



*FEDERATION INTERNATIONALE  
DE MOTOCYCLISME*

**2024**

*FIM SAND RACES WORLD CUP  
SPORTING REGULATIONS*

# FIM Sand Races World Cup Sporting Regulations



EDITION 2024

These rules are published on [www.fim-moto.com](http://www.fim-moto.com). If updates are necessary, the latest published version of the rules will be decisive.



Articles amended as from 1.1.2024 are in **red bold and underlined type** or ~~strike-through~~

## REGULATIONS FIM SAND RACES WORLD CUP

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## General Undertakings and Conditions

All competitors, teams, officials and other parties participating in the FIM Sand Races World Cup undertake, on behalf of themselves, their employees and agents, to observe all the current provisions of the:

1. FIM Sporting Code
2. FIM Ethic Code
3. FIM Sand Races World Cup Sporting Regulations
4. FIM Sand Races Technical Rules
5. FIM Fuel Regulations
6. FIM Sound Regulations
7. FIM Disciplinary and Arbitration Code
8. FIM Environmental Code
9. FIM Medical Code
10. FIM Anti-Doping Code
11. FIM Code of Ethics

as supplemented and amended from time to time (hereinafter collectively referred to as the “Regulations”).

It is the responsibility of each competitor and/or team to ensure that all persons involved with its entries observe the FIM Sand Races World Cup Regulations at all times.

All persons concerned in any way with an entered motorcycle/SSV or present in any capacity whatsoever in the technical and administrative area must carry an appropriate pass at all times during the meeting.

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

The interpretation of this current Regulations and the Supplementary Regulations (hereafter defined as “SR”) is the responsibility of the CTT (see Art. 4 of the FIM Sporting Code). Any matter not provided for therein will be subject to interpretation by the FIM International Jury.

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

Any reference to the male gender in these documents is made solely for the purposes of simplicity, and also refers to the female gender except when the context requires otherwise.

## 1. GENERAL

### 1.1. FIM Sand Races World Cup

The FIM Sand Races World Cup is organised according to the rules of the FIM Sand Races World Cup Regulations and the FIM Sporting Code.

The FIM Sand Races World Cup is held each year and includes the following categories and classes:

- Sand Races World Cup, Moto (up to 510cc)
- Sand Races World Cup, Moto / Veteran
- Sand Races World Cup, Moto / Women
- Sand Races World Cup, Moto Junior 1 (up to 125cc)
- Sand Races World Cup, Moto Junior 1 / Women (up to 125cc)
- Sand Races World Cup, Moto / Junior 2 (up to 250cc)
- Sand Races World Cup, Moto Junior 2 / Women (up to 250cc)
- Sand Races World Cup, Moto Vintage “Evo” (V1)
- Sand Races World Cup, Moto Vintage “Evo” / Women (V1)
- Sand Races World Cup, Moto Vintage “Classic” (V2)
- Sand Races World Cup, Moto Vintage “Classic” / Women (V2)
- Sand Races World Cup, Quad
- Sand Races World Cup, Quad / Veteran
- Sand Races World Cup, Quad / Women
- Sand Races World Cup, Quad Junior
- Sand Races World Cup, Quad Junior / Women
- Sand Races World Cup, Quad Vintage
- Sand Races World Cup, SSV

Format:

The FIM Sand Races World Cup takes place over a Series of Qualifying Events and a Final.

The FIM Sand Races World Cup must take place on a circuit composed of more than 90% sand. It may include 2 types of event:

## A. Endurance on the sand

### Moto

1 moto/1 rider on the 1 round;

Duration: Depending on the organiser. This information must be specified in the Supplementary Regulations, Maximum duration 3 hrs. Minimum duration 1h 30min.

### Junior 1&2

1 moto/ 1 rider on the 1 round;

Duration: Depending on the organiser. This information must be specified in the Supplementary Regulations. Minimum duration 1h 30min.

### Quad

Quad/ 1 rider on the 1 round

Duration: Depending on the organiser. This information must be specified in the Supplementary Regulations, Maximum duration 2h30 hrs. Minimum duration 1h 30min.

Vintage (Moto « Evo » & « Classic » & Quad)

Duration: Depending on the organiser. This information must be specified in the Supplementary Regulations; Maximum duration 2h 30min.

### SSV

Duration: Depending on the organiser. This information must be specified in the Supplementary Regulations; Maximum duration 2h 30min.

## B. Sand Cross

### Moto

Duration: 2 or 3 rounds; minimum duration of 20 minutes per round, the accumulation of the 3 rounds cannot exceed the duration of 3 hours. This information must be specified in the Supplementary Regulations.

### Junior 1&2

Duration: 3 rounds of 15 to 20 minutes depending on the organiser. This information must be specified in the Supplementary Regulations.

### Quads

Duration: 1 to 3 rounds; minimum duration of 20 minutes per round; The



accumulation of the 3 rounds cannot exceed the duration of 2 h 30 min.

Vintage (Moto « Evo » & « Classic » & Quad)

Duration: 2 to 3 rounds; minimum duration of 20 minutes per round; The accumulation of the X rounds cannot exceed the duration of 2h 30min.

### **SSV**

Duration: 1 to 3 rounds; minimum duration of 20 minutes per round; The accumulation of the 3 rounds cannot exceed the duration of 2 h 30 min.

## **1.2. Events**

FIM Sand Race World Cup events must be registered on the FIM Calendar.

These events must be organised on circuits which will be approved by the FIM and comply with the FIM Regulations.

An event may be cancelled, moved to another place or date and/or replaced by another event.

No event can be organised without the organisers who provided all the necessary legal authorisations.

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

The civil liability insurance will come into force two days before the start of the tests and will end two days after the last race of the event.

The event takes place over three days, usually Friday, Saturday and Sunday, but this can vary depending on the event. For reasons of simplification, this principle is maintained in these Regulations.

The events begin at the time of the technical and sporting checks and end when the following formalities have taken place:

- The final results were approved by the FIM International Jury;
- All time limits for filing complaints/appeals have expired;
- All technical, sporting and anti-doping controls have been carried out.

If a protest has been lodged, the results will not be official until a decision has been taken by the FIM International Jury.

All Officials, Marshals and the Medical Team must remain at the circuit, fully

operational – at the disposal of the FIM International Jury until the end of the time allowed for filing a protest/appeal.

### **1.3. Format of the events**

#### **1.3.1 Recommended format of the race Endurance on the Sand**

Friday afternoon: race for the Vintage (where applicable)

Saturday morning: race for the Junior 1&2

Saturday afternoon: race for the Quads

Sunday: race for the Motorcycles and SSV (where applicable)

#### **1.3.2 Recommended format of the races for Sand Cross**

Entry into the grid will be done according to timed practice.

The motorcycle races take place over two qualifying rounds with a final per category.

World Cup points will be awarded according to the classification of the final. A consolation will be organised for those not qualified for the final.

The races of Quads, Veterans, Junior 1&2 take place over 3 rounds.

### **1.4. FIM Sand Races World Cup Criteria**

The FIM World Cup rankings will not be considered final until the end of the protest and appeal period, and when any protests and appeals have been resolved and a final decision has been taken by the competent body.

All events counting towards the corresponding FIM World Cup will be taken into consideration. However, the Cross-Country Commission (CTT) may, in exceptional circumstances, take a decision deviating from this principle.

For the first event of the FIM World Cup: the provisional classification will be identical to the general classification of the event in question.

From the second meeting of the FIM World Cup, the riders will be classified according to the total number of points they have scored.

In the event of a tie in the provisional classification, the number of best places will be taken into consideration.

If there is still a tie, the points scored in the last Race will then determine the

place in the provisional classification.

The winner of the FIM World Cup is the rider who has obtained the most points in all FIM World Cup Races, regardless of the number of Races he has completed.

In the event of a tie in the final classification of the FIM World Cup, the same conditions as for the provisional classification will be applied to determine the winner of the Cup and the classification of the tied riders.

