rider's starting position in the Races

In case of ties, the second best times will be taken into consideration.

The results of the Time Practice session must be displayed on the monitors, and communicated to the press.

042.16 SUPERCHRONO

The 6 fastest riders of the Time Practice will take part in the SuperChrono session, except for reasons of force majeure approved by the Race Direction.

The SuperChrono will be run immediately after the Time Practice according to the following model:

	Positions	Results
SuperChrono (10 minutes/ maximum 6 riders)	1 to 6	determine the rider's starting position in the Races

If a rider, classified in the first 6 of Time Practice, does not participate in the SuperChrono, he will not be replaced.

The riders will qualify for their starting positions in the Races according to their best result in the SuperChrono. In case of ties, the second best times will be taken into consideration.

A rider who does not score any result in the SuperChrono will be placed last in the results. If there are several riders concerned, then their times set in the Time Practice will determine the order in which they will be placed.

All the remaining riders (positions 7 to 32) keep their position on the starting grid.

The results of the SuperChrono must be displayed on the monitors, and communicated to the press.

042.17 QUALIFYING RESULTS

The results of Time Practice must be homologated by the Race Direction.

042.18 PROMOTION ACTIVITIES FOR THE PUBLIC

042.18.1 Autograph Session

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

042.18.2 Presentation of the riders

A short presentation of the riders is recommended.

042.19 WARM-UP

The riders will have one Warm-Up session.

A maximum of 32 riders may take part in the Warm-Up. Participation is optional.

This Warm-Up must be timed, with the results displayed on the monitors, and communicated to the press.

If, for unforeseen reasons, no qualification results are obtained on Saturday, then the Sunday Warm-Ups may be treated as Qualifying sessions. The Race Direction will decide upon any modifications to the time schedule and qualifying criteria.

042.20 RACES

Each FIM SuperMoto World Championship event will run two Races according to the following model:

	Finishing positions	Result
Race (maximum 32 riders/X laps)	1 to 20	score World Championship points

Each race should be the equivalent of approximately 20 minutes of racing. The distance (number of laps) to be covered in each race, will depend on the race conditions at each circuit. Generally after the Saturday Time Practices, the Race Direction will decide upon the race distance to be run.

042.20.1 Starting order

The order in which riders take their starting position for the Races is based on their respective results in Time Practice and SuperChrono.

The 6 riders in the SuperChrono will take the first 6 grid positions according to their results in the SuperChrono.

The remaining riders will take their grid positions according to their results in the Time Practice (grid positions 7 to 32).

The pole position, allocated to the fastest rider, will be determined during the homologation of the circuit.

The Races must be timed, with the results displayed on the monitors and communicated to the press.

042.21 START PROCEDURES

042.21.1 Start Procedure with lights

The final choice of motorcycle to be used in a race should be made before the motorcycle is brought into the waiting zone.

The start procedure for the Races is the following:

As of 15 minutes before the start of the Warm-Up laps:

The entrance to the waiting zone is open.

The motorcycle that will be used in the race by the rider must be placed in the waiting zone.

As of 10 minutes before the start of the Warm-Up laps:

Sound or whistle signal.

A maximum of 32 riders may leave the waiting zone to take their positions on the starting grid (3 riders per row).

The rider's motorcycle to be used for the Race must be pushed to its allocated position at the starting grid, with engine dead.

Tyre warmers may be used on the starting grid. They must be powered by a portable type generator and have a maximum output of one kilowatt. Only one generator per motorcycle may be used.

Adjustments to the motorcycles can be made. Refuelling is forbidden.

Only the riders, their team manager, two mechanics per rider, one holder of the team umbrella, one umbrella holder of the FIM Championship Promoter, the commentator, the television crew, photographers and the essential officials are allowed on the starting grid.

5 minutes before the start of the Warm-Up laps:

The entrance from the paddock to the waiting zone is closed for motorcycles. The penalty for arriving late at the waiting zone is disqualification from the race in question.

The entrance from the waiting zone to the pit lane remains open.

On the starting grid, it is still possible to use tyre warmers and make adjustments to the motorcycles. Refuelling remains forbidden.

No helmets are to be worn at this time.

4 minutes before the start of the Warm-Up laps:

Display of the 4-minute board + sound or whistle signal.

The entrance from the waiting zone to the starting grid is closed for motorcycles.

The motorcycles of all the riders must be on the starting grid.

Riders whose motorcycle is still in the waiting zone may take it to the pit lane and must follow the instructions from the officials.

The generators must be disconnected. The tyre warmers must be removed from the tyres. Generators, tyre warmers and other equipment must be removed from the starting grid.

Everyone except the riders, one mechanic and umbrella holder per rider, the photographers, the television crew and the essential officials must leave the starting grid.

If a rider has a mechanical problem on the starting grid and the motorcycle cannot be repaired on the starting grid, he must push his motorcycle to the pit lane, where he and/or his mechanics may attempt to repair it.

If the motorcycle is repaired before the leading rider has completed the first of the two compulsory warm-up laps, the rider in question must start the two compulsory warm-up laps from the pit lane upon the orders from the Clerk of the Course. The rider in question will keep his position on the starting grid.

If the mechanics only succeed in repairing the motorcycle after the leading rider has completed the first of the two compulsory warm-up laps, the rider in question must stay in the pit lane and must start the Race from that position.

2 minutes before the start of the Warm-Up laps:

Display of the 2-minute board + sound or whistle signal.

The entrance from the waiting zone to the pit lane is closed.

Riders whose motorcycle is still in the waiting zone are disqualified from the Race in question.

The riders put on their helmets, start their engines and prepare for the two compulsory warm-up laps.

All adjustments to their motorcycle must be completed.

The mechanics, the umbrella holders and photographers must leave the starting grid. Only the riders, the television crew and the essential officials are allowed on the starting grid.

If a rider has a mechanical problem and the motorcycle cannot be started on the starting grid, he must push his motorcycle into the pit lane, where he and/or his mechanics may attempt to repair it.

If the motorcycle is repaired before the leading rider has completed the first of the two compulsory warm-up laps, the rider in question must start the two compulsory warm-up laps from the pit lane upon the orders from the Clerk of the Course. The rider in question will keep his position on the starting grid.

If the mechanics only succeed in repairing the motorcycle after the leading rider has completed the first of the two compulsory warm-up laps, the rider in question must stay in the pit lane and must start the Race from that position.

1 minute before the start of the Warm-Up laps:

Sound or whistle signal.

The television crew must leave the starting grid.

Only the riders and the necessary Officials are authorised on the starting grid.

Any rider who is unable to start his motorcycle, must leave the starting grid and push his motorcycle into the pit lane, where he and/or his mechanics may attempt to start it.

If the motorcycle is started before the leading rider has completed the first of the two compulsory warm-up laps, the rider in question must start the two compulsory warm-up laps from the pit lane upon the orders from the Clerk of the Course. The rider in question will keep his position on the starting grid.

If the motorcycle is started only after the leading rider has completed the first of the two compulsory warm-up laps, the rider in question must stay in the pit lane and must start the Race from that position, after having received the release signal from the Clerk of the Course.

Procedure for the Warm-Up laps:

The Clerk of the Course walks down the starting grid from row 1 to the end, stopping at each row and holding two red flags crossed. Upon his signal, the riders of that row start the two compulsory warm-up laps.

If a rider stalls his engine, he must remain on the starting grid and raise his arm. Immediately after all the riders have left for the two compulsory warm-up laps, he must leave the starting grid and push his motorcycle into the pit lane, where he and/or his mechanics may attempt to start it.

If the motorcycle is started before the leading rider has completed the first of the two compulsory warm-up laps, the rider in question must start the two compulsory warm-up laps from the pit lane upon the orders from the Clerk of the Course. The rider in question will keep his position on the starting grid.

If the motorcycle is started only after the leading rider has completed the first of the two compulsory warm-up laps, the rider in question must stay in the pit lane and must start the Race from that position, after having received the release signal from the Clerk of the Course

When all the riders have left the starting grid, the Clerk of the Course will give a signal and any riders whose motorcycle failed to start or whose motorcycles were late arriving at the starting grid are released to do the two compulsory warm-up laps.

Start practices and unnecessary stops are not allowed during the Warm-Up laps.

At the end of the compulsory 2 Warm-Up laps:

The FIM Race Director will stand at the front of the starting grid displaying a red flag.

The Clerk of the Course will stand at the back of the starting grid with a green flag and display it when the grid is complete.

Any rider who encounters mechanical problems during the warm-up laps must go to the pit lane and make repairs. He cannot return to the starting grid.

On returning to the grid the riders must take their position in an orderly way with the front wheel of their motorcycle up to the line defining their starting grid position and keep their engines running.

Once a rider has taken his allocated position on the starting grid, he cannot change it, return to the pit lane or receive assistance prior to the start.

When all the riders have taken their starting position, the Clerk of the Course at the rear of the starting grid will raise the green flag.

If by 30 seconds before the start, all the riders are not on their starting position, the FIM Race Director may order the start to go ahead.

Any rider who arrives back from the warm-up laps after the Clerk of the Course at the rear of the starting grid has raised the green flag, will be considered a “late arrival”.

Late arriving riders at the grid will lose their initial position at the starting grid and must take a position at the rear of the grid. They must stop behind the Clerk of the Course and start the race from there (the row following the last row of riders).

If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means.

Any rider who is unable to start his motorcycle within a reasonable time, must obey the instructions of the officials and push his motorcycle to the back of the starting grid. If he still succeeds in starting the engine, he must take the start from this position.

15 seconds before the start:

The FIM Race Director moves to the side of the track, holding up the red flag.

If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means. As of then, he must immediately obey the instructions of the officials and remove his motorcycle to the back of the starting grid. He must remain there until the start has been given.

If by then he has succeeded in starting the motorcycle, he can start from that position. However, he must wait for the orders of the Clerk of the Course to take the start of the Race.

If he still did not succeed in starting the motorcycle when the start has been given, he must proceed to the pit lane upon instruction of an official, where he and/or his mechanics may make further attempts to start it.

Any failure to obey the instructions of the officials may result in a penalty or disqualification.

As of then:

As of then, the FIM Race Director puts down the red flag and the start light sequence begins.

A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race.

Riders still in the pit lane must wait until the marshal situated at this exit, upon a signal from the FIM Race Director/Clerk of the Course, lowers the red flag in order to authorise any riders still in the pit lane to leave.

042.21.2 Start Procedure with flags

Whenever it is not possible to start the race by means of the red light, flags will be used to give the start.

The same start procedure (as mentioned above) will be maintained until 15 seconds before the start of the Race.

As of then:

The FIM Race Director moves to the side of the track, holding up the red flag.

If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means. As of then, he must immediately obey the instructions of the officials and remove his motorcycle to the back of the starting grid. He must remain there until the start has been given.

If by then he has succeeded in starting the motorcycle, he can start from that position. However, he must wait for the orders of the Clerk of the Course to take the start of the Race.

If he did not succeed in starting the motorcycle, he must proceed to the pit lane upon instruction of an official, where he and/or his mechanics may make further attempts to start it.

Any failure to obey the instructions of the officials may result in a penalty or disqualification.

As of then the FIM Race Director puts down the red flag and holds up the green flag. He will lower the green flag between the next 5 and 10 seconds upon which the Race starts.

042.21.3 Anticipated start

Anticipation of the start is defined by the motorcycle moving forward when the red lights are on or when the green flag has not been lowered yet.

Upon recommendation of the FIM Race Director, the rider concerned will be penalised with a “Stop and Go” penalty.

042.21.4 “Stop and Go” penalty

Upon recommendation of the FIM Race Director, a board displaying “STOP & GO” as well as his riding number, will be shown at the finish area to the rider who made the false start.

During the race, the rider in question must go to the designated “Stop and Go” penalty zone. He must bring his motorcycle to a stop (the engine must not be turned off) and remain stationary for a full 5 seconds. He may then rejoin the race. This procedure is under the strict control of designated marshals.

Failure by the rider in question to stop, after having been shown the “STOP & GO” board three times, will result in that rider being shown the black flag.

If more than one rider is penalised, the riders will be signalled to stop on subsequent laps. The order of “Stop and Go” penalties will be based on the results that determine the riders’ starting positions for the Race in question with the faster rider stopping first.

In the case of a rider failing to respond to the instruction to stop in the “Stop and Go” penalty zone, and there being more than one rider penalised, no subsequent rider will be signalled to stop until the previous rider has stopped or been shown the black flag.

In the case of a re-started race, the above regulations will also apply.

In the case where the marshals have been unable to carry out the “Stop and Go” procedure before the end of the race, the rider in question will be inflicted with a time penalty of 15 seconds.

042.22 STOPPING OF A PRACTICE/RACE

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

If a Race is stopped before 2 laps have been covered, there will be a complete restart.

Riders will return to the area indicated by the officials and the restart will take place as soon as possible after the red flag was displayed. Changing of motorcycles will not be allowed.

If a Race is stopped before 50% of the racing distance has been covered, there will be a complete restart. Riders will return to the paddock and the restart will take place as soon as possible after the red flag was displayed. Changing of motorcycles will be allowed. The final choice must be made when the riders enter to the waiting zone.

If one or more riders are deemed to be at fault for the race being stopped, the FIM Race Director may recommend to the other Members of the Race Direction to exclude them from taking part in the restart or to penalise them with loss of starting grid position. In that case, the rider(s) concerned must start from the row following the last row of riders.

If a Race is stopped after 50% of the racing distance has been covered, the race will be considered complete.

The finishing order will be based on the placing of the riders in the lap before the red flag was displayed.

The FIM Race Director may recommend to place one or more riders deemed to be at fault for the race being stopped behind riders having completed an equal or greater number of laps.

042.23 RIDER BEHAVIOUR AND ASSISTANCE DURING PRACTICE, QUALIFYING AND RACES

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

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

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

At any time during the event, on request of the **Chief** Technical Steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.

