



2019 FIM SuperMoto World Cup Regulations

General Undertakings and Conditions

All riders, teams, officials and other parties participating in the FIM S1 SuperMoto World Cup and FIM S1 Junior SuperMoto World Cup undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the:

1. FIM Sporting Code
2. FIM Code of Ethics
3. FIM SuperMoto Regulations
4. FIM Motocross Technical Regulations
5. FIM Disciplinary and Arbitration Code
6. FIM SuperMoto Circuit Standards
7. FIM Environmental Code
8. FIM Medical Code
9. FIM Anti-Doping Code
10. FIM Annuaire
11. XIEM Organiser's Manual

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

The FIM SuperMoto World Cup 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 Cup 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, Grid, 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 Cup 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.



1 TITLE AND GENERAL

1.1 FIM SuperMoto World Cup

The FIM Europe holds a FIM SuperMoto World Cup for riders.

The FIM SuperMoto World Cup is organised according to the rules of the FIM Sporting Code, Chapter 30 - “FIM World Championships and Prize Events”.

A single SuperMoto event counting towards the FIM SuperMoto World Cup will be organised. The event must be inscribed in the Calendar.

The event may be cancelled, moved to another place or replaced by another event.

1.2 FIM SuperMoto World Cup event

1.2.1 General

The FIM SuperMoto World Cup event begins 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 until the end of the protest/appeal period.

The FIM SuperMoto World Cup event must be staged on circuits that have been approved by the FIM and comply with the FIM SuperMoto World Cup 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 insurance amount coverage of the third party insurance provided by the organizer must be in accordance with the corresponding FIM requirements and must come into effect two days before the practices and terminate two days after the race.

1.2.2 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 SuperMoto World Cup 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 World Cup programme. If necessary, the Race Direction can change the time schedule of these other activities or cancel them.

1.3 Classes

The FIM SuperMoto World Cup event will consist of the following classes:

- FIM S1 SuperMoto World Cup
- FIM S1 Junior SuperMoto World Cup

2 RIDERS

2.1 Licences

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

2.2 Age of Riders

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

- FIM S1 SuperMoto World Cup: minimum age 15 years/maximum age 50
- FIM S1 Junior SuperMoto World Cup: minimum age 15 years/maximum age 23



The limit for the minimum age starts on the date of the rider's birthday and the limit for the maximum age finishes at the end of the calendar year in which the rider reaches the age of 50.

2.3 EQUIPMENT AND PROTECTIVE CLOTHING DURING PRACTICE AND RACE

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

The helmet, eye protection, equipment and protective clothing must be in accordance with the FIM SuperMoto World Cup Regulations.

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 during each practice, qualifying session, warm-up lap and race.

2.3.1 Helmets

Helmets must be in accordance with the current FIM Technical Regulations, article:

01.70 RECOGNISED INTERNATIONAL HELMET APPROVAL MARKS

The following articles from the current FIM Technical Regulations must also be observed during events counting for the FIM SuperMoto World Cup:

01.67 WEARING OF HELMETS

01.69 HELMET OPERATIVE INSTRUCTIONS

Long hair must be contained within the helmet.

2.3.2 Eye protection

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

01.65.04 Eye protection

Riders/passengers shall wear goggles. The use of glasses, helmet visors and "tear offs" or "roll offs" is also permitted. The material used for glasses, goggles and visors must be made of shatter-proof material. Helmet visors must not be an integral part of the helmet.



Eye protectors which cause visual disturbance (e.g. scratched) must not be used.

2.3.3 Equipment and Protective clothing

FIM Technical rules, edition 2019 (as of 12.02.2019)

Art. 01.65.01, Clothing and protectors

Riders must wear a complete leather suit in one piece, with a minimum thickness of 1.2 mm, and with additional leather padding or other protection on the principal contact points (elbows, shoulders, fore-arms, hips, knees, etc.).

Moreover, it is compulsory that riders/passengers wear a back protector complying with EN 1621-2, CB ("central back") or FB ("full back"), Level 1 or 2.

Sections of the leather suit not directly subject to 'crash' damage may use a small limited area or strip not made of leather.

Art. 01.65.02, Footwear

Footwear, in a good condition, made of leather or other materials having equivalent properties, shall be worn and have a minimum height of 30 cm.