## **1.5. Support Races**

During an FIM Sand Races World Cup, support races may be authorised.

However, these support races, as well as any other activity such as the use of the circuit by vehicles during the event, including demonstrations or presentations, must always be authorised in advance by the FIM.

The authorisation of the FIM does not imply nor include any implication and or responsibility for these additional races and/or other activities which do not take place under the aegis and the responsibility of the FIM.

Priority must at all times be given to the FIM Sand Races World Cup programme.

If necessary, the FIM International Jury may modify the timetable of these support races and/or other activities or cancel them.

## **2. ENTRIES, RIDERS AND TEAMS**

### **2.1. Supplementary Regulations (SR)**

The draft Supplementary Regulations, approved by the FMNR, must be sent to the FIM Administration no later than 2 months before the date of the event to obtain the approval of the FIM. As soon as the SR is approved, it will be published, in minimum in English, on the FIM and organiser's website.

The SR must include all additional information and details relating to a particular event which are not stipulated in the FIM Codes, Appendices and Regulations.

The SR must in no case contradict the FIM Codes, Appendices and Regulations.

The SR must comply with the format established by the CTT.

No changes can be made to the SR after the approval of the FIM or the

FMNR and after the opening date for entries. However, in exceptional cases, the FIM International Jury and, if it has not yet been appointed, the FMNR, may authorise a modification, provided that it is subsequently approved by the FIM International Jury and brought to the attention of all concerned.

All possible modifications or additional provisions will be announced by additives, dated, numbered and signed. These additives will form an integral part of the Supplementary Regulations and will be posted on the official notice board. They will also be communicated as soon as possible directly to the teams.

The SR must then be ratified by the FIM International Jury at its first meeting.

## 2.2. Entries

Entries to an FIM Sand Races World Cup event will be accepted for riders must:

- a) To be in possession of the appropriate FIM (see validity table published on the FIM Website <https://www.fim-moto.com/en/>, Art. 2.3 “Age of Riders” and FIM Sporting Code, Art. 70.2.1. “FIM Licence for riders, passengers and teams”). The FMNs have the responsibility of informing the FIM whenever they have suspended a rider or withdrawn his licence. In that case, the FMN concerned must withdraw the starting authorisation of the rider in question;
- b) To have authorisation by their FMN (only for riders who are not covered by the FIM Insurance Programme);
- c) Have requested an entry before the closing date of the event.

Any person wishing to take part in an event must send the signed entry form to the Secretariat of the organiser together with the amount of the entry fees, which will be increased by 100% for competitors refusing publicity from the organisers. The amount of the registration fees must be specified in the SR.

Riders may enter for one or more events always using the official entry procedure of the FIM World Cup. All the requested information regarding the rider, team and the make of motorcycle must be indicated.

Provisional entries can be made by e-mail to the competent body but must always be confirmed by the duly completed official entry form online.

Entry forms must be written in the official languages of the FIM and Art. 60.5 of the FIM Sporting Code must be mentioned on the form.

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;
- Class;
- Name and first name of the rider;
- FMN of the rider;
- FIM Sand Races Cup 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.

Riders may be required to sign an individual entry form during the administrative control.

The FMN which issued the licence, the FMNR or the organiser may refuse an entry for justifiable reasons. The refusal and justified notification must be sent in writing to the applicant at the latest during the 72 hours following the closing of the entries. Also, within this time limit, the notification must be sent to the FIM Administration and to all the FMNs that have competitors who sent an entry form.

The CTT can revoke a refusal of entry coming from the FMNR or the organiser, if the refusal is considered unsubstantial by the CTT.

### Teams:

In order to appear on official lists (start lists, Classifications, etc.), teams must hold a FIM Rally Team Licence. (Article 70.2.4 of the FIM Sporting Code).

## **2.3. Third Part Liability Insurance (Art. 110.1.1 of the Sporting Code)**

The organiser of a FIM Championship or Prize Event must provide the FIM Administration, not later than 20 days prior to the event, with a copy of the insurance policy written in English or French to cover his own liability and that of all participants, the manufacturers, riders, passengers, sponsors and

officials in case of damage to third parties during the meeting or during the practices. The insurance policy shall also cover any possible liability of the FIM to third parties.

The minimum amount of coverage, which shall not be less than the minimum standards provided for by the national laws of the country in which the relevant event is taking place, is defined regularly by the Board of Directors and published in the FIM Yearbook.

The third-party liability insurance will come into effect two days before the official practice session and will terminate two days after the last race day.

## **2.4. Rider's Age**

FIM World Cup rider Licenses are only issued when the rider has reached the minimum age (according to Medical Code Art. 09.2), as indicated below:

- FIM Sand Race World Cup - Motorcycle: min. 18 years;
- FIM Sand Race World Cup - Veterans: min. 38 years;
- FIM Sand Race World Cup – Junior1: up to 125cc 2-stroke: min. 13 years; max. 17 years;
- FIM Sand Race World Cup – Junior2: up to 250cc 4-stroke: min. 15 years; max 17 years;
- FIM Sand Race World Cup - Quads: min. 18 years;
- FIM Sand Race World Cup - Quads Junior: min. 15 years max 17 years;
- FIM Sand Race World Cup – SSV: min. 18 years
- FIM Sand Race World Cup – Vintage Motorcycles (V1 & V2) & Quads: min. 18 years

The age of the competitor will be considered on the 1<sup>st</sup> January of the concerned World Cup's year.

## **2.5. Plates**

The riders are required to equip their machine with the plate of the colour corresponding to their categories, except in the case where the organiser provides them.

The numbers will be black for plates with a yellow or white background. The numbers will be white for plates with a pink or blue background.

Motorcycles must be equipped with 3 plates (1 front and 2 side).

The Quads must be fitted with 2 plates (1 front and 1 on the rear support (flap type)).

SSV must be equipped with 2 side plates.

For more details, please refer to Art. 4.2 of this Sporting Regulations and FIM Sand Races Technical Regulations.

## **26. Rider's Equipment**

Helmet, eye protection, protective equipment and clothing must comply with the FIM Sand Races Technical Regulations (Art. 01.65 to Art. 01.67).

Although the FIM approves materials, it does not endorse or vouch for certain products or manufacturers.

During each practice session, qualification, warm-up, sighting lap or race, riders must wear the following equipment:

### **Helmets**

Helmets must be marked with one of the international standard markings listed in the FIM Sand Races Technical Regulations.

### **Eye protection**

Goggles must be worn during any competition on the track (practice session, qualification, warm-up, sighting lap or race). However, in case of unfavourable race conditions, riders can remove their goggles but it is strongly recommended to get a new pair in the pit lane or the “goggle exchange lane” during the next lap.

### **Protective equipment and clothing**

This equipment includes but is not limited to: boots, gloves, pants, jersey, full upper body protection (front and back), unmodified. Gloves must be worn at the start of each practice session, qualifying, sighting lap or race.

### **Airbags**

It is highly recommended that riders wear an airbag eligible for competition.

For more details, please refer to FIM Sand Races Technical Regulations.

## **Onboard Camera**

It is forbidden to mount any camera or any additional device (including supports) on any part of the competitor or his equipment, in particular on his helmet.

An on-board camera is not authorised during the entire event, from the start of the practice sessions until the end of the event.

## **27. Family Name / Starting number**

Riders must wear a start number on the back in accordance with the FIM Sand Races World Cup Regulations and FIM Sand Races World Cup Technical Regulations.

The rider's number must appear on the back of his jersey. The number on the jersey must be the same as that assigned to the rider for the event.

The rider's last name must appear in the shoulder area of his jersey.

If a back protector is worn on the jersey, the family name and number must appear on the back protector (same principles as for the jersey).

The rider's last name and number must be in contrasting colours against the colour of the jersey surrounding the positioning of the name/number. Outline of name and number is allowed. The outline colour should contrast with the jersey/back protector colour as well as the name/number colour.