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

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

Riders and team members are forbidden to ride any motorised vehicle or bicycle on the track outside the official practice/qualifying sessions and races.

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

Riders must carry “on-board” cameras when requested by the FIM Championship Promoter.

Riders are responsible for attending all riders’ briefings and being aware of all information and instructions issued. Team members are encouraged to attend the riders’ briefing.

During 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.

Riders must ride in a responsible manner which does not cause danger to other competitors or other participants in the event.

Any outside assistance on the course to the riders is forbidden during the Free Practices, Time Practice, SuperChrono and/or the Races unless it is provided by a marshal carrying out his duty in the interests of safety. Infractions will be penalised by the Race Direction.

Marshals may assist riders by lifting motorcycles 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 re-start their motorcycles.

Riders should use only the course. However, if they accidentally leave the course during the Free Practices, Time Practice, SuperChrono and/or the Races, they may continue by safely re-entering the course, without gaining an advantage, from the closest point to where they left the course.

Course cutting is forbidden. The penalty for attempting to gain an advantage by course cutting will be disqualification from the respective Time Practice, SuperChrono and/or the Races. Further penalties may be imposed by the Race Direction.

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

Riders entering the repair zone should ride in a responsible manner within the pit lane. They should not ride at an excessive speed and not overtake any other riders.

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

No replacement of safety apparel, refuelling or mechanical service may be carried out on the course or outside the pit lane.

During the Free Practices, Time Practice, SuperChrono and/or the Races, consultation between team members and riders 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.

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

Adjustments to the motorcycle may be carried out on the starting grid until 2 minutes before the start of the warm-up laps.

Riders entering the pit lane must come to a complete stop. Violators will be disqualified from the Time Practice, SuperChrono and/or the Race in question.

Riders who stop their engines in the pit lane may be assisted in re-starting their motorcycles.

Riders who enter the paddock during a Race will not be allowed to rejoin the Race in question.

Riders returning slowly to the pit lane or paddock should take care to avoid the racing line and interfering with other riders.

Riders must take their position in an orderly way with the front wheel of their motorcycle up to the line defining their starting grid position.

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

Once a rider has taken his position on the starting grid, he cannot change it.

Riders who arrive too late in the waiting zone will be disqualified from the race in question.

Riders whose motorcycle is still in the waiting zone when the entrance from the waiting zone to the starting grid is closed for motorcycles may push their motorcycle into the pit lane and must follow the instructions of the officials.

The rider in question must start the two compulsory warm-up laps from the pit lane after receiving the clearance signal from the Clerk of the Course. He will keep his position on the starting grid.

Riders whose motorcycle is still in the waiting zone when the entrance from the waiting zone to the pit lane is closed for motorcycles will be disqualified from the race in question.

If a rider has mechanical problems before the start of the warm-up laps and the motorcycle cannot be repaired on the starting grid, he must push his motorcycle to the pit lane, where he and/or his mechanics may attempt to repair it.

If a rider is unable to start his motorcycle before the start of the warm-up laps, he must leave the starting grid and push his motorcycle into the pit lane where he and his mechanics may attempt to restart or repair it.

If a rider stalls his engine during before the start of the warm-up laps, he must remain on the starting grid and raise his arm. Immediately after all the riders have left for the 2 compulsory warm-up laps, he must push his motorcycle into the pit lane, as ordered by the officials and under their supervision.

A rider whose motorcycle has been repaired or restarted in the pit lane before the leading rider has completed the first of the two compulsory warm-up laps, must start the warm-up laps from that position after receiving the clearance signal from the Clerk of the Course. He will keep his position on the starting grid.

If he only succeeds in repairing or restarting the motorcycle after the leading rider has completed the first of the two compulsory warm-up laps, the rider in question must stay in the pit lane and must start the Race from that position, after receiving the clearance signal from the Clerk of the Course.

Any rider who encounters mechanical problems during the warm-up laps must go to the repair zone and make repairs. He cannot return to the starting grid.

When a rider takes his starting grid position after the warm-up laps, he must keep his engine running, he cannot return to the pit lane or receive assistance prior to the start.

Any rider who arrives back from the warm-up laps after the Clerk of the Course at the rear of the starting grid has raised the green flag, will be considered a “late arrival”. He will lose his initial position at the starting grid and must take a position at the rear of the grid and start the race from there (the row following the last row of riders).

If a rider has mechanical problems when he has taken his position on the starting grid after the 2 warm-up laps, he must remain on his motorcycle and raise his arm. If the rider in question is unable to start his motorcycle within a reasonable time, he must obey the instructions of the officials and remove his motorcycle to the back of the starting grid where he may make further attempts to start it. If he succeeds in starting the engine, he must take the start from this position.

If by 15 seconds before the start of the Race, a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. He must then immediately obey the instructions of the officials and remove his motorcycle to the back of the starting grid where he may make further attempts to start it. If he succeeds in starting the engine, he must take the start from this position.

If he still did not succeed in starting the motorcycle when the start has been given, he must proceed to the pit lane upon instruction of an official, where he and/or his mechanics may make further attempts to start it.

Riders taking the start of the Race from the pit lane may then start the Race upon instruction of the Clerk of the Course situated at the pit lane exit.

A rider is not permitted to attempt to delay the start by any other means than mechanical problems.

A rider may not anticipate the start or he will be penalised by a “Stop and Go”.

Any rider who has been penalised by a “Stop and Go” will be shown the “STOP” board together with his riding number. He must then go to the designated “Stop and Go” penalty zone during the race. He must bring his motorcycle to a stop and remain stationary for a full 5 seconds. He may then rejoin the race.

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

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.

042.24 OFFICIAL SIGNALS

Official time board signals shall be given by means of a white board with a large black number **on both sides**, indicating the time. **These boards must have been produced to a high standard and be clearly readable.**

Signal	Meaning
Boards, 4, 2 minutes (4', 2' / At the start)	4, 2 minutes until the start of the 2 compulsory warm-up laps.

Official “STOP and GO” procedure board signals to a rider shall be given by means of a black board with “STOP & GO” in white lettering and a white number or with “STOP” in white lettering and a white arrow. **These boards must have been produced to a high standard and be clearly readable.**

Signal	Meaning
Board, STOP & GO with a rider's number on it	Rider concerned to go to the "Stop and Go" penalty zone.
Board, STOP with an arrow on it	Rider concerned to stop at this spot in the "Stop and Go" penalty zone.

Official start light signals will be given as follows:

Signal	Meaning
Red light, switched on (At the start) (When the red light is on, the start procedure enters its final phase.)	The start will be given within the next 5 seconds.
Red light switched off (At the start)	Start.

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

Signal	Meaning
Red flag	All riders must stop racing and go to the area indicated by the officials.
Black flag and a board with rider's number on it	Rider in question to stop racing and leave the circuit using the repair and signalling zone or access from the circuit to the paddock.
Yellow flag, held stationary	Danger ahead, ride cautiously.

Yellow flag, waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed; therefore jumps should not be attempted.
Yellow and red striped flag	Oil, water or another substance is affecting adhesion on this section of the track.
White flag with diagonal red cross	Safety vehicle or personnel on the course, ride slowly. Riders must roll each jump individually with no overtaking until past the area of concern.
Blue flag, waved (The blue flag must be used by supplementary flag marshals, specialised for this flag only).	Warning, you are about to be lapped.
Green flag (The green flag will be used for starting the Race whenever it is not possible to start by means of the start light procedure.)	Course clear for the start of the race or start of the Race.
Black and white chequered flag	End of the Practices, the Warm-Up, the Race.

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.

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

The minimum age for Flag Marshals is 16 years. They are appointed by the FMNR/organiser and must participate in a briefing with the Clerk of the Course **and/or a qualified official nominated by him.**

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.

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.

There must be a minimum of two marshals 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.

After an event, the Flag Marshals must remain available until protest/appeal time has expired.

042.25 CROSSING OF CONTROL LINES

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

042.26 VERIFICATIONS AND CONTROL AFTER A RACE

The technical control must be carried out in accordance with the procedure fixed in the Technical Rules and the times fixed in the CMS Regulations and the Supplementary Regulations of the event.

042.26.1 Control of the sound levels after each Race

Immediately after each Race, three motorcycles, chosen at random by the Race Direction, may be checked for compliance with sound level regulations. Other motorcycles may also be checked.

Any rider whose motorcycle is above the maximum allowed post-race sound limit of:

- 118dB/A (115 + 2 for measurement precision + 1 for degradation accepted during the race - measured with a Type 1 or Type 2 sound meter)
- whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified - **will be penalised by losing 5 positions in the race in question.**

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

042.26.2 Final verification

Immediately after the prize-giving ceremony, the motorcycles of the first three riders of the overall standings of the respective class must be placed in the closed park.

The motorcycles must remain in the closed park 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.

042.26.3 Cost for a motorcycle control following a protest

The cost of dismantling a motorcycle will be € 120.-. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.

042.26.4 Fuel control

A fuel control may be carried out at any time during an event, according to Art. 63.05 of the FIM Motocross Technical Rules.

For the FIM SuperMoto World Championship, only fuel corresponding to the FIM Motocross Technical Rules will be authorised.

A rider whose fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all Championship points earned. This rider will also be liable for the reimbursement of the full costs of the test and further penalties may be imposed.

All requests for fuel control following a protest must be accompanied by a deposit of € 800.- paid to the Race Direction or the FIM (supplementary controls).

Any new requests for control must be presented to the FIM within 5 days of the reception date of the results of the preceding control notified in conformity with Article 5.6 of the FIM Disciplinary and Arbitration Code.

After the last control:

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

042.26.5 Anti-doping and alcohol tests

Anti-doping and alcohol tests may be carried out according to the FIM Medical Code. A rider who tests positive will be disqualified from the whole event. Further penalties may be imposed.

042.27 RESULTS

042.27.1 Procedure

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

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

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

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

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

If the chequered flag is mistakenly displayed later than the official time/distance, the finishing order shall be determined by the running order at the official time/distance.

Under any other circumstances, such as mistaken display of the chequered flag before the official time/distance, the finishing order shall be determined by the running order at the time the chequered flag is displayed.

The winner of the Grand Prix is the rider who has obtained the most points; the runner-up will be the rider who has obtained the second best number of points, and so on, irrespective of the number of races they have finished.

If a tie exists, the points scored in the second race will determine the order of placing in the final standings of the event of those riders who scored points.

The overall results will be completed with those riders who have not scored any World Championship points. They will be ranked by adding their positions obtained in the two races. Of these riders, the rider who has obtained the smallest overall placing will be placed first behind those riders who have scored points. He will be followed by the 2nd placed non-point scoring rider and so on.

If a tie exists, the position in the second race will determine the order of placing in the final standings of the event of those riders who did not score any points.

All results must be homologated by the Race Direction.

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

If a protest is lodged, the results will not become official until a decision has been taken by the competent bodies.

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.

042.27.2 Presentation and publication

The results must include at least the following information:

- FIM, FMNR, Organiser/Moto Club and Championship logo;
- Title of the Event;
- IMN number;
- FMNR;
- Date and venue of the event;
- Class;
- Position, number, name and first name of the riders;
- FMN of the rider;
- Nationality of the rider;
- Motorcycle of the rider;
- Team of the rider (if the Team is holder of a valid FIM Team Licence);
- The number of laps and times of all riders;
- The number of classified riders;
- Championship points earned by the rider;
- The winner's average speed;
- The name of the rider making the best lap in the race, his time and average speed;
- The name and signature of the FIM Delegate and the Clerk of the Course;
- Publication time of the results.

The Championship Promoter Chief Timekeeper is responsible for the transmission of the results of each FIM SuperMoto World Championship race to the FIM Administration within the hour that follows the approval of these results. This transmission will be made through FTP (File Transfer Protocol) on the FIM server.

042.28 POINTS FOR THE CHAMPIONSHIP

Points will be awarded to riders in each World Championship Race according to the following scale:

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

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

For the first event of the FIM World Championship: the provisional point standings will be identical to the overall point standings of the event in question.

As of the second event of the FIM World Championship, the riders will be ranked according to the total number of points they have scored. In case of ties, please see procedure below.

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

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

If a tie still exists, the points scored in the last Race of the World Championship will determine the order of placing in the final standings. If necessary, the points scored in the last but one Race of the World Championship will determine the order of placing in the final standings, and so on...

For the Manufacturers' FIM SuperMoto World Championship, only the highest placed motorcycle of each Manufacturer will gain points, according to their position in each Race of the World Championship.

In case of ties for the Manufacturers' FIM SuperMoto World Championship, the same conditions as for the riders will apply to determine the winner of the World Championship.

In the case where a rider participates on motorcycles of different Manufacturers, it is the make of the motorcycle 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 Manufacturers' FIM SuperMoto World Championship.

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

The FIM SuperMoto World Champion is obliged to attend the official FIM Prize-Giving Ceremony.

042.29 PROTESTS AND APPEALS

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

All protests must be lodged to the Race Direction.

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

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

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

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.

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

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

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.

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: € 1'200.-).

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.

042.30 LAP OF HONOUR

If requested by the FIM Championship Promoter, the winner of each **S1GP** Race will be expected to make a lap of honour, conditions and weather permitting.

042.31 PRIZE-GIVING CEREMONY

The official Prize-Giving Ceremony must be held immediately after the last race of the event, conditions and time permitting.

The following persons must take part in the Prize-Giving Ceremony:

- a) The rider winning the event (with motorcycle);
- b) The second placed rider in the event (with motorcycle);
- c) The third placed rider in the event (with motorcycle);
- d) The team manager of the rider winning the event;
- e) If not already in a), b) or c), the rider leading in the points standings.

Any infraction of this rule will be penalised by the Race Direction.

