

092 FIM Europe WATERCROSS Championship 2025

These Rules shall apply in all watercross races with permission from the FIM Europe in addition to the FIM sporting regulations and supplementary regulations.

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092.1 Definition

Watercross consists of watercross event performed on a closed water course with snowmobiles. Events take place on rivers, lakes, ponds and other bodies of water, and in the case of watercross even, feature ramps built on water. There are no requirements on length or width for drag or watercross racing. The start and finish areas are on sand (**minimum 10 cm deep**), concrete or an equivalent solid material.

092.2 Snowmobiles

092.2.1 Snowmobiles

Entry is permitted for factory-made and self-made snowmobiles that meet the safety requirements and the requirements set by the Sporting Code.

Engines may be either two-stroke (**max 1050cc**) or four-stroke (**max 1300cc**).

092.3 Classes: Watercross (WC)

092.3.1 Watercross

No limit on the degree of modifications. The use of nitrous oxide, turbos or superchargers is not permitted.

During the event riders are allowed to use only those snowmobiles (maximum two) presented at technical control.

092.3.2 Watercross European Cup or European Championship

Organised as a single (one event) or a serie of events.

Serie of events: all races are counted towards European Championship (EC) or Cup (EC) points.

The organisers of the EC races participate in the shared prize pool with an agreed upon sum.

092.4 Riders

092.4.1 Age of riders

Continental Championship Licences for riders are issued for the FIM-EUROPE European Watercross Championship/Cup, only when the minimum age has been attained as below:

- FIM-EUROPE European Watercross Championship/Cup 16 years

Applicants aged over 50 years must attach to their rider's licence request a certificate of medical fitness (including a normal exercise tolerance electrocardiogram) issued by a doctor recognised by their FMN.

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 year in which the rider reaches the age of 50.

092.4.2 Size and colour of number plates

Three plates in watercross at the front and sides, with numbers in black over a white background. If it's required to use additional number plates, following requirements must be used:

- One plate attached to the front
- One attached to the rider's back
- Two plates attached perpendicular to the sides of the vehicle so as to be visible from either direction. These must be clearly visible and may not be blocked by any part of the vehicle or by the rider sitting in a normal riding position.

Instead of using a separate plate, an area of similar size on the chassis or cover may be painted or taped with a non-reflective colour.

Numbers must be clearly readable and painted or taped with a matte colour, similar to the background, in order to avoid glare.

Minimum dimensions of numbers: height 140 mm, width 80 mm, line thickness 25 mm and distance between numbers 15 mm.

All other number plates or markings which may disturb the detection of race numbers must be removed before the race.

At least 2 cm on all sides of the plate must be free of any advertisements.

092.5 Specific requirements

- Structures such as keels and rudders etc. protruding from the chassis or rollers of the snowmobile are not permitted.
- The track or rollers may be modified by altering their dimensions, and the height of the track mat is not specified.
- The installation of additional anti-skid devices or equivalent modifications to a track is not permitted.
- A part of the track structure must cover the track from above.
- Rear bumpers are mandatory.
- Steering skis are discretionary as long as they meet the safety requirements, and may not include cutting hard-metal runners, and ski loops are mandatory.
- The minimum length of the splash guard is 30 cm.
- Variator cover must either be original to the model, or built stronger.
- Helmets must comply with the FIM Snowcross technical rules, and one third of the helmet must be safety **orange or yellow fluorescent** coloured.

- Life jackets: Life jackets must be approved for use in racing, i.e. they must either have at least four clasps or be a so-called side-open jacket with connected back and front pieces and at least one clasp.
 - The length and strength of the hoisting rope is inspected before the race by measuring it, and the rope is fastened to a structure that can withstand the hoisting, e.g. the control shaft.
 - The hoisting rope buoy must be self-detaching in the event of submersion.
 - The buoy must remain fastened to the snowmobile until the event of a possible submersion. If the buoy is detached during the heat, the rider must exit the track and his or her performance is disqualified.
 - If the buoy is submerged during the heat, the snowmobile will not be salvaged while the heat is underway.
 - Floating buoys must be 4 litres in volume and safety coloured, for example yellow or orange.
 - The pit area must include a spot for drying submerged snowmobiles, and this must be clearly indicated.
 - Smoking is not allowed at the pit or staging areas.
 - Snowmobiles must include exhaust silencers, **and the maximum limit of the post-sound level is fixed at 114 dB/A + 1 dB/A for the degradation of the silencer. Any rider whose snowmobile is above the maximum allowed post-race sound level limit - whether it be one of the riders chosen at random in the finals or any other rider whose snowmobile is controlled/verified - will be penalised by losing 5 positions in the final races (total standings) in question.**
- Measuring **of the sound level** takes place max. 2 metres away as follows:
- MEASURING NOISE LEVEL: FIM Snowcross technical rules in snowmobiles, the place of measurement is at the exhaust port at a right angle on the opposite side of the snowmobile within 2 metres of the exhaust port.
- Each rider must have at least a 6 kg extinguisher at their disposal at the pit area.
 - The used fuel type must be commercially available for use in racing; for example, aviation fuel is not permitted. Only unleaded petrol is allowed. **This can be random tested by the Technical Steward anytime during the event, with “Lead, Test Strips” colormetric method.**