The organisers are free to allocate the starting numbers to the competitors. However, they should, when possible, give a competitor the same starting number this competitor had if he rode previously in another round of the FIM Sand Races World Cup of that year.

## **28. Advertising**

Competitors shall be free to affix any advertising on their Moto/Quad/SSV provided that it:

- a) is authorised by the FIM Rules and the laws of the countries ridden through;
- b) is not contrary to public decency and customs;
- c) does not overlap on those areas which are reserved for the number plates and the organiser's requirement, as described in the SR.



The compulsory advertising of the organisers must conform to the laws of the countries ridden through as well as to the FIM Rules.

## **29. Rider's behaviour and Assistance**

Riders must at all times adhere to the provisions of the FIM 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 CTT.

At any time during the event, on request of the Technical Director, 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 in conformity with the rules.

Unsporting, aggressive or reckless behaviour from a rider or his team members and/or surroundings towards other competitors, mechanics, team staff and officials or other participants (organisers' and promoters' staff, medical staff, press, public, etc.) on or off the track may be sanctioned by the FIM International Jury.

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

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

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

Riders are responsible for being aware of all information issued in the riders' electronic briefing which will be sent to the e-mail address provided by them and/or any other rider's briefing held at the event. Therefore, riders are also responsible to provide their correct personal e-mail address and to take care that e-mails can be delivered.

It is recommended that all body jewellery is to be taped over or removed during on track competition.

The use of a portable music player is not allowed during on track

competition.

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.

Riders not performing up to competition level may be excluded from the event by the FIM International Jury.

Riders must ride in a responsible manner which does not cause danger to other competitors, mechanics, team staff and officials or other participants (organisers' and promoters' staff, medical staff, press, public, etc.) on or off the track. Riding in an irresponsible manner may be sanctioned by the FIM International Jury.

Riders must obey all official signals and directions given to them or they may be sanctioned by the International Jury FIM.

Riders must always start the Free/Time Practices and Warm-Up from the pit lane. They will line up in the pit lane in staggered positions in two rows in order of their arrival in the pit lane. It is forbidden to pass ahead of the others. Riders leave the pit lane for their Practice session/Warm-Up one at a time without overtaking another rider before arriving onto the track.

### **3. OFFICIALS AND PROCEDURES**

#### **3.1. General**

The event will be supervised by a FIM International Jury composed in conformity with the provisions of Art. 50.1 of the FIM Sporting Code.

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.

An official shall not be a competitor, mechanic, sponsor, assistant or promoter participating in the event.

The Clerk of the Course must present to the FIM Jury President a list of all Officials of whom the number of their national or international licence must be mentioned. These people on this list will be considered as Judges of Fact.

All Officials must remain operative and available with all the required equipment for the event in place within the time limit for lodging a protest/appeal.

### **3.2. Officials who hold a FIM licence**

The following Officials, when on duty at the events counting towards the FIM Sand Races World Cups, must hold the appropriate FIM Official's License valid for the current year:

- President of the FIM International Jury, the Jury Members of the FIM International Jury;
- Clerk of the Course and his assistant (if applicable);
- FIM Technical Director (if applicable);
- Chief Timekeeper;
- FMNR Environmental Steward.

### **3.3. Jurisdiction**

With the exception of the FIM International Jury, all FIM licence holders, holders of a FIM pass, Officials and their assistants, and all other persons involved in the event are subject to the authority of the Clerk of the Course.

### **3.4. FIM International Jury**

The President of the Jury and the second Jury Member are appointed by the FIM.

The third Jury Member is appointed by the FMNR and a holder of the FIM CTT Licence.

If the two Jury Members appointed by the FIM are prevented from arriving at the event in time, the FIM will decide about their replacement.

In the case that a Jury Member is prevented to arrive, the Jury President will have the casting vote.

In the case where the FIM international Jury is composed of two members only; the FIM Jury President will have the casting vote.

The FIM International Jury exercises supreme control of the event in respect of the application of the FIM Codes, FIM regulations and of the SR, which it must ratify. Consequently, the Members of the Jury are responsible only towards the FMNR and/or the FIM. They are responsible for the proper application of the sporting rules during the event where they have a supervising and disciplinary function.

The FIM International Jury has no responsibility for the organisation of the event.

The FIM International Jury is the only disciplinary body of the event competent to adjudicate upon any protest that may arise during the event following a penalty issued by the Clerk of the Course.

The FIM International Jury must settle disputes and impose penalties in accordance with the provisions of the Disciplinary and Arbitration Code, in particular financial penalties and the disqualification of a competitor.

Decisions of the FIM International Jury are based on a simple majority. In the case of a tie, the President will exercise a casting vote.

All decisions of the FIM International Jury necessary for the running of the event as well as the results must be published as soon as possible and in the official languages of the FIM.

### **3.5. President of the FIM International Jury**

He must ensure that the decisions of the FIM International Jury conform to the rules of the FIM Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.

He shall call a meeting of the FIM International Jury at the start of the event and during this meeting the FIM International Jury shall approve and control the following matters:

- Amendments, if any, to the SR after the opening date for entries verifying that all the competitors and competitors engaged are informed thereof;
- Report of the Clerk of the Course stating that all competitors are holders of their respective licences as well as all officials with any responsibility for the running of the event;
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event;
- The safety standards of the event;
- Any amendments to safety measures proposed by the competitors;
- The official permission from the local authorities to run the event and whether the third-party insurance policy of the organiser satisfies the requirements of Art. 110.1.1 of the FIM Sporting Code.

The FIM Jury President has the right to invite any guests to the Jury meetings, when appropriate for the event.

At the end of each day of the event, the FIM Jury President might call a meeting of the FIM International Jury to hear the report of the Clerk of the Course and any other appropriate Officials. The President, together with the Clerk of the Course, must sign the official classification of the event. He must also sign, with the Secretary to the Jury, all minutes of the meetings.

At the end of the event, the FIM Jury President must send the following documents electronically to the FIM Administration within 72 hours of the finish of the event:

- his report (using the official form)
- the results (according to the official form)
- his complete dossier, minutes of the meetings, justified decisions relating to the appeal lodged and, if necessary, the security deposit retained, copy of the certificate for the third party liability insurance, etc.

### **3.6. The second FIM Jury Member**

He must help the FIM Jury President to fulfil his duty.

He must fulfil his duty within the FIM International Jury in case of any disciplinary or arbitration action.

### **3.7. The third FIM Jury Member**

He must assist the Jury President with his knowledge of his country.

He must fulfil his duty within the FIM International Jury in case of any disciplinary or arbitration action.

He must represent his organising FMNR.

### **3.8. Clerk of the Course**

The Clerk of the Course shall be responsible for the application of the Rules during the running of the event which shall be under the control of an FIM International Jury composed in conformity with the FIM Sporting Code.

The Clerk of the Course is responsible for the conduct and efficient running of

the event. He cannot be a voting member of the International Jury. His essential duties are:

- To ensure that the course is in good condition; that all Officials are present and ready to carry out their duties and that the safety, medical and control services are on duty;
- To verify the identity of the competitors, the correct numbering of the vehicles, and that there is nothing to prevent a competitor from participating in the event due to a disciplinary sanction or for any other administrative or technical reason;
- To postpone the start of a event for an urgent case of safety or for any other case of force majeure or to proceed with the improvement of the conditions of the course; to stop an event prematurely or to cancel part of the course or the entire event;
- To prevent a competitor or a vehicle from starting, or to order his withdrawal from the event if he considers such action necessary for safety reasons;
- To ensure that the FIM rules are respected and, depending on the nature of the infringements, impose the penalties provided for in the FIM regulations (see Appendix "Summary table of penalties"). The race director may also submit these infringements to the FIM International Jury.
- To order the removal from the course, Stages and vicinity any person refusing to obey the orders of an Official;
- To notify the FIM International Jury of all decisions taken or to be taken and of any protest addressed to him;
- To collate the reports of the timekeepers and other Executive Officials and all other information necessary in order to present his report to the FIM International Jury and to have the provisional results of the event approved.