Art. 01.65.03, Gloves

Riders shall wear gloves made of leather or other materials having equivalent properties.

2.3.4 FIM S1 SuperMoto World Cup logo

Riders must display the FIM S1 SuperMoto World Cup logo (50mm x 50mm) on the upper front torso or shoulder area of their leathers or bib (if worn).

2.3.5 Family name of the rider

The family name of the rider must appear on the back of their leathers or bib (if worn).

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 Cup on uniform shirts.

3 COURSE

3.1 Course specifications

The current FIM Standards for SuperMoto Circuits (SM Standards) are to be used in regards of the FIM SuperMoto World Cup with the following additions:

- (a) There must be a solid fence, minimum 2m. high separating the Paddock area and the circuit area.
- (b) There will be no Waiting Zone area. However, the access from the Paddock to the Pitlane and from the Paddock to the Grid (if not at the same spot) must be clearly identified and secured. Official timekeeping clock must be installed at the Access Point “Paddock to Grid”. Security control and technical checks etc. will be done before a motorcycle is entered to the Grid area / Pitlane area.
- (c) Practice start zone(s) will be defined at each circuit at a spot(s) selected by the Promoter, the FIM Race Director and the Clerk of the Course on the asphalt section of the course. The area will be marked with a board (minimum 75x75cm, saying “Practice Start Zone”), placed outside of the asphalt area, and with a straight paint line (50x15cm), preferably in white color.

The Starting grid for the riders is 3 riders per row?.

3.2 Safety

See FIM Standards for SuperMoto Circuits (SM Standards).

3.3 Inspection

See FIM Standards for SuperMoto Circuits (SM Standards).

3.4 Homologation

See FIM Standards for SuperMoto Circuits (SM Standards).



4. MOTORCYCLES AND CLASSES

4.1 Motorcycles

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

4.2 Classes

The recognised classes for the FIM Europe SuperMoto European Championship is as follows:

- FIM S1 SuperMoto World Cup / FIM S1 Junior SuperMoto World Cup:
World Cup for motorcycles of Cat. 1, Group A1, over 175cc up to 250cc for 2-stroke engines and over 290cc up to 450cc for 4-stroke engines

5. SUPPLEMENTARY REGULATIONS

The Supplementary Regulations (SR) must be published in English 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 FIM.

The electronic draft copy must be sent to the FIM Administration no later than two months before the date of the event for approval by the FIM. The FIM, FMNR and the organizer 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 FIM Race Direction and subsequently brought to the attention of all persons concerned.



6. OFFICIALS AND PROCEDURES

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.

It is recommended that officials who hold an FIM licence speak English and/or French fluently.

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 Cup Regulations, Chapter 40 of the Sporting Code.

The FIM Race Director, together with the promoters' representative and the organiser, can extend up to 10 minutes more the duration of a free practice session and time practice session. The new durations of FP and TP must be noted in the Electronic briefing form and the SRs of the event.

6.1.1 Officials holding a FIM Licence

Any of the following officials, when on duty at FIM Europe European SuperMoto Championship, must be a holder of the appropriate FIM official's licence valid for the current year:



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

6.1.2 Jurisdiction

With the exception of the FIM Delegate, the FIM Race Director, the FIM Technical 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.

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, until his arrival, he will be replaced by the FIM Chief Steward.

In case of a “force majeure” during the event where the FIM Delegate becomes permanently unavailable for the event in question, he will be replaced by the FIM Chief Steward.

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 meetings 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 Secretariat.
- 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.

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.

6.4 FIM and FMNR Stewards

The FIM Chief Steward is appointed by the FIM Motocross Commission (CMS).

There will be a Panel of two Stewards:

- The FIM Chief Steward;
- The FMNR Steward.

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

In case of a “force majeure” where the FIM Chief Steward has to replace the FIM Delegate during the event, he will name his replacement, with first priority given to a CMS Member not from the FMNR.

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.

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 SuperMoto World Cup 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 SuperMoto World Cup Regulations 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.

6.6 FIM Technical Director

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

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 FIM Race Director and the FIM Delegate.