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

042.32 PRESS CONFERENCE

The first three riders in each FIM S1GP World Championship Grand Prix (overall standings), and other riders invited at the discretion of the FIM Championship Promoter, must participate in the post-race press conference, which must be held immediately after the Prize-Giving Ceremony, conditions and time permitting. Any infraction of this rule will be penalised by the Race Direction.

FIM SUPERMOTO WORLD CHAMPIONSHIP LOGO



FIM SUPERMOTO WORLD CHAMPIONSHIP TIME SCHEDULE

(Subject to change)

	<u>Friday + date</u>
S1GP, Administrative Control/Technical Control	11:00 - 18:00
Circuit Control	15:00
Meeting with the Organisers	17:00

	<u>Saturday + date</u>
S1GP, Administrative Control/Technical Control	08:30 - 09:00
Transponders distribution	09:00 - 09:45
Race Direction Meeting 1	09:30
Riders' Briefing	10:15
S1GP, Free Practice 1 / (maximum 32 riders)	11:25 - 11:55
S1GP, Free Practice 2 / (maximum 32 riders)	14:10 - 14:40
S1GP, Time practice / (maximum 32 riders)	16:10 - 16:40
S1GP, SuperChrono (6 fastest riders Time Practice)	16:45 - 16:55
On-board camera	17:05 - 17:25
Race Direction Meeting 2	17:10

	<u>Sunday + date</u>
S1GP, Warm-Up (maximum 32 riders)	11:00 - 11:20
S1GP Autograph session (podium zone)	11:50
S1GP, Race 1, Riders on the grid (maximum 32 riders)	13:20
S1GP, Race 1, Warm-Up laps	13:27 (2 laps)
S1GP, Race 1, Start (approximately 20 minutes of racing)	13:30
S1GP, Race 2, Riders on the grid (maximum 32 riders)	16:20
S1GP, Race 2, Warm-Up laps	16:27 (2 laps)
S1GP, Race 2, Start (approximately 20 minutes of racing)	16:30

S1GP, Prize-Giving Ceremony (Riders positions 1, 2 and 3 of the overall FIM S1GP SuperMoto Grand Prix results)	Immediately after Race 2
Race Direction Meeting 3	17:15

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GENERAL UNDERTAKINGS AND CONDITIONS

All riders, teams, officials and other parties participating in the FIM SuperMoto of Nations undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the:

1. FIM Sporting Code
2. FIM SuperMoto Regulations
3. FIM Motocross Technical Regulations
4. FIM Disciplinary and Arbitration Code
5. FIM SuperMoto Circuit Standards
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 SuperMoto of Nations Regulations”).

The FIM SuperMoto of Nations 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 SuperMoto of Nations Regulations at all times. The responsibility of the rider, or any other person having charge of an entered motorcycle at any time during an event is joint and severally with that of the team.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock, Waiting Zone, 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 SuperMoto of Nations 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.

043.1 TITLE AND GENERAL

043.1.1 FIM SuperMoto of Nations

Each year, the FIM holds a FIM SuperMoto World Championship for teams, the “FIM SuperMoto of Nations”, in which national teams, selected by the FMNs compete.

This Championship is organised according to the FIM SuperMoto World Championship Regulations and the Sporting Code, Chapter 30 - “FIM World Championships and Prize Events”.

This event must be entered in the Calendar.

043.1.1.1 General

The FIM SuperMoto of Nations begins at the scheduled time for technical and sporting verifications and ends when all of the following have occurred:

- a) The final results have been approved 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.

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

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.

All officials, marshals and medical staff must remain fully operational at the circuit - available to the Race Direction and/or the FIM Stewards Panel - until the end of the protest/appeal period.

The FIM SuperMoto of Nations must be staged on circuits that have been approved by the FIM and comply with the FIM SuperMoto World Championship Regulations.

The event may not be organised before all the necessary legal authorisations have been obtained by the organiser.

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

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

043.1.2 Additional races/Other activities

Additional races or 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. Authorisation from the FIM does not imply nor include any FIM involvement in and/or liability for activities which are not run under the aegis and the responsibility of the FIM.

Priority must at all times be given to the FIM SuperMoto of Nations programme. If necessary, the Race Direction can change the time schedule of these other activities or cancel them.

043.1.3 Time schedule of the event

All the time schedules indicated are standard time schedules. They can be modified at any time by the FIM and the FIM Championship Promoter.

043.2 RIDERS

043.2.1 Licences

Participation in the FIM SuperMoto of Nations is restricted to holders of a valid FIM SuperMoto World Championship licence.

043.2.2 Age of Riders

SuperMoto FIM World Championship licences for riders are issued only when the minimum age has been attained as below:

- **S1GP class:** 15 years

The maximum age is as indicated below:

- **FIM S1GP SuperMoto World Championship:** 50 years.

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.

See also Article 60.4 of the Sporting Code.

043.2.3 Rider apparel

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

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

The following apparel must be worn by riders in all events:

1. Helmets

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

Helmets must be the same colour for each member of the same team and must include, in the overall colour scheme, the colours of their national flag, represented in stripes, bands or other design.

2. Eye protection

Eye protection must be in accordance with the FIM SuperMoto World Championship Regulations, and must be worn at the start of each practice, qualification or race.

3. Equipment and Protective clothing

Riders must wear a complete leather suit (one piece) with additional leather padding or other protection on the principal contact points: knees, elbows, shoulders, hips, etc.

Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.

Riders must also wear leather gloves and boots, which with the suit provides complete coverage from the neck down.

Leather substitute materials may be used, providing they have been checked by the Chief Technical Steward.

The use of a back protector is highly recommended.

It is recommended that the riders wear a bib of their national team over their protective clothing (see drawing). These bibs should be the same colour for each member of the same team and should include in the overall colour scheme, the colours of their national flag, represented in stripes, bands or other design.

4. FIM SuperMoto of Nations logo

Riders must display the FIM SuperMoto of Nations logo (50mm x 50mm) on the upper front torso or shoulder area of their leathers and/or bib.

5. Family name and starting number of the rider

The family name of the rider must appear on the shoulder line of the leathers and/or the bib. The number must appear under the family name of the rider.

6. Sponsors

Team and/or personal sponsors of the riders can be put on the front of the bib.

043.2.4 Rider/mechanic appearance

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

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

Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in the waiting zone and the pit lane.

Mechanics are encouraged to display the FIM SuperMoto of Nations logo on uniform shirts.

043.3 COURSE

043.3.1 Course specifications

See FIM Standards for SuperMoto Circuits (SM Standards).

043.3.2 Safety

See FIM Standards for SuperMoto Circuits (SM Standards).

043.3.3 Inspection

See FIM Standards for SuperMoto Circuits (SM Standards).

043.3.4 Homologation

See FIM Standards for SuperMoto Circuits (SM Standards).

043.4 MOTORCYCLES AND CLASS

043.4.1 Motorcycles

The event is open to motorcycles as defined in the FIM SuperMoto World Championship Regulations, Appendix 01, Motocross Technical Regulations.

043.4.2 Class

The recognised class for the FIM SuperMoto of Nations is as follows:

- **S1GP:** Motorcycles of Cat. I, Group A1, over 175cc up to 250cc for 2-stroke engines and over 290cc up to 450cc for 4-stroke engines.

043.5 SUPPLEMENTARY REGULATIONS

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

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

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. The FIM, FMNR and the organiser must also publish these SR on their respective websites as soon as they have been approved.

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.

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

043.6 OFFICIALS AND PROCEDURES

043.6.1 General

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.

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

Official'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.

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

An official shall not be a rider, sponsor, team manager, mechanic or FIM Promoter participating in the event.

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.

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.

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

043.6.1.1 Officials who hold a FIM Licence

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

- FIM Delegate;
- FIM Race Director;
- FIM Chief Steward;
- FMNR Steward;
- Clerk of the Course;
- **Chief Technical Steward;**
- **Chief Timekeeper;**
- Environmental Steward;
- Chief Medical Officer.

043.6.1.2 Jurisdiction

With the exception of the FIM Delegate, the FIM Race Director and the FIM Stewards Panel, all FIM licence holders, holders of a 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.

043.6.2 FIM Delegate

The FIM Motocross Commission will appoint the FIM Delegate.

If the FIM Delegate is prevented from arriving at the event in time, the FIM will decide on his replacement.

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.

The authority and duties of the FIM Delegate include but are not limited to:

- The FIM Delegate exercises supreme control of the event and is responsible for ensuring that all FIM regulations are observed.
- 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.

- The FIM Delegate is responsible for the communication with the Stewards.
- The FIM Delegate has the right to invite any guests to the Race Direction Meetings, when appropriate.
- 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.
- 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.
- 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.
- At the end of the event, the FIM Delegate, together with the Clerk of the Course, must sign the official classification of the event.
- 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.

043.6.3 FIM Race Director

The FIM will appoint the FIM Race Director.

If the FIM Race Director is prevented from arriving at the event in time, the FIM Delegate will decide on his replacement.

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.

The authority and duties of the FIM Race Director include but are not limited to:

- 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.
- Accompanied by the FIM Delegate, the Clerk of the Course **and the Chief Medical Officer**, the FIM Race Director must inspect the circuit and safety installations before practice begins (= circuit control).
- The FIM Race Director may make recommendations to the Race Direction which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.
- 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.

043.6.4 FIM and FMNR Stewards

There will be a Panel of two Stewards:

- The FIM Chief Steward;
- The FMNR Steward.

The FIM Chief Steward is appointed by the FIM Board of Directors.

If the nominated FIM Chief Steward is prevented from arriving at the event in time, the CMS Bureau may name a replacement, with first priority given to a CMS Member not from the FMNR.

The FMNR is limited to one FMNR Steward.

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.

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.

The authority and duties of the Stewards include but are not limited to:

- Ensuring that the event is conducted according to the Regulations and reporting any infringement to the Race Direction.
- Adjudicating on any appeal against the decisions of the Race Direction.
- 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.
- 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.

043.6.5 Clerk of the Course

The Clerk of the Course is appointed by the FMNR.

When carrying out his duties, the Clerk of the Course shall act and work in permanent consultation with the FIM Race Director.

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:

- The Clerk of the Course must certify that official permissions from the local authorities to run the event have been granted to the organiser.
- The Clerk of the Course must present a copy of the third party insurance policy of the organiser to the FIM Delegate.
- 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.

- The Clerk of the Course must verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider 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).
- The Clerk of the Course may make recommendations to the Race Direction which affect or vary from the published programme, such as the postponement, stopping or abandonment of the event.
- 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.
- 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.
- The Clerk of the Course can prevent a rider or a motorcycle from starting, or order their withdrawal from the event if he considers such action necessary for safety reasons.
- The Clerk of the Course must ensure that the FIM rules are respected; he may propose penalties to the Race Direction.
- 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.
- 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.
- 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.

043.6.6 FIM Permanent Technical Steward

The FIM Permanent Technical Steward is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM Motocross Commission.

The FIM Permanent Technical Steward is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Code.

The FIM Permanent Technical Steward works in cooperation with the FIM Race Director and the FIM Delegate.

The authority and duties of the FIM Permanent Technical Steward include but are not limited to (Please, also refer to the FIM Technical Code):

- The FIM Permanent Technical Steward 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.
- The FIM Permanent Technical Steward is the final arbiter in relation to technical issues at the event.
- The FIM Permanent Technical Steward will examine with the Chief Technical Steward the motorcycle(s) of any rider(s) involved in serious or fatal accidents and present a written report to the FIM Delegate.
- The FIM Permanent Technical Steward will attend all meetings of the Race Direction, but without voting rights.

043.6.7 Chief Technical Steward

The Chief Technical Steward, appointed by the FMNR, shall in particular:

- Verify the machines and equipment in accordance with the FIM Regulations and the Supplementary Regulations.
- If requested to do so by the Race Direction, attend meetings, but without voting rights.
- Draw up a technical report and hand a copy to the Clerk of the Course.

When carrying out his duties, the Chief Technical Steward shall act and work in permanent consultation with the FIM Permanent Technical Steward.

043.6.8 Chief Timekeeper

The Chief Timekeeper and the timekeepers shall in particular:

- Be qualified to use the timekeeping system of the event.
- If requested to do so by the Race Direction, attend meetings, but without voting rights.
- If requested to do so by the riders, examine their results and show them the recording of their lap times.
- Produce the official results in accordance with the FIM Regulations and hand a copy to the Clerk of the Course.

043.6.9 Environmental Steward

The Environmental Steward, appointed by the FMNR, shall be responsible for all environmental aspects and shall in particular:

- Ensure that the FIM Environmental Code is respected.
- To report to the Clerk of the Course any infringement to the FIM Environmental Code.
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the Race Direction on all aspects of the event which may have potential environmental consequences.
- 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.
- Give his recommendations to the Race Direction.
- If requested to do so by the Race Direction, attend meetings, but without voting rights.

043.6.10 Chief Medical Officer

The Chief Medical Officer, appointed by the FMNR, shall be responsible for all medical aspects and shall, in particular:

- Ensure that the FIM Medical Code is respected.
- **Should be familiar with the circuit and the organisation of the medical services at which he is appointed.**
- **Must attend the circuit control together with the Clerk of the Course one day prior to the first practices.**
- Inspect all medical/paramedical services not less than 30 minutes before the start of practice and racing each day of the event.
- Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
- Ensure that all medical/paramedical services are briefed prior to the first practice session, as well as debriefed after the event.
- If requested to do so by the Race Direction, attend meetings, but without voting rights.
- Give information and recommendations to the Race Direction on injured riders and all aspects of the event which may have potential medical consequences.
- 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.

043.6.11 Team Managers

Each national team is limited to one Team Manager.

A Team Manager should not at the same time be a rider.

The Team Manager is appointed by the FMN of the team he represents.

During the event, the Team Manager shall be responsible for all matters regarding his team.

The FIM must be informed, in writing, of all appointments of Team Managers on the closing date of entries at the latest.

043.6.12 Race Direction

The Race Direction is composed of the FIM Delegate, the FIM Race Director and the Clerk of the Course.