092.6 Inspection

Areas to be inspected and which require approval before the rider and snowmobile may participate in a race include:

- safety switch (kill switch)
- switch and variator protective cover
- operating brake
- splash guard

- helmet
- visible race numbers at the front and both sides
- rider's life jacket
- fuel system exhaust trap, e.g. back-pressure valve
- hoisting rope and buoy
- chassis, rollers and track
- steering, skis and runners
- breathalyser test if necessary
- noise level: a separate spot must be reserved at the pit area for the safe performance of noise level measurements.

Once the inspection is completed and the rider and snowmobile approved, a sticker or equivalent mark of approval visible to the officials at the start area is attached to the snowmobile.

The organisation responsible for the inspections is liable to monitor the riders and snowmobiles for the duration of the all event, performing additional inspections on alterations to the riders and/or snowmobiles if necessary; this requirement is dependent on the race organisation.

092.7 Riders' personal equipment

Helmets must be of an approved type (FIM Snowcross technical rules).

Life jackets must be approved for use in racing, i.e. they must either have at least four clasps or be a so-called side-open jacket with connected back and front pieces and at least one clasp.

Riders must carry a blunt knife during the heat, **type of diving knife without a point/tip, with a serrated front and a fitted sheath.**

The use of protective footwear and shoulder/back protection is recommended.

092.8 Responsibilities on vehicles

Attendance at the staging area is permitted for the rider, snowmobile, the mandatory lifting jack for test use of the vehicle, an assistant, and officials.

Special care must be taken in driving in the pit area, starting line-up or return way, and speeding is not permitted.

At the pit and staging area, an environmental mat of an absorbent material must be placed under the snowmobile during maintenance work to contain any possible liquid or chemical spilling. The minimum size of the service mattress is 1 metre by 1.6 metres.

092.9 Environmental matters

See the FIM Environmental Regulations on environmental matters.

092.9.1 Recovery of fuel

The pit area must be provided with containers designated for the temporary storage of waste oil, fuel, glycol and other chemicals.

092.9.2 Litter

The pit and staging areas and spectator areas must be provided with sufficient containers for litter and garbage.

092.9.3 Restrooms

Two sets of women's and men's restrooms must be provided: one of each in the immediate vicinity of the pit area, and one of each for spectators near the race area.

092.9.4 Spectator safety at events

Care must be taken to ensure that spectators are restricted from accessing the entire start and finish areas, the pit area, and any other locations necessary for unobstructed racing or spectator safety.

092.10 Organization of the event

See the FIM Europe regulations.

092.10.1 Additional requirements

Additional requirements must include any information and specifications required by the supplementary regulations and FIM Europe regulations

092.10.2 Officials

See the Snowcross European Championship/Cup Regulations (046.5).

Officials and guards must wear clothing or other markings to clearly indicate their designated role. The minimum age for officials is 16 years old, in accordance with the Sporting Code. Officials must wear life jackets when operating out in the water.

092.11 Riders licenses

Participation at these event is restricted to holders of a valid Promotional Continental annual or one event license.

Motocross & 719/ Watercross European Cup
Snowcross

Promotional Continental - Annual

Promotional Continental - One Event

092.12 Entries

Entries are submitted with the FIM Europe form, which must be made available to the organiser according to the supplementary regulations.

There is no limit on the numbers of entries per FMN. However, the participation of a minimum of 10 riders is guaranteed to the FMNR.

Organiser and/or promotor have the possibility to add “wild-card” riders.

The closing date for entries is 15 days before the meeting.

The organiser may charge each rider an entry fee (maximum 100 Euros) which will be collected at administration/technical control.

092.12.1 Late entries

According to Supplementary Regulation

092.12.2 Registration at the event

Riders must register with the secretariat of the event within the required period of time and present their rider license. Riders who fail to attend the event without notifying the organiser receive a notice and penalty in accordance with the FIM Europe regulations

092.13 Race format

Max number of riders are 4 per qualifying heat.

A starting order is drawn for each qualifying heat, and all qualifying heats are **4** laps.

There are 3 qualifying heats for all riders, and the points scale is:

1. pl = 4 points, 2.pl = 2 points, 3.pl = 1 point, 4.pl = 0 point.

In addition, best heat time in the qualifying heats gives 3 points, the second best time 2 points and the third best time 1 point.

These points are also counting in the total points for the championship.