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



- The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Race Director and FIM Delegate and present proposals to resolve such concerns.
- The FIM Technical Director is the final arbiter in relation to technical issues at the event
- Data provided by a rider/motorcycle may be used for investigation purposes. The FIM Technical Director has the right to review these data. Any data reviewed by the FIM Technical Director must remain strictly confidential.
- The FIM Technical Director will examine with the Chief Technical Steward the motorcycle(s) and the protective equipment of any rider(s) involved in serious or fatal accidents and present a written report to the FIM Delegate.
- The FIM Technical Director will attend all meetings of the Race Direction, but without voting rights

6.7 Chief Technical Steward

The Chief Technical Steward, appointed by the FMNR, must be holder of a FIM Senior Technical Steward's licence

The Chief Technical Steward 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 FIM Delegate, attend Race Direction meetings, but without voting rights.

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

At least one Technical Steward must be holder of a FIM Technical Steward's licence.

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 SuperMoto World Cup Regulations and hand a copy to the Clerk of the Course.
- If requested to do so by the FIM Delegate, attend Race Direction meetings, but without voting rights.

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.
- If requested to do so by the FIM Delegate, attend Race Direction meetings, but without voting rights.

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.
- 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.
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- 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 FIM Delegate, attend meetings, but without voting rights.

6.10 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 two 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 € 3'000.-;
- time and/or point penalties;
- drop of positions;
- disqualification;
- Stop and Go penalties;
- suspension for a period not exceeding 30 days starting from the date of the offence;
- loss of right to participate in the Championship, which may be applied to one or more events;

or refer the case to the FIM Disciplinary Commission 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.

6.11 Minutes of meetings

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 one person.

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:

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- drop of positions;
- disqualification;
- Stop and Go penalties;
- suspension for a period not exceeding 30 days starting from the date of the offence;
- loss of right to participate in the Championship, which may be applied to one or more events;



or refer the case to the FIM Disciplinary Commission 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.

6.12 Minutes of meetings

The Minutes of all the Race Direction and/or FIM Stewards Panel meetings must be written in English.

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/her and the FIM Delegate.

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

6.12 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 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;
- For decisions of the FIM Stewards Panel: be signed by the FIM Chief 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 FIM Stewards Panel, signed for receipt by the party (parties) concerned, must be added to the Report of the FIM Delegate.

In the case of the following infractions, the notification of a decision shall be different:

- Course cutting: disqualification from the respective practice/race;
- Non respect of the waved yellow flag: a loss of 10 positions for the rider in question (Statement of fact, to which no protest is possible);
- Non respect of the medical flag: a loss of 10 positions for the rider in question (Statement of fact, to which no protest is possible);



In the above mentioned cases, the following procedure will apply:

- The rider(s) will be notified orally
- The official results will be modified accordingly, with mention of rider(s) concerned and the imposed penalty
- The rider can appeal the decision within 30 minutes after the publication of the results (only in the case of course cutting).

7. STARTING NUMBERS

Every rider participating in the FIM SuperMoto World Cup, will be allocated a starting number by the FIM SuperMoto World Cup Promoter.

8. ENTRIES

8.1 Acceptance of entries

A maximum of 60 entries may be accepted for the FIM SuperMoto World Cup.

The FIM SuperMoto World Cup Promoter will establish the entry lists for the different classes.

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

- 1) Are in possession of a valid FIM SuperMoto World Cup 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 SuperMoto World Cup Promoter - an entry before the closing date of the event.
- 4) Are aged according to the article 2.2 for the corresponding class.

The FIM SuperMoto World Cup 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 Cup entry form. These entry forms must be collected by the FIM SuperMoto World Cup Promoter.

Riders must use the official FIM SuperMoto World Cup 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 fax. 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;
- FIM SuperMoto World 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.

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

The provisional entries for class S2 and the entry forms must be sent to the FIM SuperMoto World Cup Promoter. Riders may be required to sign an individual entry form during the administrative control.

The closing date for entries for the FIM SuperMoto World Cup is 15 days before the event.

8.2 Non-participation in an event

Riders who have entered the FIM SuperMoto World Cup 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 the FIM SuperMoto World Cup Promoter of their inability to attend, or who do not provide an acceptable reason, may be fined by the FIM SuperMoto World Cup Promoter.