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.

The quorum for a meeting of the Race Direction is three persons.

The meetings of the Race Direction are chaired by the FIM Delegate.

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 of day of official practices and/or races.

The Race Direction will hear any protests that are lodged during the event.

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.

The authority and duties of the Race Direction are:

- To ensure the smooth and efficient running of the event.
- To approve all the official results of the event.
- To impose penalties for any infringements of the Regulations.
- 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.
- 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.
- 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.

- To adjudicate on any protest relating to infringements of the Regulations.

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:

- warnings;
- fines, subject to a maximum of **CHF 100'000.-**;
- time and/or point penalties;
- **drop of positions**;
- disqualification;
- suspension for a period not exceeding 30 days starting from the date of the offence.

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

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.

Appeals against a disciplinary decision taken by the Race Direction will be dealt with by the FIM Stewards Panel.

043.6.13 FIM Stewards Panel

The FIM Stewards Panel is composed of:

- The FIM Chief Steward;
- The FMNR Steward.

The quorum for a meeting of the FIM Stewards Panel is two persons.

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.

The meetings of the FIM Stewards Panel are chaired by the FIM Chief Steward.

The FIM Stewards Panel will meet at any time required during the event.

The FIM Stewards Panel will hear any appeals against decisions of the Race Direction.

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:

- warnings;
- fines, subject to a maximum of **CHF 100'000.-**;
- time and/or point penalties;
- **drop of positions**;
- disqualification;
- suspension for a period not exceeding 30 days starting from the date of the offence.

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

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.

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.

043.6.14 Minutes of meetings

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.

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.

The Minutes are to be prepared by the Secretary and must be signed by him and the FIM Delegate.

The FIM Delegate must send a copy of these Minutes to the FIM Administration within 72 hours after the event.

043.6.15 Publication of a decision/Notification

All decisions of the Event Management, the Race Direction and/or FIM Stewards Panel must be published as soon as is reasonably possible. These decisions must be published at least in English.

Any decision pronounced by the Race Direction and/or FIM Stewards Panel must be notified in writing directly at the venue of the event with acknowledgement of receipt.

This notification of a decision shall always:

- State the names and the licence numbers of the Members of the Race Direction or FIM Stewards Panel;
- State the name(s) of the party (parties) involved;
- In case of a protest, state that the protest fee has been paid by the protesting party;
- State the reasons for the action taken/protest;
- State the Articles to which the action taken/protest relates;
- State any additional information obtained during the hearing;
- State the decision of the Race Direction or FIM Stewards Panel and its evidence and brief reasons;
- For decisions of the Race Direction: be signed by the FIM Delegate, the FIM Race Director and the Clerk of the Course;
- For decisions of the FIM Stewards Panel: be signed by the FIM Chief Steward and FMNR Steward.

Whenever the party (parties) involved is (are) notified in writing at the event, the following procedure must be respected:

- The party (parties) concerned by the Race Direction or FIM Stewards Panel decision must sign for receipt on a copy of the notification/ acknowledgement of receipt.
- The name of the person who receives the notification. His position/ function, the venue, date, time of reception must also be mentioned on this acknowledgement of receipt.
- The copy of the notification of the Race Direction or the FIM Stewards Panel, signed for receipt by the party (parties) concerned, must be added to the Report of the FIM Delegate.

043.7 STARTING NUMBERS

The first 16 Teams in the FIM SuperMoto of Nations standings of the previous year will have their starting numbers reserved.

The starting numbers will correspond to the team's result in the FIM SuperMoto of Nations of the previous year and be allocated accordingly (numbers 1 to 48).

The winning team will be allocated numbers 1, 2, 3; the second placed team: 4, 5, 6, and so on.

The remaining 10 Teams of the B-Final of the previous year (positions 17 to 26) will be allocated numbers above 48 (49 to 78).

The 17th placed team will be allocated numbers 49, 50, 51, the 18th placed team 52, 53, 54, and so on.

The FIM issues starting numbers to all remaining teams that have entered the event.

043.8 ENTRIES

043.8.1 Acceptance of entries

A maximum of 32 teams may be accepted for the FIM SuperMoto of Nations.

Each FMN can enter a maximum of two teams:

- One National Team;
- One Junior Team (the riders of this team must be under 21 years old).

If an FMN enters a Junior Team only, the latter will automatically be considered the National Team.

Each team consists of three riders on **S1GP** class motorcycles.

Members of a team must be holders of the passport of the country which they represent but can be holders of a licence issued by any FMN.

Entries to the FIM SuperMoto of Nations will be accepted for those FMNs/Teams who have requested an entry to the FIM Administration before the closing date of the event.

FMNs/Teams must always use the official FIM SuperMoto of Nations entry form, on which all the requested information regarding the riders, the team, and makes of motorcycles must be indicated.

Provisional entries can be made by e-mail or telefax. It is recommended that a provisional entry indicates the following information:

a) For each team:

- National Team
- Junior Team

b) For the riders of each team:

- Rider 1, rider 2, rider 3
- Name and first name of the rider
- Date of birth
- Nationality
- FMN that issued the rider's licence
- FIM licence number (if already available)
- Motorcycle

c) For the Team Manager:

- Name and first name

Provisional entries must always be confirmed with the duly completed official entry form.

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

The closing date for entries counting towards the FIM SuperMoto of Nations is 30 days before the event.

Entries to the FIM SuperMoto of Nations will be accepted for those teams for whom:

1. The FMN has requested an entry before the closing date of the event;
2. The riders are in possession of the appropriate FIM SuperMoto World Championship licence (see also Art. 043.2.2 Age of Riders);
3. Are authorised by their FMN to participate in the event, i.e. the FMN which issued the rider's licence.

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

Should an FMN consider that it has had its Team entry wrongly refused, the matter may be submitted to the FIM Administration who will take immediate action.

Any FMN who considers its entry has been unjustly rejected and because of this finds itself aggrieved, can appeal or lodge a protest in accordance with the regulations of the appropriate discipline.

In any case, the FIM Championship Promoter can enter up to 5 teams before the end of the technical verifications prior to the event.

The FIM Championship Promoter must then inform the FIM, the FMNR and/or the organiser in writing, by fax or by e-mail before the end of the technical verifications prior to the event.

For these teams entered by the FIM Championship Promoter, all listed entry conditions (apart from the closing date of entries) apply.

Teams/Riders may be required to sign an individual entry form during the administration control if necessary.

043.8.2 Change of riders

Once an FMN has entered a team, a change of rider can still be authorised.

In that case, the FMN of the team concerned must inform the FIM, the FMNR and/or the organiser in writing, by fax or by e-mail before the end of the Technical Verifications prior to the event.

Once this deadline is passed, it will no longer be possible to change a rider in the team.

For these “Replacement Riders” the listed entry conditions 1), 2) and 3) also apply. Moreover, the rider(s) in question will also have to have completed a FIM SuperMoto of Nations entry form.

043.8.3 Non-participation in an event

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.

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.

043.9 FIM LAISSEZ-PASSER

The FIM SuperMoto of Nations is covered by a contract signed by the FIM. Therefore (see Art. 70.2.3 and 70.2.4 of the FIM Sporting Code) and also for security and practical reasons, all the laissez-passer of the FIM Manufacturers’, Accessory Manufacturers’ or Sponsors’ Licences for the personal use of company employees or those persons authorised by the latter are not valid for FIM SuperMoto of Nations.

043.10 PRELIMINARY VERIFICATIONS

043.10.1 Administrative control

Riders may be required to present their FIM SuperMoto World Championship licence, starting permission from their FMN, and/or to sign an individual entry form during an administrative control carried out by the FIM/FMNR/Organisers.

Before the start of the official practices of the event, it must be reported to the Race Direction whether all the riders present at the event:

1. Are in possession of a valid FIM SuperMoto World Championship licence;
2. Have been authorised by their FMN to participate in that event;
3. Have duly completed the official FIM SuperMoto World Championship entry form.

043.10.2 Technical verifications

During the event, riders are allowed to use only those motorcycles (maximum two of the same the same make, type and cylinder capacity) presented at scrutineering.

Prior to practice, a technical control (including weight and sound control) must be carried out in accordance with the procedure and the times fixed in the FIM SuperMoto of Nations Regulations and/or the Supplementary Regulations of the event.

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

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

Each rider must present one motorcycle in his name and number at scrutineering. There are two possibilities for a second motorcycle, which must be of the same make, type and cylinder capacity as the first one:

1. Riders may present at scrutineering a second motorcycle in their name and number;

2. Teams may present at scrutineering a second motorcycle to be used by two or more riders. In this case, the team presenting the motorcycle, must inform the Technical Stewards of the names and numbers of the riders eligible to use this motorcycle.

For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per machine. Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.

The maximum limit of the sound level is fixed at:

- 117 dB/A (115 + 2 for measurement precision - measured with a Type 1 or Type 2 sound meter).

Riders may change motorcycles at any time except during a race.

The final choice of motorcycle to be used in a race must be made before the 15 minutes Warm-up lap procedure begins.

At any time during the event, on request of the **Chief** Technical Steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.

At all times during the event, a rider will be responsible for keeping his motorcycle and/or equipment in conformity with the rules.

On-board cameras and associated equipment as well as transponders of the FIM Championship Promoter are not considered as telemetry.

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

The Technical Stewards must always remain available throughout the event from the beginning of the Technical Verifications until the protest time of the last Race has expired.

043.10.2.1 FIM SuperMoto of Nations logo and sticker

All riders must display the FIM SuperMoto of Nations logo on the upper front torso or shoulder area of their leathers.

The FIM SuperMoto of Nations sticker must always be displayed in one corner of the front and both side number plates.

The FIM SuperMoto of Nations logos and stickers will be supplied by the FIM Championship Promoter.

043.10.2.2 Additional Technical specifications

In addition to the Motocross Technical Rules, the following specifications will apply for motorcycles entering the FIM SuperMoto of Nations:

- There must be a clear colour distinction between the colour of the background and the colour of the number. Reflecting numbers are forbidden. Thus, with exception of a red front number plate with white numbers, riders have the free choice of colour for number plates and colours. The front red number plate with white numbers is compulsory for, and must be displayed by the winning Team of previous year's FIM SuperMoto of Nations.
- The motorcycle's side number plates must always display: the Team's national flag, respecting the dimensions of the number plate. The colour scheme for the numbers on the side number plates is free. However, there must be a clear colour distinction between the colour of the number and the colour of the background/flag.
- A safety device (pin or lock nut) should be installed on the brake pad fixture.
- The safety wire used on the bolts of the brake callipers, must be visible.
- On 4-stroke engines, an oil catch tank of 0.5 litres minimum, properly fastened, or a closed breather system must be installed.
- One or several leak-proof catch tanks must be provided for the radiator water and the breather system of the fuel tank. These catch tanks must be emptied before each start.

- The only authorised cooling liquid is water.
- The safety wire used on oil and water filter caps, as well on drain plugs, must be visible.

043.10.2.3 Tyres

The participants are allowed to use tyres of their own choice. A maximum of **seven (7) tyres** is allowed per event. **The team winning the B-Final will be allowed to use one (1) extra tyre per rider.** This maximum total quantity indistinctly includes front and rear tyres.

Only tyres intended for SuperMoto application are permitted. Other tyre types, such as Motocross, Enduro or Trial tyres are prohibited.

The maximum tread depth of the front and/or rear tyres used must be 10 mm in the centre of the tread width.

Additional tread grooves, cuts, etc. are allowed on the front and/or rear tyres.

During Free Practices, Timed Practice, Warm Up and Races, no motorcycle may enter the track without the front and rear tyres being marked with an adhesive sticker, supplied by the FIM Championship Promotor, displayed on the left side of each tyre.

The sticker will show an identification number for each rider and each World Championship event.

A total of **seven (7) stickers** will be handed to each rider according to a timetable decided by FIM Race Director. However, these stickers will be distributed before the end of the Technical Verifications of the event. **The team winning the B-Final will receive from the FIM Race Director one (1) extra sticker per rider.**

After delivery of the stickers, the rider will be responsible for their safekeeping and use. Any abuse may give rise to sanctions according to these Regulations.

The stickers must be applied by the team to the left sidewall of the tyre. A Technical Steward of the FMNR will check that all the motorcycles that go out on the circuit are fitted with tyres carrying the correct sticker.

Any case of use of motorcycles fitted with tyres without valid stickers will immediately be reported to the Race Direction, which will take appropriate action.

Any motorcycle fitted with tyres without a valid sticker will be considered not in conformity with the regulations and the rider may be disqualified from the event.

If, in the opinion of the Race Direction, the violation is unintentional and/or was caused by a race incident, it may decide to impose an alternative penalty.

At any time during the event, and upon the request of the FIM Delegate or FIM Race Director, the rider shall be able to give a precise account of the number of tyres he has used.

In exceptional cases, should the sticker be damaged or applied in the wrong way, up to two (2) extra stickers may be provided at the sole discretion of the FIM Race Director. However, the damaged sticker must be returned to the FIM Race Director and/or the tyre it was applied to, must be absolutely intact.

In case of rain, there will be no restriction on the number of tyres that can be used during that time. Consequently, the tyres must then not be marked with a sticker. These decisions will be taken by the Race Direction and communicated to the riders and officials.

043.10.2.4 On-board Cameras

Riders may be required by the FIM Championship Promoter to carry on-board cameras.

The cameras and associated equipment must be carried during the entire event, from the practice sessions until the end of the FIM SuperMoto of Nations.

When a motorcycle is equipped with on-board cameras, the weight of the camera and associated equipment will count towards the total minimum weight of the motorcycle. These cameras and associated equipment are not considered as telemetry.

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

An **on-board camera** (other than the one from the Championship Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.

043.10.3 Special Medical Examination

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.

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.

043.11 MEETING WITH THE ORGANISERS

A meeting with the organisers will be held on Friday, generally at 16:00, after the circuit control.