For events with more than 100 competitors, an Assistant Clerk of the Course and an Assistant Technical Steward, holders of FMNR licences, are compulsory.

### **3.9. FIM Technical Director (optional)**

The FIM Technical Director is appointed by the Director of the FIM

International Technical Commission in consultation with the Director of the FIM Cross-Country Commission.

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

The FIM Technical Director works in cooperation with the FMNR Chief Technical Steward and the FIM Delegate.

The authority and duties of the FIM Technical Director include but are not limited to (ref. to the FIM Technical Regulations of the current year):

The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Jury Members and present proposals to resolve such concerns.

The FIM Technical Director is the final arbiter in relation to technical issues at the event.

The FIM Technical Director will examine with the Chief Technical Steward the motorcycle(s)/SSV and the protective equipment of any competitor(s) involved in serious or fatal accidents and present a written report to the FIM Delegate.

The FIM Technical Director will attend all meetings of the Jury but without voting rights.

If no FIM Technical Director appointed by the FIM at an event, then these duties will be fulfilled by the Chief Technical Steward.

### **3.10. Technical Steward**

The Technical Steward, appointed by the FMNR, must verify the machines and equipment in accordance with the FIM rules and the Supplementary Regulations.

They must draw up a technical report and hand a signed copy to the FIM Jury President.

### **3.11. Environmental Steward**

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

- Ensure that the FIM Environmental Code is respected;
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the FIM Jury President or Clerk of the Course on all aspects of the event which may have harmful environmental consequences;
- Be entitled to attend all open meetings of the Jury, without voting rights;
- Write a report based on the checklist prepared by the CID;
- Propose sanctions.

### **3.12. Chief Medical Officer (CMO)**

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.
- Inspect all medical/paramedical services before the start of the event and regularly during the event.
- Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
- Give information and recommendations on injured competitors and all aspects of the event which may have potential medical consequences.
- Draw up a report and hand a copy to the FIM Jury President.
- He must be present at all meetings of the FIM International Jury.

### **3.13. CTT Representative**

The CTT may appoint a Representative, in a supervisory role, for each event.

### **3.14. Track Marshals**

The Track Marshals are appointed by the FMNR/the organiser.

They are under the responsibility of the Clerk of the Course.

It is recommended that Track Marshals hold an FMNR Track Marshal license. The minimum age for Track Marshals is set at 18 years.



The Track Marshals must have attended a meeting with the the Clerk of the Course and/or with a qualified Official appointed by him.

For each post of Track Marshals, the organiser must draw up a list with the names of the Marshals occupying the post. This list must be given to the Clerk of the Course, who will send it to the President of the FIM Jury before the start of the official practice.

Marshals must be identifiable by uniform shirts or bibs of a neutral colour, in no case yellow or red, so that they cannot be confused with the flags.

In principle, there should be a minimum of two Marshals available per post: a Track Marshal (using a flag) and a Marshal (without a flag) to provide assistance to a rider in order to ensure safety. It is recommended to have one or more additional Marshals.

However, the position and occupation of each position will be decided by the Clerk of the Course, during circuit control. If necessary, the position and occupation of each post can be changed at any time.

After the event, the Track Marshals must remain on hand until the protest/appeal period has elapsed.

### **3.15. Chief Track Marshal (optional)**

The Chief Track Marshal is appointed by the FMNR.

The Chief Track Marshal is under the responsibility of the Clerk of the Course.

The Track Marshal is responsible for the Track Marshals and will ensure that their duties are carried out in accordance with the FIM Regulations.

The Chief Track Marshal will work in collaboration with the FIM Jury President, the Clerk of the Course and the Track Marshals.

The authority and responsibilities of the Chief Track Marshal include but are not limited to:

- The Chief Track Marshal will report any doubts or failures concerning the Track Marshals to the Clerk of the Course and the FIM International Jury and make proposals to resolve these issues.
- The Chief Track Marshal will attend the control of the circuit and will define the positions of the Track Marshals in collaboration with the FIM Clerk of the Course.

- The Chief Track Marshal will organise a briefing with the Track Marshals.
- The Chief Track Marshal will attend all meetings of the International Jury FIM but without the right to vote.

In a case, if Chief Track Marshal is not appointed, his responsibilities will be taken over by the Clerk of the Course.

### **3.16. Minutes of the International Jury Meetings**

The minutes must be written in one of the official FIM languages. They are to be prepared by the Secretary of the Jury and must be signed by the Secretary and the FIM Jury President. A copy of these minutes must be sent electronically to the FIM Administration within 72 hours of the end of the event.

The minutes must state in detail any penalties imposed; the decisions taken upon any protests lodged (copies of which must be attached); the details of any accidents which may have occurred; any possible irregularities observed, as well as the opinion of the International Jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

### **3.17. Publication of the Decisions**

All decisions necessary for the running of the event as well as the results must be published as soon as it is reasonably possible. These decisions must be published in English.

Any judicial decision pronounced by the International Jury must be notified to the party (parties) involved directly at the venue of the event or, failing that, addressed by registered letter with acknowledgement of receipt.

In any case, the party (parties) involved should at least be notified orally. However, it is preferable that the decision of the FIM International Jury be notified by a written document at the event itself. Except for this document/notification of a decision shall:

- State the names and the licence numbers of the FIM International Jury;
- 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 FIM International Jury and its evidence and brief reasons;

For decisions of the FIM International Jury: shall be signed by the FIM International Jury President;

The rider can appeal the decision within 30 minutes after the publication of the results.

## 4. **MOTORCYCLES, CATEGORIES, CLASSES AND SPECIFICATIONS**

### 4.1. **Motorcycles, categories and classes**

FIM Sand Race World Cup events are open to vehicles as defined in the FIM Regulations and FIM Sand Race Technical Regulations (Refer to Appendix III):

**Motorcycle:** Cat. I, Group A1, up to 510 cc;

**Junior1:** Cat. I, Group A1, above 100cc up to 125cc for 2-stroke engines (exclusively 2-stroke);

**Junior2:** Cat. 1, Group A1 up to 250cc for 4-stroke engines (exclusively 4-stroke);

**Quads:** Cat III, Group G, free capacity;

**Quads Junior:** Cat III, Group G, up to 550 cc;

**Vintage Motorcycles:** Production earlier or of 1996. Reserved for Motorcycles in their original production form, equipped with a steel frame;

- V1 « Evo »: Cat. I, Group A1, up to 510 cc; single shock absorber;
- V2 “Classic”: Cat. I Group A1, up to 510 cc; double shock absorber or Cantilever, with suspensions and brakes elements from the production period of the motorcycle

**Vintage Quads:** Production earlier or of 2004 Cat III, Group G, free capacity, minimum 18 years

**SSV:** refer to FIM Baja World Cup Technical Regulations).

## 4.2. Number Plates

### Front Number Plate

On the front number plate of the motorcycle must always appear (see diagrams):

The background colour in accordance with the FIM Regulations below, as well as the FIM Sand Races Technical Regulations;

The rider's number in accordance with the FIM Regulations below, as well as the FIM Sand Races Technical Regulations;

The FIM World Cup logo as shown on the diagram (L 70 mm x W 35 mm);

Team advertising is authorized on the front plate in a space of 50 mm from the upper part of the number plate or below the number plate:

There must be a free space of at least 10 mm between the FIM World Cup logo and the team number and advertising.

Colour of background and numbers varies. The following colours will be used, in accordance with the RAL colour chart. The following colour schemes will be used\*:

	<b>Background colour</b>	<b>Number colour</b>	<b>Logo</b>
<b>Moto</b>	Blue	White	World Cup
<b>Quad</b>	Blue	White	World Cup
<b>Junior 1&amp;2</b>	Orange	White	World Cup
<b>Women</b>	White	Purple	World Cup
<b>Vintage</b>	Yellow	Black	World Cup
<b>SSV</b>	Blue	White	World Cup

\* The colour of the number plates will be left at the discretion of the Organiser and will be specified in the SR.