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 Clerk of the Course 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.

9. FIM LAISSEZ-PASSER

The FIM SuperMoto World 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 the FIM SuperMoto World Cup.

10. PRELIMINARY VERIFICATIONS

10.1 Administrative control

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

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 European World Cup licence;
- 2) Have been authorised by their FMN to participate in that event;
- 3) Have duly completed the official FIM SuperMoto World Cup entry form.

The FIM Europe 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 SuperMoto World Cup 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 SuperMoto World Cup Promoter before the start of the official practices of the event.

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 FIM SuperMoto World Cup 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 before practice, during practice and before race is fixed at 114 dB/A.

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 motorcycle enters the Starting Grid Area.

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 SuperMoto World Cup 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.

10.2.1 FIM SuperMoto World Cup logo and sticker

All riders must display the FIM SuperMoto World Cup logo on the upper front torso or shoulder area of their leathers. The logos for the various classes will be provided and communicated by the Championship Promoter.

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

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

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 Cup:

- 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 filler 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.

During the FIM SuperMoto World Cup event, the participants shall only use the tyres distributed by the Official Tyre Supplier, appointed by the FIM Europe Championship Promoter.

A maximum of eight (8) tyres is allowed for the event. This maximum total quantity indistinctly includes front and rear tyres.

For each event the Official Tyre Supplier will supply for front and rear, maximum two specification of “dry” tyres and one specification of “wet” tyres. All competitors will have equal access to these tyres.

The Official Tyre Supplier will give a written explanation of the markings and the general characteristics of the different types of tyres to the FIM Race Director. The tyre specifications report must be added to the to his report.

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, SuperPole and races, no motorcycle may enter the track without the front and rear tyres being marked with an adhesive sticker, supplied by the FIM SuperMoto World Cup Promoter, displayed on the left side of each tyre.

The sticker will show an identification number for each rider.

A total of eight (8) stickers will be handed to each rider according to a timetable decided by the FIM Race Director. However, these stickers will be distributed before the end of the Technical Verifications of the event. The stickers must be distributed by the Chief Technical Steward or a nominated person by him at the technical control.



The Chief Technical Steward must prepare a list with the individual stickers number, the name and starting number of the rider who receives them.

Every rider (or his representative) must sign this list upon receiving their stickers. The report for the stickers distribution must be presented to the Race Direction before the beginning of the first practice.

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 the 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 that a sticker is applied on the wrong side of a **NEW** tyre (**NOT USED TYRE**), the rider will receive a warning and will be allowed to enter the circuit.

In case that a sticker is applied on the wrong side of a **USED** tyre (**A TYRE THAT HAS BEEN USED IN A PREVIOUS SESSION**), the rider will be asked to apply a **NEW** sticker on the **CORRECT SIDE** of the tyre in order to enter the circuit.



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.

10.2.4 On-board Cameras

Riders may be required by the FIM SuperMoto World Cup 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 FIM SuperMoto World Cup Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.

10.3 Special Medical Examination

At any time during an event, at the request of the FIM Delegate, FIM Race Director or International Medical Panel delegate (if nominated), 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 Europe for the possible application of a penalty.

11 MEETINGS

11.1 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.

12. EVENT FORMATS

Riders participating in the FIM S1 SuperMoto World Cup and the FIM S1 Junior SuperMoto World Cup will ride together in the same race.

There will be three different event formats for the FIM SuperMoto World Cup.

The recognized formats are as follows:

- FORMAT A: more than 41 riders, up to 60 riders present;
- FORMAT B: more than 32 riders, up to 40 riders present;
- FORMAT C: up to 32 riders present.

13. BALLOT

After the end of the Technical Verifications, the Race Direction and the Clerk of the Course will proceed with a ballot before the first meeting of the Race Direction.

Riders present will be allocated to their Groups "1" and "2" according to their number (1 to 999) and presence at the event. The first rider present will qualify in Group "1", the second rider present in Group "2", the third rider present in Group "1", and so on.

Riders may not change Group.

Should there be an odd number of riders to divide, Group "1" will consist of one rider more than Group "2".