The Members of the Race Direction and FIM Stewards Panel, **as well as the Chief Medical Officer**, are expected to attend this meeting.

Also invited to attend this meeting are: the Secretary of the Meeting, the Chief Timekeeper and the **Chief Technical Steward**, the Environmental Steward, the Paddock Marshal, the Chief Flag Marshal, the Press Officer, representatives of the World FIM Championship Promoter and the organisers, etc.

If the Chief Medical Officer is not present, the organiser must be prepared to discuss the medical installations and evacuation plan for the event.

043.12 RACE FORMAT

The FIM SuperMoto of Nations is organised according to the following model:

FIM SuperMoto of Nations	Duration/Laps per session	Maximum number of Riders
1 X Free Practice Rider 1	30 minutes	32 riders
1 X Free Practice Rider 2	30 minutes	32 riders
1 X Free Practice Rider 3	30 minutes	32 riders
1 X Time Practice Rider 1	30 minutes	32 riders
1 X Time Practice Rider 2	30 minutes	32 riders
1 X Time Practice Rider 3	30 minutes	32 riders
1 X Qualifying Race Rider 1	X laps (*)	32 riders
1 X Qualifying Race Rider 2	X laps (*)	32 riders
1 X Qualifying Race Rider 3	X laps (*)	32 riders
1 X Warm-Up B-Final	20 minutes	30 riders
1 X Warm-Up SMN Group 1	20 minutes	24 riders
1 X Warm-Up SMN Group 2	20 minutes	24 riders
1 X B-Final	X laps (*)	30 riders
1 X Race, SMN (Riders 1 + 2)	X laps (*)	32 riders
1 X Race, SMN (Riders 2 + 3)	X laps (*)	32 riders
1 X Race, SMN (Riders 1 + 3)	X laps (*)	32 riders

(*) Number of laps to be adapted to approximately 20 minutes of racing

The FIM SuperMoto of Nations will be organised according to the established programme (See Time Schedule).

The time schedule, the duration of the Free Practices, Time Practices and Warm-Up must be indicated in the Supplementary Regulations.

043.13 FREE PRACTICE

In each class, the riders will have one Free Practice session.

A maximum of 32 riders may take part in the Free Practice (same class). Participation is optional.

Mass starts are forbidden.

The Free Practice session must be timed, with the results displayed on the monitors, and be communicated to the press.

043.14 RIDERS' BRIEFING

A briefing with the riders may be held at the starting gate, generally on Saturday.

The Members of the Race Direction and the FIM Stewards Panel are expected to attend the riders' briefing.

Representatives of the FIM Championship Promoter and the organisers, the Chief Flag Marshal, the team managers and all riders participating in the meeting should attend.

The Secretary of the Meeting and the Chief Medical Officer may also attend this briefing.

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

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

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

043.15 TIME PRACTICE

Each group of riders will have one Time Practice session.

Up to 32 riders may take part in Time Practice (same group). Participation is compulsory.

	Finishing positions	Results
Time Practice (maximum 32 riders/ 30 minutes)	1 to 32	determine the Rider's starting position in the respective Qualifying Race
In case of ties, the second best times will be taken into consideration.		

The results of the Time Practice session must be displayed on the monitors, and communicated to the press.

043.16 QUALIFYING

In order to qualify for the FIM SuperMoto of Nations, teams must participate in the Qualifying Races and possibly the B-Final.

The teams will qualify for the FIM SuperMoto of Nations according to the following model:

	Teams positioned	Result
Qualifying Races (X laps)	1 to 15	Are qualified for the FIM SuperMoto of Nations
	16 to 25	Will participate in the B-Final
	As of 26	Are eliminated
B-Final (X laps)	1	is qualified for the FIM SuperMoto of Nations
	2 to 10	Are eliminated

Each group of riders will have one Qualifying Race.

Each Qualifying Race should be the equivalent of approximately 20 minutes of racing. The distance (number of laps) to be covered in each Qualifying Race, will depend on the race conditions at each circuit. The Race Direction will decide upon the race distance to be run in each group, after the Saturday Time Practices.

Up to 32 riders may take part in the Qualifying Race (same group).

Riders may not change Qualifying Race (same group).

A total of 15 teams will directly qualify for the FIM SuperMoto of Nations, according to their results in the Qualifying Races.

The best two results of each team will be taken into account. In case of a tie, the best result of the third rider will be taken into account. If a tie still exists, the best result of firstly rider 1, secondly rider 2 or thirdly rider 3 will be taken into account.

If one Qualifying Race is cancelled for any reason, the results from the two other Qualifying Races will be counted to determine the team's qualifying position. In case of a tie with another team, the best result of one of the two riders will be taken into account. If a tie still exists, the best result of firstly rider 1, secondly rider 2 or thirdly rider 3 will be taken into account.

If two Qualifying Races are cancelled for any reason, the results from the one Qualifying Race that has been run will be used to determine the team's qualifying position. This result will be counted together with the best lap time position of any of its two remaining riders in the Free Practice session. In case of a tie with another team, the best lap time position of each team's remaining third rider in the Free Practice session will be taken into account. If a tie still exists, the best result of firstly rider 1, secondly rider 2 or thirdly rider 3 will be taken into account.

If all the Qualifying Races are cancelled for any reason, lap time positions from the three riders' Free Practice sessions will be used to determine the team's qualifying position, still according to the principle of the two best results.

The winning Team of the B-Final will qualify for the FIM SuperMoto of Nations (position 16).

If the B-Final is cancelled for any reason, the remaining non-qualified teams will be classified according to their result in Qualifying. The first non-qualified team will then be designated the 16th team to qualify for the FIM SuperMoto of Nations.

If, for unforeseen reasons, no qualification results are obtained before the Warm-Up, then the latter may be treated as a qualifying session. The Race Direction will decide upon any modifications to the time schedule and qualifying criteria.

Qualifying must be timed, with the results displayed on the monitors, and communicated to the press.

Timing of Qualifying shall continue until 5 minutes after the end of each race.

043.17 QUALIFYING RESULTS

The results of Time Practice, the Qualifying Races and the B-Final must be homologated by the Race Direction.

043.18 PROMOTION ACTIVITIES FOR THE PUBLIC

043.18.1 Autograph Session

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

043.18.2 Presentation of the riders

A short presentation of the riders is recommended.

043.19 WARM-UP

On Sunday, one Warm-Up of 20 minutes must be provided for all the 15 Teams that have qualified for the FIM SuperMoto of Nations, as well as for the Teams that will participate in the B-Final. Participation is optional.

The 15 Teams that have qualified for the FIM SuperMoto of Nations will be allocated to their respective Warm-Up according to their position after the Qualifying Races.

The course of Warm-Ups is as follows:

- Warm-Up, B-Final
(Maximum 10 Teams)

- Warm-Up, FIM SuperMoto of Nations/Group 1
(Teams Positions 1, 3, 5, 7, 9, 11, 13, 15)
- Warm-Up, FIM SuperMoto of Nations/Group 2
(Teams Positions 2, 4, 6, 8, 10, 12, 14)

Teams may not change Warm-Up/Group.

The Warm-Up must be timed, with the results displayed on the monitors, and communicated to the press.

Timing of the Warm-up shall continue until 5 minutes after the end of each Warm-Up.

If, for unforeseen reasons, no qualification results are obtained before the Warm-Up, then the latter may be treated as a qualifying session.

043.20 RACES

043.20.1 B-Final

The B-Final will be run in one race of X laps.

The B-Final should be the equivalent of approximately 20 minutes of racing. The distance (number of laps) to be covered in the B-Final will depend on the race conditions at each circuit. The Race Direction will decide upon the race distance to be run in each class, after the Saturday Time Practices.

A maximum of 10 Teams/30 riders can participate in the B-Final.

A minimum of 6 non-qualified Teams/18 riders is necessary to run the B-Final. If this number is not reached, the B-Final will not be run and the Teams in question will be classified according to their result in the Qualifying Races. In that case, the 16th placed team of the Qualifying Races will also qualify for the FIM SuperMoto of Nations.

The B-Final must be timed, with the results displayed on the monitors and communicated to the press.

Timing of the B-Final shall continue until 5 minutes after the end of the B-Final.

043.20.2 Starting Order for the B-Final

The results of the Qualifying Races will determine the non-qualified Teams' starting grid position in the B-Final (Teams placed 16 to 25):

Starting positions for the B-Final	
Team 16: Positions 1, 11, 21	Team 17: Positions 2, 12, 22
Team 18: Positions 3, 13, 23	Team 19: Positions 4, 14, 24
Team 20: Positions 5, 15, 25	Team 21: Positions 6, 16, 26
Team 22: Positions 7, 17, 27	Team 23: Positions 8, 18, 28
Team 24: Positions 9, 19, 29	Team 25: Positions 10, 20, 30

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

The pole position will be determined during the homologation of the circuit.

043.20.3 FIM SuperMoto of Nations

The FIM SuperMoto of Nations will be run in three races:

- FIM SuperMoto of Nations, Race 1, Riders 1 and 2
(Maximum 16 Teams or 32 riders/X laps)
- FIM SuperMoto of Nations, Race 2, Riders 2 and 3
(Maximum 16 Teams or 32 riders /X laps)
- FIM SuperMoto of Nations, Race 3, Riders 1 and 3
(Maximum 16 Teams or 32 riders/X laps)

Each FIM SuperMoto of Nations Race should be the equivalent of approximately 20 minutes of racing. The distance (number of laps) to be covered in each FIM SuperMoto of Nations Race, will depend on the race conditions at each circuit. The Race Direction will decide upon the race distance to be run in each class, after the Saturday Time Practices.

Riders may not change Race.

The FIM SuperMoto of Nations Races must be timed, with the results displayed on the monitors and communicated to the press.

Timing of the FIM SuperMoto of Nations Races shall continue until 5 minutes after the end of each Race.

043.20.4 Starting order for the FIM SuperMoto of Nations

The results of the Qualifying Races (Teams placed 1 to 15) and the B-Final (Winner of the B-Final = Team placed 16th) will determine the qualified Teams' starting grid position in the FIM SuperMoto of Nations:

Starting positions for the FIM SuperMoto of Nations	
Team 1: Positions 1, 17	Team 2: Positions 2, 18
Team 3: Positions 3, 19	Team 4: Positions 4, 20
Team 5: Positions 5, 21	Team 6: Positions 6, 22
Team 7: Positions 7, 23	Team 8: Positions 8, 24
Team 9: Positions 9, 25	Team 10: Positions 10, 26
Team 11: Positions 11, 27	Team 12: Positions 12, 28
Team 13: Positions 13, 29	Team 14: Positions 14, 30
Team 15: Positions 15, 31	Team 16: Positions 16, 32

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

The pole position will be determined during the homologation of the circuit.

043.21 START PROCEDURES

043.21.1 Start Procedure with lights

The final choice of motorcycle to be used in a race should be made before the motorcycle is brought into the waiting zone.

The start procedure for the Races is the following:

As of 15 minutes before the start of the Warm-Up laps:

The entrance to the waiting zone is open.

The motorcycle that will be used in the race by the rider must be placed in the waiting zone.

As of 10 minutes before the start of the Warm-Up laps:

Sound or whistle signal.

A maximum of 32 riders may leave the waiting zone to take their positions on the starting grid (4 riders per row).

The rider's motorcycle to be used for the Race must be pushed to its allocated position at the starting grid, with engine dead.

Tyre warmers may be used on the starting grid. They must be powered by a portable type generator and have a maximum output of one kilowatt. Only one generator per motorcycle may be used.

Adjustments to the motorcycles can be made. Refuelling is forbidden.

Only the riders, their team manager, two mechanics per rider, one holder of the team umbrella, one umbrella holder of the FIM Championship Promoter, the commentator, the television crew, photographers and the essential officials are allowed on the starting grid.

5 minutes before the start of the Warm-Up laps:

The entrance from the paddock to the waiting zone is closed for motorcycles. The penalty for arriving late at the waiting zone is disqualification from the race in question.

The entrance from the waiting zone to the pit lane remains open.

On the starting grid, it is still possible to use tyre warmers and make adjustments to the motorcycles. Refuelling remains forbidden.

No helmets are to be worn at this time.

4 minutes before the start of the Warm-Up laps:

Display of the 4-minute board + sound or whistle signal.

The entrance from the waiting zone to the starting grid is closed for motorcycles.

The motorcycles of all the riders must be on the starting grid.

Riders whose motorcycle is still in the waiting zone may take it to the pit lane and must follow the instructions from the officials.

The generators must be disconnected. The tyre warmers must be removed from the tyres. Generators, tyre warmers and other equipment must be removed from the starting grid.

Everyone except the riders, one mechanic and umbrella holder per rider, the photographers, the television crew and the essential officials must leave the starting grid.

If a rider has a mechanical problem on the starting grid and the motorcycle cannot be repaired on the starting grid, he must push his motorcycle to the pit lane, where he and/or his mechanics may attempt to repair it.

If the motorcycle is repaired before the leading rider has completed the first of the 2 compulsory warm-up laps, the rider in question must start the two compulsory warm-up laps from the pit lane upon the orders from the Clerk of the Course. The rider in question will keep his position on the starting grid.

If the mechanics only succeed in repairing the motorcycle after the leading rider has completed the first of the 2 compulsory warm-up laps, the rider in question must stay in the pit lane and must start the Race from that position.

2 minutes before the start of the Warm-Up laps:

Display of the 2-minute board + sound or whistle signal.

The entrance from the waiting zone to the pit lane is closed.

Riders whose motorcycle is still in the waiting zone are disqualified from the Race in question.

The riders put on their helmets, start their engines and prepare for the 2 compulsory warm-up laps.

All adjustments to their motorcycle must be completed.

The mechanics, the umbrella holders and photographers must leave the starting grid. Only the riders, the television crew and the essential officials are allowed on the starting grid.

