



2016 INFORMATION FOR THE RIDERS/TEAM MANAGEMENT

**This document is a guideline to help you. This list below is not exhaustive.
Please refer to the current Regulations.**

Rider responsibilities

- Riders are responsible to select a helmet and apparel which will provide appropriate protection (including full upper-body protection - front and back)
- Riders are responsible for keeping their motorcycle in conformity with the rules
- Riders may be held responsible for the actions of their team members

Rider gear

- Includes but is not limited to boots, pants, jerseys, gloves, helmet, goggles, body protection, etc
- Riders must wear body protection, it will be checked
- Gloves and goggles must be worn at the start of each practice or race
- The FIM Europe Championship logo recommended to be on the jersey
- The starting number on the back of the rider must be the same as on the motorcycle
- Long hair must be contained within the helmet
- All body jewellery is to be taped over or removed during on-track competition

Riders briefing

- There will be the demonstration of start procedure according to the time schedule
- Riders/teams will receive all relevant information via email as well

Test area

- Only riders, mechanics and team staff are to use the test area with motorcycles that have been verified for the event
- Pit bikes, mopeds, bicycles, etc. are prohibited

Pit Lane (formerly Repair & Signalling Zone)

- Riders must always start combined Free/Timed Practice and Warm-Up from the pit lane
- A corridor must remain free in the repair zone to allow uninterrupted passage
- Riders must use the toilets in the repair zone
- Riders entering the repair zone should ride in a responsible manner, no excessive speeds, no overtaking
- Riders entering the repair zone must come to a complete stop
- All repairs, refuelling, replacement of safety material, mechanical service must be done in the repair zone
- Signalling is restricted to the signalling area
- only the following signals between riders/motorcycles and persons connected with them: data and images from official timekeeping, transponders and on-board cameras, pit board messages in approved areas and "body language" communication
- Radio communication with the rider is forbidden

Skybox Waiting Zone

- Motorcycles must be in the Skybox waiting zone 10 minutes before the start of a Qualifying Race / Race
- Riders must use the toilets in the waiting zone

Sighting lap

- Riders failing to complete the sighting lap and/or do not succeed in bringing their motorcycle in the Skybox waiting zone on time; will be disqualified from the race in question.
- No practice starts

Starting grid

- Riders may groom their place behind the starting gate without the use of tools
- Watering of starting lanes at the starting grid by riders/team staff is prohibited
- Riders are not allowed to touch or drop the starting gate when preparing their starting position
- Once a rider has taken his position, he cannot change it, return to the waiting zone or receive assistance prior to the start
- Riders may not use any starting aid devices are forbidden (starting blocks, other elevating devices, etc), except for EMX150, EMX65 and EMX85.



- Riders who have mechanical problems in the Skybox waiting zone and do not succeed in repairing their motorcycle before the all the riders have taken their start position must follow the instructions of the officials
- Riders with mechanical problems in the waiting zone, who have been directed to another spot, must remain there until the gate has dropped; once the gate has dropped, they can resume the race (penalty for violation = disqualification from the race in question)
- Ramps of any kind may not be formed in the starting line prepared by the rider behind the starting grid. The front and the rear tyres must be level.
- Motorcycles must be centred in the starting gate. Riders may not start in an angle.
- A rider must take his position at the starting grid with the motorcycle he is going to use for the race in question.
- Riders with mechanical problems at the starting gate must wait for assistance until the gate has dropped (penalty for violation = disqualification from the race in question)

On track

- No riding on the circuit outside practices, warm-up, races
- Riders must ride in a responsible manner and not cause danger to other competitors / participants
- Riders must stay inside the original marked track at all times
- Riders must always ride in the direction of the course
- Riders who leave the track may continue at greatly reduced speed until they can re-enter the track safely
- Riders must re-enter at the closest point where they left it, without gaining an advantage
- No stopping on the track unless when being ordered to by an Official
- Riders returning slowly to the signalling & repair zone or paddock should avoid using the racing line and interfering with other riders
- Riders who enter the paddock during a Race will not be allowed to re-join that Race
- The FIM Europe Race Direction has the authority to prevent a rider from participating or order his withdrawal from the event if he/she does not perform at Championship level
- Assistance on the track by flag marshals or medical staff is allowed only in the interest of safety
- When crossing the control lines, a rider must always be in contact with his motorcycle
- 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 with one of the penalties under Art. 01.2.10.

Outside assistance

- Riders receiving signals outside of the signalling area
- Riders consulting with others along the track
- Riders receiving any assistance along the track, except from a Flag Marshal in the interest of safety
- Radio communication is forbidden

Course cutting

- Course cutting is forbidden

Board signals

- "15 seconds board": 15 seconds until the starting procedure enters its final phase
- "5 seconds board": The starting gate will drop within the next 5 to 10 seconds
- "2 laps": 2 laps to go before the end of the Race
- "1 lap": 1 lap to go before the end of the Race / last lap

Flag signals

- Yellow flag, stationary: Danger, ride cautiously
- Yellow flag, waved: Great danger, prepare to stop. A significant reduction in speed must be observed; therefore jumps should not be attempted
- Blue flag: Warning, you are to be lapped
- Black flag + board with a rider's number: Rider in question to stop and leave the track using the repair and/or signalling area or access from the circuit to the paddock
- Medical flag / at each post: Medical staff on the track, proceed with extreme caution, riders must roll each jump individually, no overtaking until past the area of concern
- Green flag: Course clear for the start of the race (Will be used to start the Race in case of gate malfunction)
- Green flag, waved at the finish line: start of Timed Practice



- Red flag: All riders must stop racing and go to the area indicated by the Officials
- Riders must obey the official flag and board signals

!!! Any non-respect of the yellow waved or medical flag will be penalised with a loss of 10 positions

Flag Marshals

- Marshals may assist riders by lifting motorcycles and moving them to a safe place
- Marshals are not allowed to hold a motorcycle for a rider when he makes repairs
- Marshals are not allowed to assist riders to re-start their motorcycles

Stopping of a Race

- The FIM Europe Race Director may recommend to the other Members of the Race Direction that the rider(s) deemed to be at fault for the stopping of the session be excluded from taking part in the remainder of the session.
- Before 2 laps have been completed: Complete re-start. Riders go to the zone indicated by the Officials. Changing of motorcycles is not allowed; no reserve riders will be introduced
- After 2 laps have been completed (and before set times - 13 mins. in EMX125/EMX250/EMX300 and 11 mins. in last-chance qualifying races and races of EMX150): Re-start (staggered start) from the pit lane asap. Changing of motorcycle is not allowed. Every attempt will be made to run the total of the remaining time of the race in question; time, conditions and weather permitting.
- The pit lane exit will be reduced in width to allow only one motorcycle to pass through the exit at the time of the procedure.
- Riders leave the pit lane onto the track one at a time and continue the race. A rider may not overtake a rider in front of him before the designated starting line. Any rider overtaking another rider before the designated starting line will be disqualified.
- No reserve riders will be introduced.
- After 2 laps have been completed (and after set times - 13 mins. in EMX125/EMX250/EMX300 and 11 mins. in last-chance qualifying races and races of EMX150): the race will be completed. The riders' positions will be those at the end of the lap preceding the stopping of the Race.

Prize-giving Ceremony

- Top 3 riders in the final standings of the event
- Team manager of the winning rider
- The rider leading the points standings (holder of the red plate / if not in the top 3)