The numbers must be clearly legible for spectators and officials. The FIM World Cup logo must be clearly visible.

For more details please refer to the FIM Sand Races World Cup Technical Regulations.

### Side number plates

The side number plates of the motorcycle must always display:

The rider's number in accordance with the FIM Regulations below, as well as the FIM Sand Races Technical Regulations;

The numbers must be clearly legible for spectators and Officials. The FIM World Cup logo must be clearly visible.

For more details, please refer to FIM Sand Races Technical Regulations.

## 5. RUNNING OF THE EVENT

### 5.1. Official Signals

Official signals by flags must be indicated by black board, with a large white number 2, 1, 15 and 5 on both sides. These panels, supplied by the organizer of the FIM Sand Races World Cup, must be of good quality and clearly legible.

Official signals by flags must be indicated by flags measuring at least 750 mm high by 600 mm wide, as follows:

Signal	Meaning
<b>Red Flag</b>	Obligation for all runners to stop the race and go to the place indicated by the Officials.
(Any false start must be indicated by waving a red flag)	
(The red flag has priority over all flags)	
<b>Black flag and sign with the rider's number</b>	Obligation for the rider in question to stop the race and leave the circuit via the pit lane or by accessing the circuit to the paddock.
<b>Yellow flag, fixed</b>	Danger, drive carefully.
(A fixed yellow flag will be displayed for a maximum of 5 minutes at the start of the first free practice session and during the sighting lap preceding a qualifying race or a race)	
<b>Medical Flag</b>	Medical personnel on the track; drive with extreme caution. Riders must ride each jump individually without overtaking until they have passed the area of concern.
(A medical flag must be available at each Track Marshal post).	
(The medical flag has priority over the fixed and waved yellow flags)	
<b>Blue flag, waved</b>	Be careful, you will be overtaken by a rider who is one lap ahead. Keep your course.

(The blue flag must be used by additional and specialised Track Marshals for this flag only).	
(A fixed blue flag will be displayed during the sighting lap preceding a qualifying run or race).	
<b>Green flag</b>	In the event of a combined session of Free Practice and Timed Practice: start of Timed Practice.  In the case of a Race: free track for the start of the race.
(The green flag can only be used by an Official specialised for this flag only)	
<b>Black and white checkered flag</b>	Finish of training, qualifying, warm-up and race.

When several flags are displayed in the same area, the priority flag always takes precedence over the other flags.

The non-respect of the waved yellow flag and/or the medical flag by a rider (riders) will be considered as a state of affairs to which no complaint will be possible.

## 5.2. Administrative control

Riders entered in the event are required to present their valid FIM licence, the authorisation of their FMN and/or sign an individual entry form during an administrative check carried out by the FIM/FMNR/ the Organisers of the FIM World Cup.

It is necessary to confirm that all riders present at the event:

- Are in possession of a valid FIM licence (see licence validity table);
- Have the authorisation to participate in the meeting of their FMN (only for riders who are not covered by the FIM Insurance Programme);
- Have duly completed the official FIM Sand Races World Cup entry form.

## 5.3. Technical Control

Before practice, a Technical Control must be carried out in accordance with the procedure and the timetable provided for in the FIM Regulations and/or the Supplementary Regulations of the event.

Scrutineering must take place at the venue of the event.

The rider and/or the mechanic and/or the Team Manager must attend the Technical Control.

During these technical verifications, a rider must present his helmet, his full upper body protection equipment and his racing jersey for verification.

A rider may be required to present a written and signed declaration relating to the conformity of certain elements of his motorcycle.

During the event and per class, the riders are authorised to use only the motorcycle(s)/Quad/SSV that have been presented for technical inspection under their name and number.

During the initial sound check and the first technical inspection, a rider (or his mechanic) may present only one spare silencer per motorcycle. Other spare silencers may be presented, after all participants have presented their motorcycles, or during the days following the event.

At any time during the event:

At the request of the FIM Technical Director/Chief Technical Steward, a rider must present himself or his motorcycle(s) and/or equipment to technical control;

The rider will be responsible for maintaining his motorcycle(s)/Quad/SSV and/or equipment in compliance with the regulations;

Data provided by a rider/motorcycle may be used for investigative purposes. The FIM Technical Director/ Chief Technical Steward has the right to examine this data. Any data reviewed by the FIM Technical Director/ Chief Technical Steward will remain strictly confidential;

The FIM International Jury may disqualify a motorcycle whose construction or condition is or may constitute a source of danger.

### **Tank capacity**

The machines must be equipped with tanks respecting the following maximum capacities:

- one tank of 12 litres for machines in the “Motorcycles” and “Juniors” categories.
- one tank of 22 litres for machines in the “Quads” category.
- TBC for SSV category machines.

The tanks shall have only one filling port and one supply outlet port.

Capacity checks may be carried out. In case of non-compliance before the start the machine may be refused and after the start the machine will be downgraded.

The transport of fuel containers on the rider or in a container other than the tank is strictly prohibited under penalty of disqualification.

#### **5.4. Circuit control**

A control of the circuit will be carried out by the International Jury the day before the Free Practice (generally at 3:00 p.m., or any other time fixed by it).

If necessary, a second circuit check can be carried out.

The Chief Medical Officer, as well as the Chief FIM Flag Marshal must also attend the circuit control.

If the Chief Medical Officer is not present, the organiser must be ready to discuss any subject related to the medical facilities around the track: positions and staff numbers for each aid station, evacuation of injured riders, etc.

The Clerk of the Course must be ready to discuss any matter related to Marshals: number of Marshals, positions, etc.

The Members of the FIM International Jury, of the FIM World Cup, of the FMNR or of the Organiser, as well as the Secretary of the Event or any other person deemed necessary, may also attend this circuit control.

#### **5.5. Service Park**

A service park will be set up; a second service park may be set up at the same time for reasons of space; access to the service parks is strictly forbidden to the public.

A procedure and installation time will be sent to the teams or riders concerned before each event.

Each rider/team is entitled to a slot (the number of which will correspond to the rider's race number) for their assistance. The riders have the obligation to register their number on their stand or location in a visible way from the paths of the park.



The maximum number of assistants authorised per rider is three. Access to the service park is prohibited for young people under the age of 16, except for riders participating in the current race. All thermal engine tools are prohibited in the service park.

The service park will have a separate entrance and exit. As a security measure, traffic in the park will be one-way. Any competitor caught creating disorder, cutting or taking the park in the wrong direction will be penalised (see penalty table). Any assistant who does not respect the discipline of the park and creates disorder will lead to the penalization of the competitor for whom he provides assistance. At the exit of the park, the competitors will necessarily resume the course at the exit point and will have to be identified with the controller under penalty of being disqualified.

Control of the exit from the refuelling park will be the responsibility of a technical controller or a member of the organising club. The configuration of this park exit must only allow the passage of one machine at a time.

## **5.6. Refuelling**

The refuelling stands must be separated from the riders' paddock. Circulation aisles must have a minimum width of 2 – 4 meters.

A stand per team with an area of approximately 9 square meters must be provided to accommodate the riders, mechanics and equipment. Each competitor must carry his jerry cans and other equipment (toolbox, etc.) and a fire extinguisher, at least 2 kg, powder A, B, C, in working order. The extinguisher must be placed in a judicious manner and easily checked by the Marshals. Apart from the competitors, it is strictly forbidden to enter and circulate in the refuelling area with any motor vehicle.

Smoking is strictly prohibited in the refuelling park.

Any high-pressure cleaning system is prohibited in the refuelling park.

Competitors must reduce their speed in the deceleration corridor (30 km/h maximum). Overtaking is prohibited. In the refuelling park, traffic must be one-way. Speed is limited in the refuelling park and will be subject to radar checks and/or sanctions by Officials. A Marshal will be positioned at the entrance to the refuelling park and will make the rider observe a stop before entering the refuelling zone.

