

FSX

FSX Nordic Championship rules applies [SML sports rules and regulations](#) always when the issue is not mentioned in these specific FSX Nordic Championship rules or in [FIM Freestyle Motocross World Championship Regulations](#).

FSX Nordic Championship rules applies [FIM Freestyle Motocross World Championship Regulations](#) except in mentioned and modified categories below;

### **031/FMX.2.1 Riders' paddock**

The rider's paddock:

- Must have a direct access to waiting zone.

### **031/FMX.2.2 Waiting zone**

The waiting zone:

- Must be fenced off
- Should be located adjacent to the launching zone;
- Must have an access to allow competitors to enter and leave the course easily

### **031/FMX.2.3 Course specifications**

The run-ups leading to the ramps must be sufficiently long to give the average rider participating in the event enough speed to clear the jump zone distance easily. The run-ups should be fullcovered with turf or other "carpet" material to ensure the smooth run to the ramp.

Ramps and artificial obstacles (example: "wallrides" and "grind boxes") may be incorporated on the course.

Ramps must be metal constructions only; wooden constructions are not permitted.

Obstacles (walls, etc.) at the end of a run-off zone should be protected by

protective foam device rapped in fire-resistant bags.

The course must not cross a section of water, must not be rocky or stony and cannot be divided by an obstacle (tree, rock, etc).

The layout of the course may be made with the help of the riders present.

On each side of the course there must be a neutral safety zone sufficiently wide to allow medical staff/ambulances and officials to work.

The spectator area must be situated behind the neutral safety zone and be defined by a fence or wall on the public side.

Diagrams are added to these Regulations. Please note that all indicated measures below are approximate minima (\*) or maxima (°°).

Take-off ramps must have a height between 2.50 (\*) to 3.20 m (°°). A radius between 5.50 (\*) to 12.00 m (°°) is strongly recommended. With "Super kicker" ramp the take off angle should be 50-54 degrees depending on the height of the landing.

The ramps must have a width of 1.80 m (\*).

Landing areas must have a height between 4.00 (\*) to 5.50 m (°°). Landing spot should be on 28-32 degrees.

The table on top of the landing area must be 1.50 m (\*)/(L) X 2.50 m (\*)/(W).

It is strongly recommended that the distance between the ramp and the landing (= jump zone) be in between 10.00 (°) to 28.00 m (°°). The length of the jump zone depends on the angle of the ramp (the smaller the radius, the shorter the jump zone). With "Super kicker ramp the distance between ramp and landing zone should be 20-22 meters.

The height of the arena above a jump zone must be 14.00 m (\*). Depending on the angle of the ramp and the distance of the jump zone, the height above the jump zone must be increased.

After a jump, there must be a run-off zone with a length of 12 m (\*).

### **031/FMX.2.6 Judges Podium**

The following installations must be provided for the Judges Podium (minimum criteria):

- A sufficient number of chairs and tables for 3-5 persons;
- The Judges Podium must be well situated to ensure an overall view of the course by the Judges.

The Judges Podium must be operational as of the first day of the event.

The Judges Podium must be accessible during the event.

### **031/FMX.2.7 Control Podium**

The following installations must be provided for the Control Podium (minimum criteria):

- A work space, providing room for officials and observers;

### **031/FMX.2.8 Organisation Office**

The following installations must be provided for the Organisation Office (minimum criteria):

- A work space, providing room for a judges meeting

### **031/FMX.3.4 Score-board and clock**

Clock and time, must be placed visible to all around the course.

The clock must also be visible to the riders while they make a run.

The clock must display figures of minimum 3 digits.

A sufficiently large score-board showing the official results is recommended but not obligatory

### **031/FMX.3.5 Points scoring system**

For practical reasons, an electronic data system is recommended.

### **031/FMX.4.1 Medical services**

All events must have a medical service led by a Chief Medical Officer who liaises with the Organiser. The medical team follow the local federation rules for snowcross event.

*SML sports rules 13.8 (All national events should have at least one doctor and one or more ambulance at the event place starting from the practise. At least one ambulance should have first aid reference level. The doctor is not needed if the ambulance have first aid reference level and hospital with doctor on duty is closer than 10km from the event place.*

*Racers can not be charged for the medical first aid for the accidents happened at the race and taking place at the event place. Event organizer is responsible for all expenses covering the first aid at the event place.*

An evacuation plan for injured persons must be defined before the event by the Organiser and the Chief Medical Officer.

When organising the medical service, the organisers must also respect the local security regulations.

### **031/FMX.5.1.1 Officials who hold a Licence**

Officials according to SML Snowcross rules; Jury includes minimum one Jury member/Jury president. The requirement for the Jury is that race director has participated to SML snowcross training.

### **031/FMX.5.5 Panel of Judges**

The Panel of Judges is composed of 3-5 Judges, appointed by the event organizer. The Judges can be ex-riders, riders who do not participate in the event or other competent persons whose aptitude and integrity for the position can be fully justified. The Judges must rate the riders' performances in the competition.

## **031/FMX.6 RIDERS**

### **031/FMX.6.1 Entries and Licences**

Riders participating in Nordic Championship event must be in possession of the appropriate FreeStyle Snowcross licence issued by the national federation of the rider.

Riders are subject to participation in the official practices and admission by the Referee/organizer confirming that he has the necessary skills to participate in the event. If they fail to do so, they will be barred from further participation and must withdraw from the event.

During these events, the holders of FMNR licences are required to present their licences and authorisation to the Referee or his assistants.

### **031/FMX.6.3 Medical form**

*Is not needed*

## **031/FMX.7 Snowmobiles**

### **031/FMX.7.1 Snowmobiles**

FreeStyle Snowcross events are open to all factory made snowmobiles.