If a rider has a mechanical problem and the motorcycle cannot be started on the starting grid, he must push his motorcycle into the pit lane, where he and/or his mechanics may attempt to repair it.

If the motorcycle is repaired before the leading rider has completed the first of the 2 compulsory warm-up laps, the rider in question must start the two compulsory warm-up laps from the pit lane upon the orders from the Clerk of the Course. The rider in question will keep his position on the starting grid.

If the mechanics only succeed in repairing the motorcycle after the leading rider has completed the first of the 2 compulsory warm-up laps, the rider in question must stay in the pit lane and must start the Race from that position.

1 minute before the start of the Warm-Up laps:

Sound or whistle signal.

The television crew must leave the starting grid.

Only the riders and the necessary Officials are authorised on the starting grid.

Any rider who is unable to start his motorcycle, must leave the starting grid and push his motorcycle into the pit lane, where he and/or his mechanics may attempt to start it.

If the motorcycle is started before the leading rider has completed the first of the 2 compulsory warm-up laps, the rider in question must start the two compulsory warm-up laps from the pit lane upon the orders from the Clerk of the Course. The rider in question will keep his position on the starting grid.

If the motorcycle is started only after the leading rider has completed the first of the 2 compulsory warm-up laps, the rider in question must stay in the pit lane and must start the Race from that position, after having received the release signal from the Clerk of the Course.

Procedure for the Warm-Up laps:

The Clerk of the Course walks down the starting grid from row 1 to the end, stopping at each row and holding two red flags crossed. Upon his signal, the riders of that row start the 2 compulsory warm-up laps.

If a rider stalls his engine, he must remain on the starting grid and raise his arm. Immediately after all the riders have left for the 2 compulsory warm-up laps, he must leave the starting grid and push his motorcycle into the pit lane, where he and/or his mechanics may attempt to start it.

If the motorcycle is started before the leading rider has completed the first of the 2 compulsory warm-up laps, the rider in question must start the two compulsory warm-up laps from the pit lane upon the orders from the Clerk of the Course. The rider in question will keep his position on the starting grid.

If the motorcycle is started only after the leading rider has completed the first of the 2 compulsory warm-up laps, the rider in question must stay in the pit lane and must start the Race from that position, after having received the release signal from the Clerk of the Course

When all the riders have left the starting grid, the Clerk of the Course will give a signal and any riders whose motorcycle failed to start or whose motorcycles were late arriving at the starting grid are released to do the 2 compulsory warm-up laps.

Start practices and unnecessary stops are not allowed during the Warm-Up laps.

At the end of the compulsory 2 Warm-Up laps:

The FIM Race Director will stand at the front of the starting grid displaying a red flag.

The Clerk of the Course will stand at the back of the starting grid with a green flag and display it when the grid is complete.

Any rider who encounters mechanical problems during the warm-up laps must go to the pit lane and make repairs. He cannot return to the starting grid.

On returning to the grid the riders must take their position in an orderly way with the front wheel of their motorcycle up to the line defining their starting grid position and keep their engines running.

Once a rider has taken his allocated position on the starting grid, he cannot change it, return to the pit lane or receive assistance prior to the start.

When all the riders have taken their starting position, the Clerk of the Course at the rear of the starting grid will raise the green flag.

If by 30 seconds before the start, all the riders are not on their starting position, the FIM Race Director may order the start to go ahead.

Any rider who arrives back from the warm-up laps after the Clerk of the Course at the rear of the starting grid has raised the green flag, will be considered a “late arrival”.

Late arriving riders at the grid will lose their initial position at the starting grid and must take a position at the rear of the grid. They must stop behind the Clerk of the Course and start the race from there (the row following the last row of riders).

If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means.

Any rider who is unable to start his motorcycle within a reasonable time, must obey the instructions of the officials and push his motorcycle to the back of the starting grid. If he still succeeds in starting the engine, he must take the start from this position.

15 seconds before the start:

The FIM Race Director moves to the side of the track, holding up the red flag.

If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means. As of then, he must immediately obey the instructions of the officials and remove his motorcycle to the back of the starting grid. He must remain there until the start has been given.

If by then he has succeeded in starting the motorcycle, he can start from that position. However, he must wait for the orders of the Clerk of the Course to take the start of the Race.

If he still did not succeed in starting the motorcycle when the start has been given, he must proceed to the pit lane upon instruction of an official, where he and/or his mechanics may make further attempts to start it.

Any failure to obey the instructions of the officials may result in a penalty or disqualification.

As of then:

As of then, the FIM Race Director puts down the red flag and the start light sequence begins.

A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race.

Riders still in the pit lane must wait until the marshal situated at this exit, upon a signal from the FIM Race Director/Clerk of the Course, lowers the red flag in order to authorise any riders still in the pit lane to leave.

043.21.2 Start Procedure with flags

Whenever it is not possible to start the race by means of the red light, flags will be used to give the start.

The same start procedure (as mentioned above) will be maintained until 15 seconds before the start of the Race.

As of then:

The FIM Race Director moves to the side of the track, holding up the red flag.

If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means. As of then, he must immediately obey the instructions of the officials and remove his motorcycle to the back of the starting grid. He must remain there until the start has been given.

If by then he has succeeded in starting the motorcycle, he can start from that position. However, he must wait for the orders of the Clerk of the Course to take the start of the Race.

If he did not succeed in starting the motorcycle, he must proceed to the pit lane upon instruction of an official, where he and/or his mechanics may make further attempts to start it.

Any failure to obey the instructions of the officials may result in a penalty or disqualification.

As of then the FIM Race Director puts down the red flag and holds up the green flag. He will lower the green flag between the next 5 and 10 seconds upon which the Race starts.

043.21.3 Anticipated start

Anticipation of the start is defined by the motorcycle moving forward when the red lights are on or when the green flag has not been lowered yet.

Upon recommendation of the FIM Race Director, the rider concerned will be penalised with a “Stop and Go” penalty.

043.21.4 “Stop and Go” penalty

Upon recommendation of the FIM Race Director, a board displaying “STOP & GO” as well as his riding number, will be shown at the finish area to the rider who made the false start.

During the race, the rider in question must go to the designated “Stop and Go” penalty zone. He must bring his motorcycle to a stop (the engine must not be turned off) and remain stationary for a full 5 seconds. He may then rejoin the race. This procedure is under the strict control of designated marshals.

Failure by the rider in question to stop, after having been shown the “STOP & GO” board three times, will result in that rider being shown the black flag.

If more than one rider is penalised, the riders will be signalled to stop on subsequent laps. The order of “Stop and Go” penalties will be based on the results that determine the riders’ starting positions for the Race in question with the faster rider stopping first.

In the case of a rider failing to respond to the instruction to stop in the “Stop and Go” penalty zone, and there being more than one rider penalised, no subsequent rider will be signalled to stop until the previous rider has stopped or been shown the black flag.

In the case of a re-started race, the above regulations will also apply.

In the case where the marshals have been unable to carry out the “Stop and Go” procedure before the end of the race, the rider in question will be inflicted with a time penalty of 15 seconds.

043.22 STOPPING OF A PRACTICE/RACE

The FIM Race Director is authorised to prematurely stop any Free Practice session, Time Practice, Qualifying Race, B-Final or FIM SuperMoto of Nations Race for urgent and/or safety reasons or other cases of “force majeure”. In that case, a red flag will be displayed to the riders.

If a Race is stopped before 2 laps have been covered, there will be a complete restart.

Riders will return to the area indicated by the officials and the restart will take place as soon as possible after the red flag was displayed. Changing of motorcycles will not be allowed.

If a Race is stopped before 50% of the racing distance has been covered, there will be a complete restart. Riders will return to the paddock and the restart will take place as soon as possible after the red flag was displayed. Changing of motorcycles will be allowed. The final choice must be made when the riders enter to the waiting zone.

If one or more riders are deemed to be at fault for the race being stopped, the FIM Race Director may recommend to the other Members of the Race Direction to exclude them from taking part in the restart or to penalise them with loss of starting grid position. In that case, the rider(s) concerned must start from the row following the last row of riders.

If a Race is stopped after 50% of the racing distance has been covered, the race will be considered complete.

The finishing order will be based on the placing of the riders in the lap before the red flag was displayed.

The FIM Race Director may recommend to place one or more riders deemed to be at fault for the race being stopped behind riders having completed an equal or greater number of laps.

043.23 RIDER BEHAVIOUR AND ASSISTANCE DURING PRACTICE, QUALIFYING AND RACES

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

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

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

At any time during the event, on request of the **Chief Technical Steward**, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.

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

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

Riders and team members are forbidden to ride any motorised vehicle or bicycle on the track outside the official practice/qualifying sessions and races.

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

Riders must carry “on-board” cameras when requested by the FIM Championship Promoter.

Riders are responsible for attending all riders’ briefings and being aware of all information and instructions issued. Team members are encouraged to attend the riders’ briefing.

During 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.

Riders must ride in a responsible manner which does not cause danger to other competitors or other participants in the event.

Any outside assistance on the course to the riders is forbidden during the Free Practices, Time Practice and/or the Races unless it is provided by a marshal carrying out his duty in the interests of safety. Infractions will be penalised by the Race Direction.

Marshals may assist riders by lifting motorcycles 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 re-start their motorcycles.

Riders should use only the course. However, if they accidentally leave the course during the Free Practices, Time Practice, and/or the Races, they may continue by safely re-entering the course, without gaining an advantage, from the closest point to where they left the course.

Course cutting is forbidden. The penalty for attempting to gain an advantage by course cutting will be disqualification from the respective Time Practice, and/or the Races. Further penalties may be imposed by the Race Direction.

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

Riders entering the repair zone should ride in a responsible manner within the pit lane. They should not ride at an excessive speed and not overtake any other riders.

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

No replacement of safety apparel, refuelling or mechanical service may be carried out on the course or outside the pit lane.

During the Free Practices, Time Practice and/or the Races, consultation between team members and riders 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.

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

Adjustments to the motorcycle may be carried out on the starting grid until 2 minutes before the start of the warm-up laps.

Riders entering the repair zone must come to a complete stop. Violators will be disqualified from the Time Practice, and/or the Race in question.

Riders who stop their engines in the pit lane may be assisted in re-starting their motorcycles.

Riders who enter the paddock during a Race will not be allowed to rejoin the Race in question.

Riders returning slowly to the pit lane or paddock should take care to avoid the racing line and interfering with other riders.

Riders must take their position in an orderly way with the front wheel of their motorcycle up to the line defining their starting grid position.

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

Once a rider has taken his position on the starting grid, he cannot change it.

Riders who arrive too late in the waiting zone will be disqualified from the race in question.

Riders whose motorcycle is still in the waiting zone when the entrance from the waiting zone to the starting grid is closed for motorcycles may push their motorcycle into the pit lane and must follow the instructions of the officials.

The rider in question must start the two compulsory warm-up laps from the pit lane after receiving the clearance signal from the Clerk of the Course. He will keep his position on the starting grid.

Riders whose motorcycle is still in the waiting zone when the entrance from the waiting zone to the pit lane is closed for motorcycles will be disqualified from the race in question.

If a rider has mechanical problems before the start of the warm-up laps and the motorcycle cannot be repaired on the starting grid, he must push his motorcycle to the pit lane, where he and/or his mechanics may attempt to repair it.

If a rider is unable to start his motorcycle before the start of the warm-up laps, he must leave the starting grid and push his motorcycle into the pit lane where he and his mechanics may attempt to restart or repair it.

If a rider stalls his engine during before the start of the warm-up laps, he must remain on the starting grid and raise his arm. Immediately after all the riders have left for the 2 compulsory warm-up laps, he must push his motorcycle into the pit lane, as ordered by the officials and under their supervision.

A rider whose motorcycle has been repaired or restarted in the pit lane before the leading rider has completed the first of the two compulsory warm-up laps, must start the warm-up laps from that position after receiving the clearance signal from the Clerk of the Course. He will keep his position on the starting grid.

If he only succeeds in repairing or restarting the motorcycle after the leading rider has completed the first of the two compulsory warm-up laps, the rider in question must stay in the pit lane and must start the Race from that position, after receiving the clearance signal from the Clerk of the Course.

Any rider who encounters mechanical problems during the warm-up laps must go to the repair zone and make repairs. He cannot return to the starting grid.

When a rider takes his starting grid position after the warm-up laps, he must keep his engine running, he cannot return to the pit lane or receive assistance prior to the start.

Any rider who arrives back from the warm-up laps after the Clerk of the Course at the rear of the starting grid has raised the green flag, will be considered a “late arrival”. He will lose his initial position at the starting grid and must take a position at the rear of the grid and start the race from there (the row following the last row of riders).

If a rider has mechanical problems when he has taken his position on the starting grid after the 2 warm-up laps, he must remain on his motorcycle and raise his arm. If the rider in question is unable to start his motorcycle within a reasonable time, he must obey the instructions of the officials and remove his motorcycle to the back of the starting grid where he may make further attempts to start it. If he succeeds in starting the engine, he must take the start from this position.

If by 15 seconds before the start of the Race, a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. He must then immediately obey the instructions of the officials and remove his motorcycle to the back of the starting grid where he may make further attempts to start it. If he succeeds in starting the engine, he must take the start from this position.

If he still did not succeed in starting the motorcycle when the start has been given, he must proceed to the pit lane upon instruction of an official, where he and/or his mechanics may make further attempts to start it.

Riders taking the start of the Race from the pit lane may then start the Race upon instruction of the Clerk of the Course situated at the pit lane exit.

A rider is not permitted to attempt to delay the start by any other means than mechanical problems.

A rider may not anticipate the start or he will be penalised by a “Stop and Go”.

Any rider who has been penalised by a “Stop and Go” will be shown the “STOP” board together with his riding number. He must then go to the designated “Stop and Go” penalty zone during the race. He must bring his motorcycle to a stop and remain stationary for a full 5 seconds. He may then rejoin the race.