## **5.7. Assistance and Repairs**

The motorcycle can be repaired by the assistance and the rider. Repairs must be carried out at the pits.

All parts may be changed, except those marked by the Technical Steward, with the exception of another marked silencer. Welding is prohibited in the stands.

Outside the pits, on the track, only small repairs are allowed (spark plug, chain, lever, etc.). Repairs and the changing of gloves and/or glasses must be carried out by the rider with the tools or equipment he is carrying on him, on the edge of the track, provided that the machine is tidy and does not present any danger for the safety of competitors. To carry out these repairs, only a competitor regularly in the race can assist another competitor.

Any other outside help of any kind is prohibited under penalty of sanction (see the table of penalties).

The rider's radio communication with his manager, his mechanic or any other person is strictly prohibited under penalty of sanction.

Any movement in the park and its surroundings must be done with the engine off and pushing the motorcycle. Any breach of this rule will be subject to sporting sanctions.

## **5.8. Rider's Briefing**

All event information will be emailed to riders and officials.

In addition to this "electronic briefing", there will be a demonstration of the complete departure procedure.

## **5.9. Timed Practice**

The organisation of the timed practice is optional. It will be detailed in the Supplementary Regulations of the event.

## **5.10. Sighting Lap**

Organisation of the sighting lap is optional. It will be detailed in the Supplementary Regulations of the event.

## 5.11. Departure Procedure

The Official who will order the lowering of the starting grid is appointed by the Clerk of the Course.

A collective start with engines running will be made.

The riders are free to choose their position on the starting grid according to their starting order and the places available.

A rider goes to the starting grid with the motorcycle/Quad/SSV he will use for the race in question.

Once rider has taken his place on the starting grid, he can no longer change it, nor return to the waiting area or receive help before the start.

Necessary Officials, photographers and TV cameramen are the only people allowed in this area.

The start may be given “elastically”, using a sufficiently wide “Motocross” type starting grid or by any other device approved by the Cross-Country Commission (CTT).

The starting line must accommodate at least 30 motorcycle or 20 quad riders (unless otherwise provided in the circuit homologation).

For the Juniors categories, entry to the track will be done in the order of the numbers.

For the other categories, the grid of the riders will be carried out according to the results obtained during the timed tests (if timed tests take place, e.g. the rider who has achieved the best time in the tests will enter first, then the second and so on until the last qualified rider.

Signs “cut engines”, “15 seconds” and “5 seconds” must be provided. Two types of departure are allowed:

- the collective start in line,
- the start in waves.

## 5.12. Arrival procedure

The race will be considered finished when the checkered flag is lowered on the motorcycle ranked 1<sup>st</sup> classified competitor once the regulation time has elapsed.

Will be classified, the riders having crossed the finish line in the 30 minutes

which follow the arrival of the first when the circuit is up to 10 kms and 45 minutes when the circuit is more than 10 kms.

For safety reasons, the Clerk of the Course may adjust the duration of the event in consultation with the FIM International Jury and the organiser.

### **On checkered flag:**

In the event of force majeure not requiring an immediate stoppage of the race (example: rise in the tide more quickly than expected), the International Jury may reduce the duration of the event by presenting the riders with a 1 lap sign. The purpose of presenting this panel to the riders is to notify them of a premature end to the event. The checkered flag will be lowered on the first rider crossing the finish line after completing a full lap.

### **On red flag:**

If it is necessary to immediately interrupt a race due to an accident or an incident that makes its progress dangerous, a red flag will be displayed by the Clerk of the Course or his deputy(s). The decision to stop the race can only be taken by the Clerk of the Course. At the presentation of this flag, the riders must immediately reduce their speed and join the refuelling park at a moderate pace.

In case of interruption of the race, the classification of the event will be established according to the order of passage of the riders on the finish line in the lap preceding the stopping of the race, on the condition however that at least 5 riders are classified in the same lap. Otherwise, it will be necessary to refer to the previous round where at least 5 riders were classified.

Ex: the International Jury presents the red flag while the leader is alone in his 10<sup>th</sup> lap, the classification cannot be established on the basis of the 9<sup>th</sup> lap, but on the basis of the 8<sup>th</sup> lap if 5 riders were classified in this lap.

Conversely, if the leader and at least 4 other riders were in their 10<sup>th</sup> lap when the International Jury presents the red flag, then the classification can be established according to the order of passage of the riders on the finish line of the 9<sup>th</sup>. round.

In the event that the red flag is presented after the lowering of the checkered flag, the classification of the event will be established as follows:

For all riders to whom the checkered flag was presented before the interruption, a partial classification will be established at the end of the last lap of the race.

For all the riders to whom the checkered flag was not presented before the

interruption, a partial classification will be established at the end of the penultimate lap of the race.

The complete classification will be established by combining the two partial classifications obtained above according to the lap/time procedure.

### **5.13. “Stop and Go” Procedure**

In the event of non-compliance with certain points of the Rules, the “stop and go” procedure may be applied according to the decision of the Clerk of the Course. The pilot will have to stop for a period of one minute.

In order to apply this procedure, an area will be set up just before the finish line.

This area will be indicated by a display located upstream of the stopping area, by an official appointed by the Clerk of the Course.

By the order of the Clerk of the Course, the person in charge of the “stop and go” will display the number of the sanctioned rider who will then have a maximum number of 3 laps to stop at the “stop and go”. If the “stop and go” is presented in the last 3 laps, the rider will have to stop before the presentation of the checkered flag. Failing this, a time penalty will be applied by the Clerk of the Course.

## **6. AFTER RACE**

### **6.1. Parc fermé on the arrival**

The setup of a closed parc fermé is mandatory. This parc fermé must be placed as close as possible to the finish area and fenced so that no unauthorised person can access it.

At the end of the event, the vehicles of the first five (at least) of the general classification will be placed in the park fermé by the rider or an accompanying person in order to carry out technical control.

These vehicles may be checked for compliance with sound regulations.

Vehicles that have not immediately entered to parc fermé will be penalised.

### **6.2. Final Technical Control**

Without being obliged to do so, a complete and detailed check including the

dismantling of the vehicle of the competitors classified in the first places of each category, as well as possibly for any other competitor, may be undertaken at the absolute discretion of the International Jury.

If a complete check with dismantling of the engine must be carried out and if the technical conditions on site at the end of the race are not appropriate, the vehicle will be sealed and repatriated to the country of the FMNR.

Immediately after each Race, three vehicles selected randomly by the FIM Technical Director may be checked for compliance with the sound regulations.

Any rider whose vehicle exceeds the maximum sound level limit permitted after the race - whether it be a rider selected randomly or any other rider whose vehicle is inspected/checked - will be penalised by the loss of 5 positions in the race in question.

Dismantling and checks will be carried out in the presence of the Technical Steward of the event at the representative of the manufacturer of the said vehicle. Transport costs will be borne by the organiser.

## **6.3. Results**

### **6.3.1. General**

The Clerk of the Course bears the responsibility for timekeeping. The Timekeeping company chosen by the Organiser has the responsibility to provide him with the classification in the official FIM format.

The winner of a race is the rider who crosses the finish line first.

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

The riders who follow the winner 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.

The competitor who achieves the lowest time total is proclaimed the winner in the general classification, the next one being second, and so on. Classifications by category are drawn up in the same way.

Riders must cross the finish line within the time limit specified in the Art 5.12 or last lap will not be counted in their result.

The procedure to determine the classification in the results of riders who will not complete the lap within the time limit will be established 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.

All results must be approved by the FIM International Jury.