### **031/FMX.7.2 Snowmobile Set-Up**

The rider can adapt his snowmobile to his own liking and assumes all risks.

The following must be respected:

- Side and upper plastics have to cover the engine and variator and clutch
- seat can be modified with grab holes
- A handlebar protection pad is recommended
- Sharp edges are prohibited.

- Flip levers should be made of strong metal to ensure the safety of the rider
- Ski handles should be on their place
- Snowmobiles must be equipped with ski springs, which keep the ski tips facing upward to allow greater ground clearance
- The maximum authorised noise limit of a snowmobile is 114 dB/a.

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

### **031/FMX.11.4 General**

It is strongly recommended that there be only one rider on the course at a time.

A rider must obey the official flag signals or instructions given by the Officials.

A rider can only do a series of jumps during a limited time period. The time starts when the riders hits the ramp to jump and ends after the official clock indicates "0"; except in the case a double jump.

When runway boards are incorporated in the course and the skis hits the runway board within parts of a second before "0", this

will be the last jump counting towards the rider results for that run/heat, whatever the length of the runway board.

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

### **031/FMX.15 RESULTS**

The Panel of Judges will evaluate each rider's performance according to the following criteria and points scale:

1. Individual jump scores

a) Sequence of the jumps (Each jump/points from 0 to 10)

b) "Double up" (Once/points from 0 to 20)

## 2. Overall scores

c) Track use (Scored once per run, points from 0 to 20 or more)

d) Variation (Once per run, points from 0 to 20 or more)

e) Personal appreciation (Once per run, points from 0 to 20)

f) Technical deductions (Once per run, points from 20 to 0)

Except for "Personal appreciation", evaluation of the rider's performance is always within the specific allocated run and "double up" time segments. The "Personal appreciation" evaluation commences as soon as the rider enters the arena for his run.

In detail:

### 1. Individual jump scores

a) Sequence of the jumps (Each jump/points from 0 to 10);

Depending on the course and location, the run time and number of jumps to be performed in the qualification and the final may vary at the Panel of Judges' discretion.

As an example: the competition could count 60 seconds and 7 jumps (minimum required) + "double-up" in the qualification and 90 seconds and 10 jumps (minimum required) + "double-up" in the final.

In this case, the minimum number of jumps to do is 7 (in the qualification) or 10 (in the final) + the "double up". The rider does two additional jumps within the set run time and then the "double up". Of these 9 (in the qualification)/12 (in the final) jump scores, only the best 7/10 jump scores will be counted towards the total jump score and the two lowest jump scores will not be counted.

b) "Double up" (Once/points from 0 to 20);

The "double up" refers to the points awarded for the last jump.

To be awarded on a scale of 20 points, the "double up" must be started within 35 seconds after the end of the set run time.

If a rider starts the "double up" between 35 and 45 seconds after the set run time has elapsed, then the "double up" will be rewarded at a scale of 10 points only.

Should the rider start the "double up" more than 45 seconds after the set run time, then the "double up" will not be awarded any points (0 points).

However, depending on the course and its set-up the time allocated to commence the "double up" may vary at the Panel of Judges' discretion.

## 2. Overall scores

c) Track use by the rider (Scored once per run, points from 0 to 20 or more at the Panel of Judges' discretion);

The "Track" score can be re-adjusted according to the set up of the course of the event, beyond the standard 20 points if so required.

d) Variation of the jumps (Once per run, points from 0 to 20 or more at the Panel of Judges' discretion);

The "Variation" score can be re-adjusted according to the number of jumps that must be performed if the Panel of Judges feels that 20 points would be too low at a given course or under variable conditions.

e) Personal appreciation (Once per run, points from 0 to 20).

The "Personal appreciation" score will reward the "show" and "style"



elements of the rider's run. Evaluation of this category commences as soon as the rider enters the arena for his run.

f) Technical deductions (Once per run, points from 20 to 0).

Regardless of the total number of jumps performed during their run, riders will have points deducted when their run is not carried out in perfection or shows any technical flaws (even if the rider performs more than the required number of jumps). Point deductions concern but are not limited to: dead sailors, bad landings, stalls and crashes on the course.

After the first official practice and before the start of the second official practice, the Head Judge of the event will announce to the riders:

- The allocated run time;
- The minimum number of jumps required for the Qualification and the Final;
- The time allocated for the "double up";
- The "Track use" points score;
- The "Variation" points score.

Each Judge's run score will be totalled. From these 4-6 total scores, the lowest and highest totals will be removed. The remaining 2-4 total scores will count towards the rider's final result in the event.

In case of ties in the Qualification, the following procedure applies:

1. The votes of the 4-6 Judges according to the rewarded points will be taken into account (5 Judges = 5 votes). The majority of the Judges'

votes (for ex.: 3 to 2) will determine the rider's final standings in the Qualification;

2. If a tie still exists, the points awarded by all 4-6 Judges in the Qualification will determine the final standings;

In case of ties in the Final, the following procedure applies:

1. The votes of the 4-6 Judges according to the rewarded points will be taken into account (5 Judges = 5 votes). The majority of the Judges' votes (for ex.: 3 to 2) will determine the rider's final standings in the Final;

2. If a tie still exists, the points awarded by all 4-6 Judges in the Final will determine the final standings;

3. If a tie still exists, the Qualification results determine the final standings. Since FreeStyle Motocross is a fast progressing sport, these criteria may be reviewed during the season and will be published by the FIM.

The results will not become official until the time limit for protests has elapsed.

Riders who wish to raise questions with the Panel of Judges concerning the results must contact the Referee immediately after the competition round is completed.

If a protest and/or appeal is (are) lodged against the results, these results cannot be considered as definitive until a final decision has been taken by the competent body (bodies).