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

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.

043.24 OFFICIAL SIGNALS

Official time board signals shall be given by means of a white board with a large black number **on both sides**, indicating the time. **These boards must have been produced to a high standard and be clearly readable.**

Signal	Meaning
Boards, 4, 2 minutes (4', 2' / At the start)	4, 2 minutes until the start of the two compulsory warm-up laps.

Official “STOP and GO” procedure board signals to a rider shall be given by means of a black board with “STOP & GO” in white lettering and a white number or with “STOP” in white lettering and a white arrow. **These boards must have been produced to a high standard and be clearly readable.**

Signal	Meaning
Board, STOP & GO with the rider's number on it	Rider concerned to go to the “Stop and Go” penalty zone.
Board, STOP with an arrow on it	Rider concerned to stop at this spot in the “Stop and Go” penalty zone.

Official start light signals will be given as follows:

Signal	Meaning
Red light, switched on (At the start)	The start will be given within the next 5 seconds.
(When the red light is on, the start procedure enters it final phase.)	
Red light switched off (At the start)	Start.

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

Signal	Meaning
Red flag	All riders must stop racing and go to the area indicated by the officials.
Black flag and a board with the rider's number on it	Rider in question to stop racing and leave the circuit using the repair and signalling zone or access from the circuit to the paddock.
Yellow flag, held stationary	Danger ahead, ride cautiously.
Yellow flag, waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed, therefore jumps should not be attempted.
Yellow and red striped flag	Oil, water or another substance is affecting adhesion on this section of the track.
White flag with diagonal red cross	Safety vehicle or personnel on the course, ride slowly. Riders must roll each jump individually with no overtaking until past the area of concern.

Blue flag, waved	Warning, you are about to be lapped.
(The blue flag must be used by supplementary flag marshals, specialised for this flag only).	
Green flag	Course clear for the start of the race or start of the Race.
(The green flag will be used for starting the Race whenever it is not possible to start by means of the start light procedure.)	
Black and white chequered flag	End of the Practices, the Warm-Up, the Race.

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.

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

The minimum age for Flag Marshals is 16 years. They are appointed by the FMNR/organiser and must participate in a briefing with the Clerk of the Course **and/or a qualified official nominated by him.**

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.

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.

There must be a minimum of two marshals 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.

After an event, the Flag Marshals must remain available until protest/appeal time has expired.

043.25 CROSSING OF CONTROL LINES

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

043.26 VERIFICATIONS AND CONTROL AFTER A RACE

The technical control must be carried out in accordance with the procedure fixed in the Technical Rules and the times fixed in the CMS Rules and the Supplementary Regulations of the event.

043.26.1 Sound control after a Race

Immediately after each Qualifying Race/FIM SuperMoto of Nations Race, three motorcycles, chosen at random by the Race Direction, may be checked for compliance with sound regulations. Other motorcycles may also be checked.

Any rider whose motorcycle is above the maximum allowed post-race limit of:

- 118 dB/A (115 + 2 for measurement precision + 1 for degradation accepted during the race - measured with a Type 1 or Type 2 sound meter)
- whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified - **will be penalised by losing 5 positions in the race in question.**

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

043.26.2 Final verification

Immediately after the FIM SuperMoto of Nations prize-giving ceremony, the motorcycles of the three riders of the winning team must be placed in the closed park. The motorcycles must remain in the closed park 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.

043.26.3 Cost for a motorcycle control following a protest

The cost of dismantling a motorcycle will be € 120.-. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.

043.26.4 Fuel control

A fuel control may be carried out at any time during an event, according to Art. 63.05 of the FIM Motocross Technical Rules.

For the FIM SuperMoto of Nations, only fuel corresponding to the FIM Motocross Technical Rules will be authorised.

A team whose rider's fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all points earned during the event. This rider will also be liable for the reimbursement of the full costs of the test and further penalties may be imposed.

All requests for fuel control following a protest must be accompanied by a deposit of € 800.- paid to the Race Direction or the FIM (supplementary controls).

Any new requests for control must be presented to the FIM within 5 days of the reception date of the results of the preceding control notified in conformity with Article 5.6 of the FIM Disciplinary and Arbitration Code.

After the last control:

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

043.26.5 Anti-doping and alcohol tests

Anti-doping and alcohol tests may be carried out according to the FIM Medical Code.

A team whose rider(s) test(s) positive will be disqualified from the whole event and forfeit all points as well as prize money earned during the event. Further penalties may be imposed.

043.27 RESULTS

043.27.1 Procedure

The winner of a Qualifying Race/B-Final/FIM SuperMoto of Nations Race is the rider who crosses the finish line first. The riders still racing will then be stopped when crossing the finishing line.

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

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

A Qualifying Race/B-Final/FIM SuperMoto of Nations Race is officially ended at the completion of the lap at which the chequered flag is displayed to the winner.

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

If the chequered flag is mistakenly displayed later than the official time/distance, the finishing order shall be determined by the running order at the official time/distance.

Under any other circumstances, such as mistaken display of the chequered flag before the official time/distance, the finishing order shall be determined by the running order at the time the chequered flag is displayed.

Points are allocated in each Qualifying Race/B-Final/FIM SuperMoto of Nations Race.

The winner obtains one point, the second two points, etc.

043.27.1.1 B-Final

The final team results of the B-Final are determined as follows:

1. The Team winning the B-Final is that which has gained the lowest total number of points after having added the two best results of its riders;
2. In case of a tie, the Team whose riders have obtained the best place in their two best results will be placed before the other(s).
3. These results will be completed by adding teams not having obtained two results. For these teams, the same system will be used for classification and deciding ties.

043.27.1.2 FIM SuperMoto of Nations/Races

The FIM SuperMoto of Nations is a FIM Championship for national teams.

a) Team Results

The final team results of the FIM SuperMoto of Nations are determined as follows:

1. The Team winning the FIM SuperMoto of Nations is the one which has gained the smallest total number of points after having added the five best results of its riders;

2. In case of a tie the results will be established as follows:
 - a) The team whose riders have obtained the highest number of first places, second places, etc. amongst the five best results;
 - b) The team whose riders have obtained the highest number of first places, second places, etc. in the last Race (Riders 1 + 3);
 - c) The team whose riders have obtained the highest number of first places, second places, etc. in the second Race (Riders 2 + 3);
 - d) The team whose riders have obtained the highest number of first places, second places, etc. in the first Race (Riders 1 + 2);
 - e) If a tie still exists, the teams in question will be placed equal;
3. These results will be completed by adding Teams not having obtained five results. For these Teams the same system will be used for classification and breaking ties.

043.27.1.3 FIM SuperMoto of Nations / Event

The overall results of all the Teams that participated in the FIM SuperMoto of Nations event are determined as follows:

Positions 1 to 16:	According to the final results of the FIM SuperMoto of Nations Races;
As of position 17:	Teams eliminated in the B-Final, classified according to the final results of the B-Final;
Over:	The remaining teams, eliminated in Qualifying, classified according to their final result in the Qualifying Races.

All results must be homologated by the Race Direction.

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

If a protest is lodged, the results will not become official until a decision has been taken by the competent bodies.

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.

043.27.2 Presentation and publication

The results must include at least the following information:

- FIM, FMNR, Organiser/Moto Club and Championship logo;
- Title of the Event;
- IMN number;
- FMNR;
- Date and venue of the event;
- Class;
- Position, number, name and first name of the riders;
- FMN of the rider;
- Nationality of the rider;
- Motorcycle of the rider;
- Team of the rider;
- The number of laps and times of all riders;
- The number of classified riders;
- The winner's average speed;
- The name of the rider making the best lap in the race, his time and average speed;
- The name and signature of the FIM Delegate and the Clerk of the Course;
- Publication time of the results.

The Championship Promoter Chief Timekeeper is responsible for the transmission of the results of each FIM SuperMoto World Championship race to the FIM Administration within the hour that follows the approval of these results. This transmission will be made through FTP (File Transfer Protocol) on the FIM server.

043.28 PROTESTS AND APPEALS

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

All protests must be lodged to the Race Direction.

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

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

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

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.

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

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

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.

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: € 1'200.-).

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.

043.29 LAP OF HONOUR

If requested by the Event Management, the winning Team of the FIM SuperMoto of Nations will be expected to make a lap of honour, conditions and weather permitting.

043.30 PRIZE-GIVING CEREMONY

The official Prize-Giving Ceremony must be held immediately after the last race of the FIM SuperMoto of Nations, conditions and time permitting.

The riders and team managers of the following teams must take part in the Prize-Giving Ceremony:

- a) The first placed Junior Team in the FIM SuperMoto of Nations;
- b) The team winning the FIM SuperMoto of Nations (with their motorcycles);
- c) The second placed team in the SuperMoto of Nations;
- d) The third placed team in the FIM SuperMoto of Nations.

Any infraction of this rule will be penalised by the Race Direction.

During this official Prize-Giving Ceremony, the national anthem of the winning country (based on the passport) must be played and the national flags of the first three teams may be hoisted at the same time.

043.31 PRESS CONFERENCE

The first three Teams of the FIM SuperMoto of Nations and their team managers must take part in the press conference after the last race of the FIM SuperMoto of Nations. Any infraction of this rule will be penalised by the Race Direction.

FIM SUPERMOTO OF NATIONS TIME SCHEDULE

Friday	
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Technical control / Administrative control:	10:00 - 17:00
Circuit control:	14:00
Meeting with the organisers:	16:00

(max. 32 teams/32 riders) Saturday	
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Free Practices	
Group Rider 1:	09:00 - 09:30
Group Rider 2:	09:45 - 10:15
Group Rider 3:	10:30 - 11:00

Riders' briefing:	11:30
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Time Practices	
Group Rider 1:	12:00 - 12:30
Group Rider 2:	12:45 - 13:15
Group Rider 3:	13:30 - 14:00

Qualifying Races (approx. 20 minutes of racing - max. 32 teams/32 riders)	
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Qualifying Race Group Rider 1	
Riders on the starting grid:	14:50
Warm-up laps:	14:57 (2 laps)
Start:	15:00

Qualifying Race Group Rider 2	
Riders on the starting grid:	15:50
Warm-up laps:	15:57 (2 laps)
Start:	16:00

Qualifying Race Group Rider 3	
Riders on the starting grid:	16:50
Warm-up laps:	16:57 (2 laps)
Start:	17:00

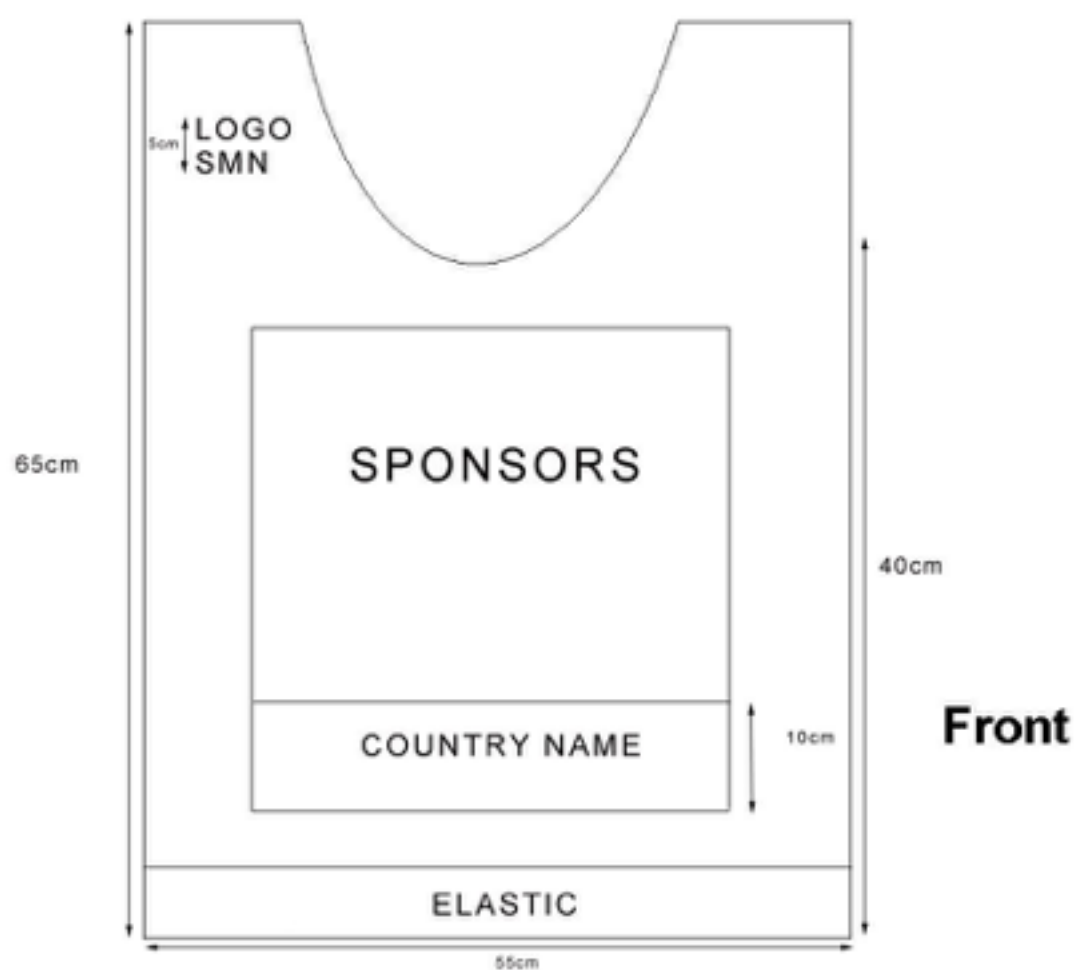
FIM SUPERMOTO OF NATIONS - TIME SCHEDULE