14. PRACTICE STARTS

Practice starts are allowed at the end of the Free and Time Practice sessions and Warm-Up. Practice starts can be made only in the designated start practice zone, when it is safe to do so and off the racing line. Several start practice zones may be designated.

Infringement of this rule and procedures by a rider will incur an instant fine (250 euro) and further penalties may be applied.

It is absolutely forbidden to make practice starts during the compulsory Warm up lap before each race. The penalty for making practice starts during the compulsory Warm up lap is disqualification from the race in question.

Procedure for Practice Starts

- After the chequered flag at the end of a session (practice sessions and the Warm up session on Sunday), a track marshal will be positioned on the side of the track indicating the Practice Start Zone(s). The Zone will be off the racing line, on the opposite side of the track to the normal racing line.
- Yellow flags will be waved at the marshal post(s) before the Practice Start Zone, to alert riders that bikes may be stopped ready for practice starts.
- Riders may make practice starts only when there are no stationary bikes in front of them. That is, the riders most forward in the Practice Start Zone make their starts first, followed by the riders behind them, and so on...
- Only one practice start from each Practice Start Zone is allowed. It is not permitted to make a practice start, then stop further up the track and make another practice start from the same Zone.
- Riders who do not wish to make a practice start may continue slowly on the racing line, on the opposite side of the track to the Practice Start Zone."

15. FREE PRACTICE

Participation in Free Practices is optional.

Mass starts are forbidden. Riders must start the Free practice session from the pit lane.



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

Format A	S1/JS1 - Gr1	Max. 30 riders	1 session	20 minutes
	S1/JS1 - Gr2	Max. 30 riders	1 session	20 minutes
Format B	S1/JS1 - Gr1	Max. 20 riders	1 session	20 minutes
	S1/JS1 - Gr2	Max. 20 riders	1 session	20 minutes
Format C	S1/JS1	Max. 32 riders	2 sessions	20 minutes

16. 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 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, as well as an explanation of the Practice Starts procedure and Zone(s) will be made.

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.

17. TIME PRACTICE

The riders will have one Time Practice session.

Riders must start the Time practice session from the pit lane.



The results of the Time Practice session must be displayed on the monitors, and communicated to the press. In case of ties, the second best times will be taken into consideration.

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

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

Format A / more than 41 riders, up to 60 riders

S1/JS1 - Gr1	Max. 30 riders	1 session	30 minutes
S1/JS1 - Gr2	Max. 30 riders	1 session	30 minutes

In each Group, positions 1 to 14 (14 riders) from Time Practice directly Qualify for the Races.

In each Group, positions 1 to 3 (2 X 3 riders) from Time Practice must participate in the SuperPole session.

Positions 1 to 6 will take their grid positions according to their results in the SuperPole Fastest Group. Positions 4 to 14 will take their grid positions according to their results in the Time Practice (Fastest Group, other Group, fastest Group, other Group, and so on...).

In each Group, positions 15 to 30 (2 X 16 riders) go to the Last Chance Race

Format B / more than 32 riders, up to 40 riders

S1/JS1 - Gr1	Max. 20 riders	1 session	30 minutes
S1/JS1 - Gr2	Max. 20 riders	1 session	30 minutes

In each Group, positions 1 to 10 (10 riders) from Time Practice directly Qualify for the Races.

In each Group, positions 1 to 3 (2 X 3 riders) from Time Practice must participate in the SuperPole session.

Positions 1 to 6 will take their grid positions according to their results in the SuperPole Fastest Group. Positions 4 to 10 will take their grid positions according to their results in the Time Practice (Fastest Group, other Group, fastest Group, other Group, and so on...).



In each Group, positions 11 to 20 (2 X 10 riders) go to the Last Chance Race

FORMAT C up to 32 riders

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

18. Last Chance Race (LCR)

Valid only Format A and Format B.

Format A (more than 41 riders, up to 60)

For the Last Chance Race (LCR) are eligible the riders classified at positions 15 to 30 in each Group (G1 and G2), maximum 32 riders.

The grid positions for the Last Chance Race are made on the following model: the fastest rider at position 15 (no matter from which group) gets the pole position for the Last Chance Race. 2nd position is for the rider who is at position 15 from the other group. 3rd position is for the rider classified at position 16 from the Time Practice of the group of the pole position winner and so on.