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

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

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

### 6.3.2. Points

Points counting towards the FIM World Cup will be awarded to riders in each Race, in each FIM Sand Races World Cup category and class, according to the following scale:

Position	Score
1st	25 points
2nd	20 points
3rd	16 points
4th	13 points
5th	11 points
6th	10 points
7th	9 points
8th	8 points
9th	7 points
10th	6 points
11th	5 points
12th	4 points
13th	3 points
14th	2 points
15 <sup>th</sup> and the following	1 point

### **6.3.3. Presentation and Publication of the results**

The results must present at least the following information:

- FIM and FMNR, Organiser/Moto Club and World Cup logos;
- Title of the event;
- IMN number;
- FMNR;
- Date and place of the event;
- Category and class;
- Position, number, surname and first name of the runners;
- The rider's FMN;
- The rider's nationality;
- The rider's motorcycle/Quad/SSV;
- The number of laps and times of all riders;
- World Cup Points obtained by the rider;
- The number of riders classified;
- The average speed of the winner;
- The name of the rider who made the fastest lap in the race, his time and his average speed;
- The time of publication of the results;
- The name and signature of the FIM Jury President;
- The name and signature of the Clerk of the Course.

The results of the practices and qualifying sessions and of the races must be communicated to the International Jury.

The results of the FIM Sand Races World Cup should be published as soon as possible with the signature of the Clerk of the Course and the time he did it after each race.

The final results of each FIM World Cup must be sent to the FIM Administration within one hour of their approval.

The Chief Timekeeper is responsible for this transmission, which must be done according to the procedure defined by the FIM IT Department.

### **6.3.4. Final World Cup Classification**

The final classification of the FIM Sand Races World Cup will be established on the basis of the cumulative results obtained in all the events on the FIM Sand Racing World Cup calendar. This is valid in all categories.

At the end of the FIM Sand Race World Cup, the competitor who has obtained the most points in the classification of his category will be awarded the title of winner of the corresponding FIM Sand Race World Cup.



## **Tie**

In the event of a tie at the end of the FIM Sand Race World Cup, the competitor with the best place of the last event shall be ranked first.

## **6.4. Prize-Giving Ceremony**

A Prize-Giving Ceremony, under the responsibility of the organiser, must take place at the end of each FIM Sand Race World Cup round. The exact time and place must be mentioned in the SR.

The first three competitors in each category will receive a trophy as well as any other appropriate gift, provided by the organiser.

During this Prize-Giving Ceremony, the national anthem of the country to which the winner belongs (as evidenced by the passport) may be played.

The national flags of the first three (the passport serving as proof) may be hoisted at the same time.

The organisers of the final event of the FIM Sand Races World Cup will set up a ceremony to reward the first three competitors in the general classification of the World Cup, for each category.

If a competitor is absent from the Prize-Giving Ceremony, without the prior authorisation of the Clerk of the Course, he will be fined EUR 200.

## **6.5. Environmental Rules**

The environmental rules must be taken into account by competitors and organisers.

- It is mandatory to use the environmental mat. The minimum dimension of the mat will be in accordance with article 5.1 of the Environmental Code and of a dimension at least equal to the overall size of the motorcycle;
- Provide in the service and refuelling park liquid drop-off points (cans or drums) for oils, coolants, brakes, etc.,
- Pay attention to the sound level of the motorcycle and the sound system, direct the loudspeakers towards the public and not towards the local residents;
- Make repeated announcements at the microphone to make riders aware of environmental rules and ask them to take back used tires and all the waste they may have produced;

- Provide in the service park and in the vicinity of containers, bins and garbage bags in sufficient numbers (participants and public), one or more water points, toilets and showers M and F for the participants, as well as toilets for the public;
- Take all measures to preserve the environment, preserve crops, prevent parking on the sides of roads (provide parking lots), install garbage bags and renew them if necessary,
- At the end of the event, remove all signage that may have been placed on the routes and accesses to the site
- Programs or any other promotional material must include a few lines addressed to the public on respect for the environment such as: “garbage cans are at your disposal, use them” or “do not trample the crops”, etc...,
- “Tear-off” or disposable screens are prohibited.

## **6.6. Protests / Appeals**

Any protest or appeal shall be lodged according to the procedure of the FIM Disciplinary and Arbitration Code. It shall be submitted in writing and handed to the Clerk of the Course accompanied by the security deposit (in conformity with Art. 4.2 of Disciplinary and Arbitration Code – paragraph Rally-Raid and Baja). This sum will not be returned if the complaint is rejected.

If the protest calls for the dismantling and refitting of various parts of a motorcycle/Quad/SSV, the complainant shall pay an additional security deposit.

Any cost for the work and for transporting the motorcycle/SSV shall be borne by the complainant if the protest is not well founded. In the case of the contrary, it shall be borne by the competitor concerned by the protest.

The deadline for protest will be half an hour beginning from the time when the official general classification is posted.

## APPENDIX I - TABLE OF PENALTIES

Summary of the Penalties	Article	Start refused/ Stop and Go	Disqualification	Time penalty	Financial Penalty	Decision/ Penalties/ Sanctions of the JI
Non-compliance with administrative and technical controls schedules	X					Sanction of IJ
Failure to respect the pre-gate or pre-park entry order	X	Stop and Go		1'		
Non-respect of the grid entry order	X	Stop and Go		1'		
Dangerous riding in the convoy	X					Up to Disqualification
Pre-grid or pre-park exit delay	X					Sanction of IJ
Driving in reverse on the track	X		X			
Cut through the service park to reach the pits	X					Up to Disqualification
Riding without a helmet (track, pits, race park)	X					Up to Disqualification
Failure to install the cut-off switch (quad)	X	Stop and Go		1'		
At the start machine is not started by the rider	X	Stop and Go		1'		
Push Start before the Race Direction signal	X	Stop and Go		1'		
Early departure	X	Stop and Go		1'		

Summary of the Penalties	Article	Start refused/ Stop and Go	Disqualification	Time penalty	Financial Penalty	Decision/ Penalties/ Sanctions of the JI
Cut the circuit	X					Up to Disqualification
Non-respect of Flags a) 1 <sup>st</sup> Infraction b) Repeat Infraction	X	a) Stop and Go				b) Up to Disqualification
Non-respect of "Stop and Go"	X					Up to Disqualification
External help a) 1 <sup>st</sup> Infraction b) Repeat Infraction	X	a) Stop and Go				b) Up to Disqualification
Repairs on the track by the rider contrary to the Regulations a) 1 <sup>st</sup> Infraction b) Repeat Infraction	X					a) 1 lap penalty b) Up to Disqualification
Any intervention on the machine in the park fermé without having received the prior authorisation of the Officials	X					Exclusion
Missing transponder at the start of the race	X					Rider not classified
Petrol out of the tank	X		X			Disqualifications
Radio communication by rider with his managers/ mechanic	X		X			Disqualifications

Summary of the Penalties	Article	Start refused/ Stop and Go	Disqualification	Time penalty	Financial Penalty	Decision/ Penalties/ Sanctions of the JI
Non-compliance with marshals' instructions outside the circuit	X					Disqualifications
Movement in the park fermé and its surroundings with the engine on	X					Up to Disqualification
Use of a machine that has not passed technical inspection	X		X			Disqualifications
Non-compliant helmet or equipment	X	Departure refused				
Use of non-compliant equipment and/or machinery	X					Up to Disqualification
Non-compliant tank and/or capacity a) Before departure b) After departure	X	a) Departure refused	b) X			b) Disqualification
Machine with non-compliant sound level a) Before departure b) During the event c) After departure	X	a) Departure refused				b) Immediate repair under penalty of disqualification  c) 10 places downgrade

Summary of the Penalties	Article	Start refused/ Stop and Go	Disqualification	Time penalty	Financial Penalty	Decision/ Penalties/ Sanctions of the JI
Machine cannot be checked correctly during pre- race technical checks (maximum engine speed not reached for example)	X	Departure refused				
Machine is unable to satisfy post-arrival technical checks within 30 minutes of entering the parc fermé	X					10 places downgrade
On arrival, machine is not presented	X		X			Disqualification
Refuelling						
Derrick type installation	X	Departure refused by assisted pilot				Disqualification
Refuelling outside the stands Refuelling engine running	X		X			
Failure to respect the space allocated to the riders a) 1 <sup>st</sup> Offense b) Recidivism	X	a) Stop and Go		a) 1'		b) Up to disqualification