Sunday	
Warm-Up	
B-Final: (max. 10 non-qualified teams/30 riders)	09:00 - 09:20
SuperMoto of Nations / Qualified teams 1: (8 qualified teams: 1, 3, 5, 7, 9, 11, 13, 15 / max. 24 riders)	09:30 - 09:50
SuperMoto of Nations / Qualified teams 2: (7 qualified teams: 2, 4, 6, 8, 10, 12, 14 / max. 21 riders)	10:00 - 10:20
Final B (approx. 20 minutes of racing - max. 10 teams / 30 riders)	
Riders on the starting grid:	10:50
Warm-up laps:	10:57 (2 laps)
Start:	11:00
SuperMoto of Nations / Races (approx. 20 minutes of racing - max. 16 teams / 32 riders)	
Race 1 / Rider 1 + Rider 2	
Riders on the starting grid:	12:50
Warm-up laps:	12:57 (2 laps)
Start:	13:00
Race 2 / Rider 2 + Rider 3	
Riders on the starting grid:	14h30
Warm-up laps:	14h37 (2 laps)
Start:	14h40
Race 3 / Rider 1 + Rider 3	
Riders on the starting grid:	16:10
Warm-up laps:	16:17 (2 laps)
Start:	16:20
Prize-Giving Ceremony	
Team positions 1, 2, 3 / Overall results:	Immediately after Race 3

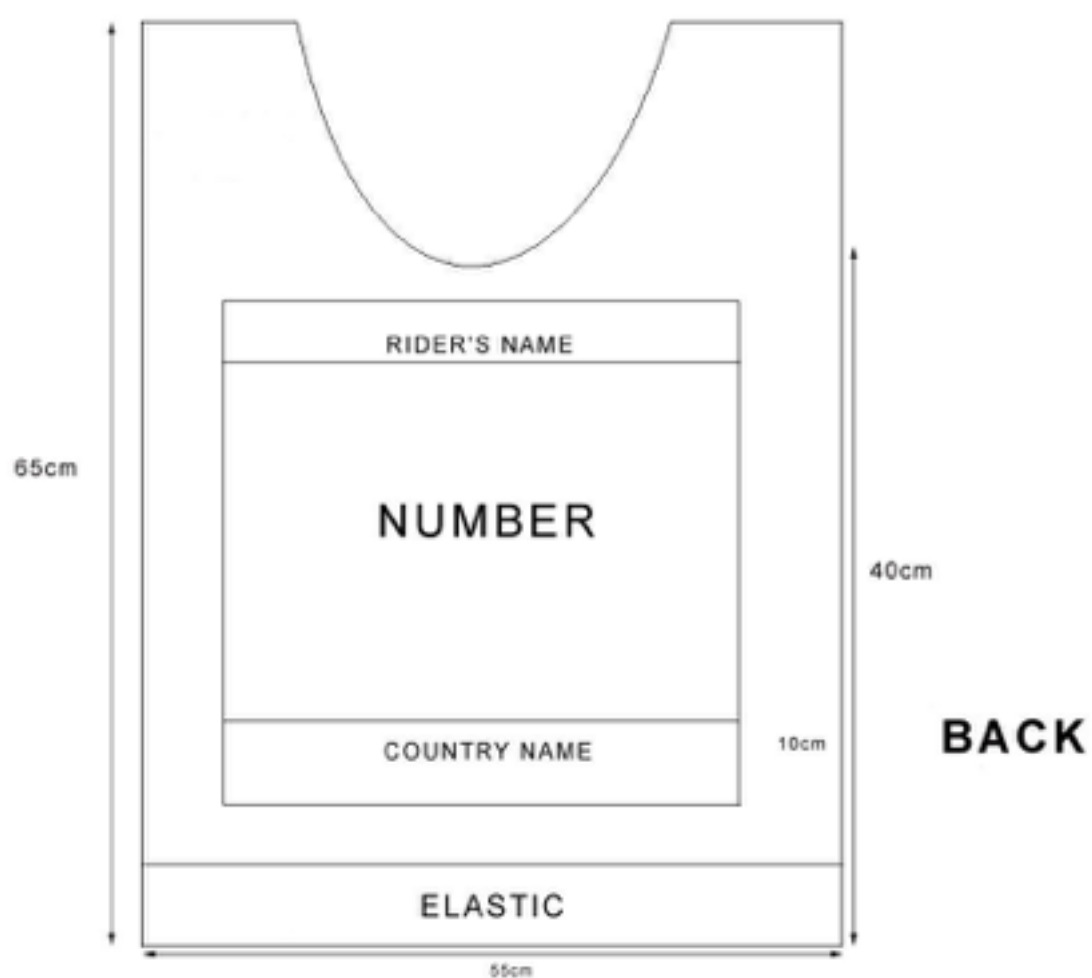
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START PROCEDURE IN BRIEF (1)
AT THE STARTING GRID

Time before the Warm-Up Laps	Access allowed from... to...					Access allowed to							Technical		
	Paddock	Waiting zone	Pit lane	Starting grid	Track	Essential Officials	TV crews	Photographers	Rider	Manager	Mechanic	Person with umbrella	Tyre warmers	Repairs & adjustments	Re-fuelling
	Yes	Yes	---	---	---	Yes	Yes	Yes	1	1	2	1	Yes	Yes	Yes
	Yes	Yes	Yes	Yes	---	Yes	Yes	Yes	1	1	2	1	Yes	Yes	---
	---	Yes	Yes	Yes	---	Yes	Yes	Yes	1	1	2	1	Yes	Yes	---
	---	---	Yes	Yes	---	Yes	Yes	Yes	1	---	1	1	---	Yes	---
	---	---	---	Yes	---	Yes	Yes	---	1	---	---	---	---	---	---
	---	---	---	Yes	---	Yes	---	---	1	---	---	---	---	---	---

START PROCEDURE IN BRIEF (2) MECHANICAL PROBLEMS BEFORE OR AT THE START OF THE WARM-UP LAPS

Where?	What to do?	Motorcycle repaired before the start of the warm-up Laps or before the leading rider has completed the first warm-up lap	Motorcycle repaired after the leading rider has completed the first Warm-Up lap
Waiting zone (15 to 4 min before the warm-up laps)	Rider/Mechanic may take the motorcycle in the pit lane and attempt repairs	Rider start the warm-up laps from the pit lane and keeps his position on the starting grid	Rider starts the Race from the pit lane after having received release signal from the Clerk of the Course
Starting grid (15 to 1 min before the warm-up laps)	Rider must push the motorcycle in the pit lane where rider/mechanic may attempt repairs	Rider start the warm-up laps from the pit lane and keeps his position on the starting grid	Rider starts the Race from the pit lane after having received release signal from the Clerk of the Course
Starting grid (At the start of the warm-up laps)	Rider must remain on his motorcycle, raise his arm and push his motorcycle in the pit lane when all riders have left the starting grid. Rider/mechanics may attempt repairs	Rider start the warm-up laps from the pit lane and keeps his position on the starting grid	Rider starts the Race from the pit lane after having received release signal from the Clerk of the Course

START PROCEDURE IN BRIEF (3)
MECHANICAL PROBLEMS DURING OR AT THE END OF THE WARM-UP LAPS

When?	What to do?	What to do next?	For the Start
During the warm-up laps	Rider must go to the pit lane where rider/mechanic may attempt repairs	Rider must remain in the pit lane	Rider starts the Race from the pit lane after having received release signal from the Clerk of the Course
After the warm-up laps, when the Clerk of the Course has raised the green flag	Rider must stop behind the Clerk of the Course and loses his initial starting position	Rider must take a position at the rear of the starting grid (the row following the last row of riders)	Rider starts the Race from the rear of the starting grid
Starting grid (At the end of the warm-up laps)	Rider must remain on his motorcycle, raise his arm and may attempt to start his motorcycle	If the rider cannot start his motorcycle in a reasonable time, he must obey the instructions from the officials and push motorcycle to the back of the starting grid	If the rider succeeds in starting the motorcycle, he must start the Race from the back of the starting grid

START PROCEDURE IN BRIEF (1)
MECHANICAL PROBLEMS 15 SECONDS BEFORE THE START

When?	15 seconds before the start	What to do?	Rider must remain on his motorcycle and raise his arm	What to do next?	Rider must immediately obey the instructions from the officials and push motorcycle to the back of the starting grid	For the Start	<div>If rider succeeds in starting the motorcycle, he must start the Race from the back of the starting grid after having received order from the Clerk of the Course</div> <div>If rider did not succeed in starting the motorcycle when the start had been given, he must obey the instructions from the officials and proceed to the pit lane where he or his mechanic may attempt repairs</div>
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**FIM S1GPGP SUPERMOTO WORLD CHAMPIONSHIP
CHAMPIONNAT DU MONDE FIM DE SUPERMOTO S1GPGP
SUPPLEMENTARY REGULATIONS / REGLEMENT PARTICULIER
ADDITIONAL INFORMATION / INFORMATIONS SUPPLEMENTAIRES**

GENERAL INFORMATION / INFORMATIONS GÉNÉRALES

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

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

TOURISTIC INFORMATION / INFORMATIONS TOURISTIQUES

Tel N° : Fax N° :

E-mail: Website:

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)

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 :

NEAREST HOSPITAL / HOPITAL LE PLUS PROCHE

Address / *Adresse* Tel. N° :
Fax N° :
E-mail :
Website:

FIM S1GPGP SUPERMOTO WORLD CHAMPIONSHIP
CHAMPIONNAT DU MONDE FIM DE SUPERMOTO S1GPGP
SUPPLEMENTARY REGULATIONS / REGLEMENT PARTICULIER

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

FIM SuperMoto S1GPGP of

Country / Pays

FIM SuperMoto S1GPGP de

IMN : 208/ *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)

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° :

Fax N° :

E-mail :

Website:

Secretariat of the Event / *Secrétariat de la Manifestation*

Address / Adresse Tel. N° :
 Fax N° :
 E-mail :
 Website:

Open on / *Ouvert le*

Thursday / <i>Jeudi</i>	(date)	from/de	(time/heure)	to/à	(time/heure)
Friday / <i>Vendredi</i>	(date)	from/de	(time/heure)	to/à	(time/heure)
Saturday / <i>Samedi</i>	(date)	from/de	(time/heure)	to/à	(time/heure)
Sunday / <i>Dimanche</i>	(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	Jiri Sitina	No: tba
- <i>Directeur de la Manifestation FIM</i>		<i>jiri.sitina@gmail.com</i>
- FIM Permanent Technical Steward		Thomas Suchy No: tba
- <i>Commissaire Technique Permanent FIM</i>		<i>office@potato-print.info</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>
- Chief Timekeeper	Mauro Santamaria	No: tba
- <i>Chef Chronomètreur</i>	<i>mauro.santamaria@weer.it</i>	
- Environmental Steward		No:
- <i>Commissaire Environnement</i>		<i>email address</i>
- Chief Medical Officer		No:
- <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>		

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 :

BPROM - Attn. Mrs Valentina Boccadolce
Via Valgioie 60, I - 10146 Turin (Italy)
Mail: vb@bprom.org - Web: www.SuperMotoGP.com
Mobile: +39 329 4948292 - Fax: +39 011 7724857

Closing date of entries / *date de clôture des engagements* : (S1GP: First event / première manifestation : the start date of the event/date du début de la manifestation : - 60 days/jours)

(All other events/toutes les autres manifestations: the start date of the event/date début de la manifestation: - 15 days/jours)

For the following points (5-15), see attached Time Schedule in English.
Pour les points suivants (5-15), 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*: Race Direction Office.

7. TECHNICAL CONTROL / CONTROLE TECHNIQUE

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

8. RACE DIRECTION MEETINGS / SEANCES DE LA DIRECTION DE COURSE

Venue / *Lieu*: Race Direction Office.

9. RIDERS' BRIEFING / BRIEFING AVEC LES COUREURS

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

10. FREE PRACTICE / ESSAIS LIBRES

11. TIME PRACTICE / ESSAIS CHRONOMETRÉS

12. WARM-UP

13. SUPERPOLE

14. RIDERS ON THE GRID / COUREURS SUR LA GRILLE

15. RACES / COURSES

16. FUEL / CARBURANT

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

17. INSURANCE / ASSURANCE

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 motorcycle, its accessories and components arising out of an accident, fire or other incident.

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

18. PROTESTS AND APPEALS / RÉCLAMATIONS ET APPELS

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 to the Race Direction and appeals against its decisions to be adjudicated by the FIM Stewards Panel must be lodged according to the Disciplinary and Arbitration Code of the FIM 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 auprès de la Direction de Course ou appel contre une décision de celle-ci sur lequel doit se prononcer le Collège des Commissaires FIM 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.

An appeal may be made against a decision of the FIM Stewards Panel to the International Disciplinary Court (CDI).

Il pourra être fait appel devant la Cour Disciplinaire Internationale (CDI) contre une décision du Collège des Commissaires FIM.

Generally, protests against the eligibility of a rider, entrant or a motorcycle 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 motocycle 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.

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

Si la réclamation implique le démontage d'un motocycle, 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.

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.-.

19. PRIZE-GIVING CEREMONY / CÉRÉMONIE DE REMISE DES PRIX

The first three riders in each FIM S1GP SuperMoto World Championship Grand Prix (overall standings) must take part in the official Prize-Giving Ceremony, which must be held immediately after the last race of the meeting.

Les trois premiers coureurs de chaque Grand Prix de Championnat du Monde FIM de SuperMoto S1GP (classement final) doivent prendre part à la cérémonie officielle de remise des prix, laquelle doit avoir lieu immédiatement après la dernière course de la manifestation.

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

Les coureurs concernés doivent assister à la cérémonie de remise des prix jusqu'à la fin. Toute infraction à ce règlement sera pénalisée par la Direction de Course.

20. INTERPRETATION OF THE SR / INTERPRETATION DU RP

The interpretation of these Supplementary Regulations rests entirely with the Race Direction. 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 de la Direction de Course. 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)



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

FIM-LIVE.com

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6520015