Last Chance Race Format A	Max. 32 riders	X laps approximately 20 minutes of racing
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The first 4 riders (finishing order) from the Last Chance Race qualify for the Races.

The winner of the Last Chance Race takes position 29 on the starting grid and the remaining 3 are accordingly allocated the remaining positions up to 32.

Format B (more than 32 riders, up to 40 riders)

For the Last Chance Race (LCR) are eligible the riders classified at positions 11 to 20 in each Group (G1 and G2), maximum 20 riders.

The grid positions for the Last Chance Race are made on the following model: the fastest rider at position 11 (no matter from which group) gets the pole position for the Last Chance Race. 2nd position is for the rider who is at position 11 from the other group. 3rd position is for the rider classified at position 12 from the Time Practice of the group of the pole position winner and so on.



Last Chance Race Format B	Max. 20 riders	X laps approximately 20 minutes of racing
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The first 12 riders (finishing order) from the Last Chance Race qualify for the Races.

The winner of the Last Chance Race takes position 21 on the starting grid and the remaining 11 riders are accordingly allocated the remaining positions up to 32.

For the Last Chance Race, the same starting procedure is valid as for the Races.

19. PROMOTION ACTIVITIES FOR THE PUBLIC

19.1 Autograph Session

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

19.2 Presentation of the riders

A short presentation of the riders is recommended.

20. WARM-UP

The riders will have one Warm-Up session.

A maximum of 32 qualified 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.



SUPERPOLE (Valid only for Format A and Format B)

The 3 fastest riders of the Time Practice in each Group (total 6; 3 from each Group) will take part in the SuperPole (SP) session, except for reasons of force majeure approved by the Race Direction. The SuperPole will be run according to the following model:

Approximately 10 minutes running time, maximum 6 riders in order to define starting grid positions 1-6 for the Races.

Every rider (from the 6) will make two laps, starting the first one (the “warm up” lap) from the Pitlane exit under the release signal from the Promoters representative or the Clerk of the Course. The time achieved in the second lap of a given rider will be taken in consideration for the SuperPole results (and the definition of the top 6 grid positions). The release order of the riders must be according to their respective times from the Time practices in the two groups, the slowest of them starting first (order: 6-5-4-3-2-1).

If a rider, classified in the first 3 of Time Practice in each Group, does not participate in the SuperPole, he will not be replaced. The riders will qualify for their starting positions in the Races according to their best result in the SuperPole. In case of ties, the times of the Time Practice will be taken into consideration. A rider who does not score any result in the SuperPole will be placed last in the results. If there are several riders concerned, then their times set in the Time Practice in each Group 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 SuperPole must be displayed on the monitors, and communicated to the press.

Grid positions for the Races are made on the following model: Fastest rider in the SuperPole takes the pole position, followed by the second fastest rider in the SuperPole is on position 2 and so on up to position 6. Position 7 at the starting grid is for the fastest rider on position 4 from the Time Practice, no matter from which group, followed by the fastest rider on position 4 from the Time Practice of the other Group, who takes position 8 on the grid. Position 9 is for the rider classified 5th in the Group of fastest Group and so on.

21. RACES

The FIM SuperMoto World Cup event will run three Races according to the following model:



	<u>Finishing positions</u>	<u>Result</u>
3 X Race (maximum 32 riders/X laps)	1 to 20	score World Cup points(*)

(*) Junior riders will score points for both the FIM S1 SuperMoto World Cup and FIM S1 Junior SuperMoto World Cup the according to their position in each World Cup.

Races duration: X laps equal to approximately 20 minutes of racing. The distance to be covered in each race, will depend on the race conditions at each circuit. The Race Direction will decide upon the race distance to be run.

21.1 Starting order

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

The order in which riders take their starting position for the Races is based on their respective results in the Pole Position session, Time Practice or Last Chance Race.

Format A

Grid positions from 1 to 6	Positions 1 to 6 from the SuperPole.
Grid positions from 7 to 28	Positions 4 to 14 from each Group; Rider position 4 from the fastest Group, rider position 4 from the other Group, rider position 5 from the fastest Group, rider position 5 from the other Group, and so on...
Grid positions from 29 to 32	Positions 1 to 4 from the Last Chance Rider take starting grid positions 29 to 32.