Summary of the Penalties	Article	Start refused/ Stop and Go	Disqualification	Time penalty	Financial Penalty	Decision/ Penalties/ Sanctions of the JI
Refuelling while engine is running a) 1 <sup>st</sup> Infraction b) Repeat Infraction	X					a) Warning b) Up to Disqualification
Lack of the fire extinguisher in the stand  Absence of riders number(s) a) 1 <sup>st</sup> Infraction b) Repeat Infraction	X					a) Warning b) Up to Disqualification
Excessive speed in the stand a) 1 <sup>st</sup> Infraction b) Repeat Infraction	X	b) Stop and Go		1'		a) Warning
Welding in the stands	X		X			Disqualification
Riding in the opposite direction in the stands	X					Up to Disqualification
Use of thermal engine equipment a) 1 <sup>st</sup> Infraction b) Repeat Infraction						a) Warning and material evacuation b) Up to Disqualification
Non-use of the environmental mat					X	
Using Tear-Off					X	
No deposit of oils and liquids in the bins provided for this purpose a) 1 <sup>st</sup> Infraction b) Repeat Infraction						a) Warning b) Up to Disqualification

## APPENDIX II - SUPPLEMENTARY REGULATION TEMPLATE

	Organiser's logo	FMNR LOGO
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# FIM Sand Races World Cup

## SUPPLEMENTARY REGULATIONS



## 1. GENERAL INFORMATION /INFORMATION GÉNÉRALE

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

IMN:

Date:

FIM Sand Race World Cup/ *Coupe du Monde FIM des Courses sur Sable de* :  
(Country / Pays) 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.*

### 1.1. **Acces/Accès (see attached map /voir plan annexé)**

Nearest airport/ *Aéroport le plus proche* :

Motorway/Autoroute :

Nearest town / *Ville la plus proche* :

### 1.2. **Circuit (see map attached / un plan du circuit est annexé)**

Name/ *Nom* :

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

Minimum width/*Largeur minimale* :

### 1.3. **Organiser/ Organisateur**

Name/ *Nom* :

Address/*Adresse* :

*Tel:*

*E-mail:*

*Website:*

### 1.4. **Secretariat of the Event /Secretariat de la Manifestation**

Address/*Adresse* :

*Tel:*

*E-mail:*

*Website:*

Open on/ *Ouvert le* :

## 2. OFFICIALS /OFFICIELS

<b>Officials</b>	<b>Licence No</b>
<i>FIM Jury President/President du Jury Internationale FIM</i>	
<i>FIM 2<sup>nd</sup> Member of the Jury /2eme Membre du Jury FIM</i>	
<i>FMNR 3<sup>rd</sup> Member of the Jury/3eme Membre du Jury FMNR</i>	
<i>FIM Technical Director/ Directeur Technique FIM</i>	
<i>Clerk of the Course/ Directeur de Course :</i>	
<i>Chief Flag Marshal /Chef Commissaire de Drapeau</i>	
<i>Chief Technical Steward/Chef Commissaire de Drapeau</i>	
<i>Chief Timekeeper/Chef Chronométrateur:</i>	
<i>Chief Medical Officer/ Chef du Service Medical</i>	
<i>Environmental Steward/ Commissaire Environnement :</i>	

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

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

## 3. ENTRIES/ ENGAGEMENTS

*Entries must be made on-line via /Les demandes d'engagements doivent être envoyés à :*

Open date of entries/*date d'ouverture des engagements :*

Closing date of entries/*date de clôture des engagements:*

### Categories and Classes:

- Sand Races World Cup, Moto (up to 510cc)
- Sand Races World Cup, Moto / Veteran
- Sand Races World Cup, Moto / Women
- Sand Races World Cup, Moto Junior 1 (up to 125cc)
- Sand Races World Cup, Moto Junior 1 / Women (up to 125cc)

- Sand Races World Cup, Moto / Junior 2 (up to 125cc)
- Sand Races World Cup, Moto Junior 2 / Women (up to 125cc)
- Sand Races World Cup, Moto Vintage “Evo” (V1)
- Sand Races World Cup, Moto Vintage “Evo” / Women (V1)
- Sand Races World Cup, Moto Vintage “Classic” (V2)
- Sand Races World Cup, Moto Vintage “Classic” / Women (V2)
- Sand Races World Cup, Quad
- Sand Races World Cup, Quad / Veteran
- Sand Races World Cup, Quad / Women
- Sand Races World Cup, Quad Junior
- Sand Races World Cup, Quad Junior / Women
- Sand Races World Cup, Quad Vintage
- Sand Races World Cup, SSV

#### **4. TIME SCHEDULE/ *HORAIRE* :**

#### **5. CIRCUIT CONTROL/ *CONTRÔLE DU CIRCUIT* :**

#### **6. ADMINISTRATIVE AND TECHNICAL CONTROL/ *VÉRIFICATIONS ADMINISTRATIVES ET TECHNIQUES* :**

Venue/ Lieu :

Time/ Horaire :

Details :

#### **7. INSURANCE / *ASSURANCE* :**

In accordance with FIM Sporting Code Art. 110.1.1 et Art. 110.1.3 / Conformément au Code Sportif l’Art. 110.1.1 et l’Art. 110.1.3.

#### **8. PROTEST AND APPEALS :**

In accordance with FIM Disciplinary and Arbitration Code / Conformément au Code Disciplinaire et d’Arbitrage.

#### **9. PRIZE-GIVING CEREMONY:**

Venue of the prize-giving ceremony /Lieu de la cérémonie de remise des prix : Time/

*Horaire* :

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Place and date/ *Lieu et date* :

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

**Enclosed:**

- Safety Plan/ *Plan de sécurité*
- Time Schedule/ *Horaire*
- Map of the circuit/ *Plan du circuit*
- Access map/ *Plan d'accès*
- Additional Information/ *Information complémentaire*

## APPENDIX III - CATEGORIES & CLASSES TABLE

Categories		Cc and ages**	Classes			
			Overall	Junior	Veteran	Woman
<b>Motorcycle</b>	<b>M</b>	Motorcycles Cat. I, Group A1, up to 510 cc; minimum 18 years	x		x	x
<b>Motorcycle Junior 1</b>	<b>MJ1</b>	Motorcycles Cat. I, Group A1, above 100cc up to 125cc for exclusively 2-stroke engines; minimum 13 years, maximum 17		x		x
<b>Motorcycle Junior 2</b>	<b>MJ2</b>	Motorcycles Cat. 1, Group A1 up to 250cc for exclusively 4-stroke engines; minimum 15 years, maximum 17		x		x
<b>Quad</b>	<b>Q</b>	Quads Cat III, Group G et H, free capacity minimum 18 years	x		x	x
<b>Quad Junior</b>	<b>QJ</b>	Quads Cat III, Group G, up to 550 cc; minimum 15 years, maximum 17		x		x
<b>SSV</b>	<b>S</b>	SSV- Side by Side Vehicle: up to 1050cc; minimum 16 years	x			
<b>Vintage Original Motorcycle Pre-1997 (built until 1996 included) Equiped with steel frame</b>	<b>V1</b>	“EVO”: Cat. I, Group A1, up to 510 cc; single shock absorber; minimum 18 years	x			x
	<b>V2</b>	“Classic”: Cat. I, Group A1, up to 510 cc; double shock absorber or Cantilever; minimum 18 years  Suspensions and brakes systems must remain from the same period of motorcycle manufacturing.	x			x
<b>Vintage Quad</b>	<b>VQ</b>	Quads before 2004 Cat III, Group G, up to 800 cc minimum 18 years	x			



**FEDERATION INTERNATIONALE  
DE MOTOCYCLISME**

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