Format B

Grid positions from 1 to 6	Positions 1 to 6 from the SuperPole.
Grid positions from 7 to 20	Positions 4 to 10 from each Group; Rider position 4 from the fastest Group, rider position 4 from the other Group, rider position 5 from the fastest Group, rider position 5 from the other Group, and so on...



Format B (Cont'd)

Grid positions from 21 to 32	Positions 1 to 12 from the Last Chance Rider take starting grid positions 21 to 32.
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The Races must be timed, with the results displayed on the monitors and communicated to the press.

22. START PROCEDURE

THE FOLLOWING START PROCEDURES ARE VALID FOR THE OFFICIAL RACES AS WELL AS FOR THE LAST CHANCE RACES IN ALL FORMATS AND CLASSES FORESEEN.

22.1 START PROCEDURE WITH LIGHTS

The final choice of motorcycle to be used in a race should be made before the motorcycle enters the Starting Grid Area.

The start procedure for the Races is the following:

As of 17 minutes before the start of the WARM UP LAP:

The entrance from the Paddock to the Starting Grid is open.

The motorcycle that will be used in the race by a rider must be pushed to its allocated position at the starting grid, with engine dead, by a team member or the rider himself.

As of 7 minutes before the start of the WARM UP LAP:

The entrance from the Paddock to the Starting Grid is closed for motorcycles.

The penalty for arriving late on the Starting Grid is disqualification from the race in question.

A maximum of 32 riders may take their positions on the starting grid.

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 Europe Championship Promoter, the commentator, the television crew, photographers and the essential officials are allowed on the starting grid.

No helmets are to be worn at this time.

4 minutes before the start of the WARM UP LAP

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

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

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.

The rider, whose motorcycle is pushed into the pit lane and being repaired there, loses the right to participate in the compulsory Warm Up and his initial starting position. He may start the Race from the pit lane.

2 minutes before the start of the WARM UP LAP

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

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

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.

Any riders, whose motorcycles are in the Pit Lane area, lose the right to participate in the compulsory Warm Up and their initial starting positions. They may start the race from the pit lane.

1 minute before the start of the WARM UP LAP:

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.

Any riders, whose motorcycles are in the Pit Lane area, lose the right to participate in the compulsory Warm Up and their initial starting positions. They may start the race from the pit lane.

Procedure for the Warm-Up lap:

A nominated official 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 compulsory warm-up lap.

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

The rider (s) in question must remain in the pit lane and must start the Race from there.

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

At the end of the compulsory Warm-Up lap:

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



A nominated official 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 lap 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 a nominated official 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 a nominated official 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 a nominated official 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 a nominated official 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 Clerk of the Course/ a nominated official lowers the red flag in order to authorise any riders still in the pit lane to leave.

22.2 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 or a marshal 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.

22.3 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.

22.4 "Stop and Go" penalty

Upon recommendation of the Clerk of the Course, 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.

23. STOPPING OF A PRACTICE/RACE

The FIM Race Director is authorised to prematurely stop any Free Practice session, Time Practice, Last Chance Race, SuperPole 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 but after 2 laps have 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 Starting Grid.

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.

24. RIDER BEHAVIOUR AND ASSISTANCE DURING PRACTICE, QUALIFYING AND RACES

Riders must at all times adhere to the provisions of the FIM SuperMoto World Cup 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 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 Race Direction.

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

Riders and team members are forbidden to ride any motorized vehicles (fuel or electricity powered), bicycles, roller-skates (all types) and skateboards (all types), 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 SuperMoto World Cup 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.

All body jewellery is to be taped over or removed during on-track competition.

The use of a portable music player is not allowed at any time 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 by the Race Direction.

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

Any outside assistance on the course to the riders is forbidden during the Free Practices, Time Practice, SuperPole 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.

Whenever a rider is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Any infraction of this rule may be penalised by the Race Direction.

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 or putting another participant or official in danger, 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 pit lane 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 Motocross Technical Rules. 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, SuperPole 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 lap.

Riders entering the pit lane 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.

Motorcycles must be centred in the rider's position on the starting grid. Riders may not start in an angle.

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 on the Starting Grid for the Races will be disqualified from the race in question.

If a rider has mechanical problems before the start of the warm-up lap 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. The rider in question loses the right to participate in the Warm Up lap and loses his initial starting position. 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 or other nominated official.

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

When a rider takes his starting grid position after the warm-up lap, 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 lap after the designated marshal 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 warm-up lap, 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 a qualified official (designated marshal), nominated by 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.

After having crossed the finish line, riders must continue at a steady speed and clear the finish area as quick as possible. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.

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.



25. 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 Warm Up Lap
Board Practice Start Zone	Start of the zone for practice starts

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.

Practice start zones will be indicated by a black board (minimum 750 cm X 75 cm) with "PRACTICE START ZONE" in white lettering.

Signal	Meaning
Boards, PRACTICE START ZONE (with a painted straight line across the track)	Riders to do the practice start from behind the painted straight line across the track

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.
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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.
(The waved yellow flag is superior to the stationary yellow flag)	
Yellow and red striped flag	Oil, water or another substance is affecting adhesion on this section of the track.
(A yellow and red striped flag must be available at each flag marshal post)	
Medical flag	Safety vehicle or personnel on the course, ride slowly. Riders must roll each jump individually with no overtaking until past the area of concern.
(A medical flag must be available at each flag marshal post) (The medical flag is superior to the stationary and waved yellow flags)	
Blue flag, waved	Warning, you are about to be lapped.
(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.

Whenever several flags are displayed in the same area, the superior flag always takes precedence over the other flag(s).

The non-respect of the waved yellow and/or the medical 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 286C
Red:	Pantone 186C
Yellow:	Pantone Yellow C
Green:	Pantone 348C
White:	Pantone White C

The minimum age for Flag Marshals is 18 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.

As a principle, there should 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.



However, the position and occupation of each post will be decided by the FIM Race Director, the Clerk of the Course and the Chief Flag Marshal during the circuit control. If deemed necessary, the position and occupation of a post may be modified at any time.

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

26. 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.

27. 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.

27.1 Control of the sound levels after each Race

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

A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning to the pit lane/paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.

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

115dB/A (114 dB/A + 1 dB/A for degradation accepted after the race).

- 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.

27.2 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.

27.3 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.

27.4 Fuel control

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

For the FIM SuperMoto World Cup, only fuel corresponding to the current 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 World Cup 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.

In all case, a rider whose fuel fails to meet the technical requirements will be disqualified from the whole event and forfeit all points and trophies earned. This rider will also be liable for the reimbursement of the full costs of the test. Further penalties may be imposed.

27.5 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.

28 RESULTS

28.1 Procedure

Although the FIM S1 SuperMoto World Cup and FIM S1 Junior SuperMoto World Cup classes race together, they will be classified separately for the respective World Cup.

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

If a tie exists, the points scored in the third 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 Cup points. They will be ranked by adding their positions obtained in the three 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.



28.4 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 FIM World Cup Promoter Chief Timekeeper is responsible for the transmission of the results of each FIM SuperMoto World Cup race which must be made according to the procedure defined by the IT Department of the FIM.

29. POINTS FOR THE CHAMPIONSHIP

Points will be awarded to riders in each FIM World Cup 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



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

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

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

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

No points are allocated for the Last Chance Race.

30. PROTESTS AND APPEALS

Any person or group of persons (rider, entrant, manufacturer, official, etc.), recognized 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 € 130.-. 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.-.

Anybody who has lodged a protest according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations of the event may request to have access to any element (written or printed matters and/or official TV images-if available) that allowed the Race Direction to take its decision. Such a request must be made in writing within 30 minutes after reception of the decision of the Race Direction. If this information is required in order to formulate an appeal against a decision of the Race Direction, the time limit for acceptance of the appeal must be extended until 30 minutes after this information has been provided.

An appeal against the decision of the Race Direction may be lodged to the FIM Stewards Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision and must be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the appeal is justified.

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.

31. LAP OF HONOUR

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

32. 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.

33. PRESS CONFERENCE

The first three riders in each FIM SuperMoto World Cup (overall standings), and other riders may be invited at the discretion of the FIM SuperMoto World Cup 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.