Timing during qualifying is advised to separate drivers with equal points, manual timing is sufficient, **but electronic timing system (transponder) with the time loop one meter below the water is preferable.**

The finals are determined by the total points in the qualifying heats and points for the best, second best and third best times in the qualifying.

The 3 best riders goes directly to the A-final, the 3 next to the B-final and so on.

A-, B-, C- and D-finals are run with 20 drivers or less, with 21 drivers or more a E-final is also run.

The winner of the first final (D or E) advances to the next final, and so on.

5 minutes are allowed between finals to cool down the machines.

The A-final runs 5 laps, the rest of the finals runs **4** laps. All the finals can be run with up to 4 riders.

Recommended points if there are a championship, cup or a serie of races:

25 points for first place

22 points to second place

20 points for third place

18 points to fourth place

16 points to fifth place

15 points for sixth place

14 points to seventh place
13 points to eighth place
12 points to ninth place
11 points to tenth place
10 points to eleventh place
9 points to twelfth place
8 points to thirteenth place
7 points to fourteenth place
6 points to fifteenth place
5 points to sixteenth place
4 points to seventeenth place
3 points to eighteenth place
2 points to nineteenth place
1 point to twentieth place

092.13.1 Track watercross

Racing takes place on a track marked with red and yellow buoys. The track may have several consecutive red or yellow buoys.

The buoy for the additional track should be positioned so as to prevent driving lines from intersecting during entry or return to it.

The course is marked with floating buoys in the inner bends as well as for restrictions on the outer course area.

The minimum recommended height of the buoys above the water surface is 70 cm.

Yellow buoy = Left turn

Red buoy = Right turn

White buoy = Alternative track

The finish line must be marked on both sides of the track with markers such as flag or white buoy.

The outer perimeter of the track is marked with two-coloured buoys (orange with white stripes).

The start takes place on land.

The minimum distance from the starting line to the point where the inside of the straight turns into the first bend (the buoy) must be 60 m.

There must be a minimum of two Jumps and alternative tracks (Joker lane) ~~can be included in the course~~. One of them must be significantly longer than the normal track route. All drivers must visit both alternative tracks in all heats and finals. One of the alternatives may be a jump.

There must always be a flag post with a yellow waving flag before the jump to warn if the driver in front has sunk after the jump. If the yellow flag is up at the jump and the athlete cannot jump, the athlete still gets points and avoids any additional time.

Courses must be laid so that there is no danger of the athletes encountering fixed installations in the water or on the mainland.

The risk of collisions **between athletes** or collisions with spectators and others must always be assessed and necessary measures such as guards and barricades must be used if necessary.

Max water depth 15 metres, anything over 1.5 meters deep requires divers.

092.13.2 Ramp

The minimum width of the ramp top is 6 metres and minimum length 4–6 metres, and the underwater part of the top must be at least 0.5 metres when approaching the ramp from the direction of the track, part of the ramp extending under water.

The max. height of the ramp is 1.5 metres, with a max. gradient of 1:4 or 14 degrees (appendix 1).

092.13.3 Stopping of a heat, warnings, signals and practices

In the event of submersion in watercross heat, the signal to stop the heat is given to the remaining riders by waving a red flag on both shores and, if possible, from a safety boat positioned in the centre of the track.

In the event of submersion after the ramp, a signal of a safety hazard is given to the riders behind the incident by waving a yellow flag, and riders behind the incident may bypass the ramp on a marked route in order to avoid a greater safety hazard and risk of further incidents. Riders receive no penalty for bypassing the ramp while a yellow flag is up as this is a so-called "force majeure" situation.

Jumps off the ramp must be made on individual driving lines, and the use of consecutive and/or intersecting driving lines is strictly forbidden.

Officials in charge of signal flags will be provided with regulations on signals in accordance with the FIM Europe regulations.

The organiser may permit practices and/or test rides on the tracks before a race.

092.13.4 Salvage of snowmobiles after submersion

- When salvaging the machine in the salvage boat, the machine must be lifted straight out of the water to the salvage raft. If damaged machines are close to land, or due to water levels, they can be pulled horizontally onto land by e.g. ATV/recovery vehicles/tractors or other suitable equipment.

- A minimum of 1 salvage raft and another alternative for salvage in water, e.g. boat or jet ski, must be available.

- Winches must handle at least 20 meters and ropes must be at least 15 mm. The construction must be such that the line does not need to be cut.

- Minimum 1 watercraft with floating mattress for transporting people in the water.

- It is recommended to have a spare machine available.
- If the self-releasing buoy does not reach the surface of the water, a search will be made for the snowmobile for a maximum of 10 minutes.
- Start numbers must be found on the self-releasing buoy to ensure that the correct athlete is involved in the correct recovery and that machines can be recovered in a certain order as required.
- After recovery, each athlete has 15 minutes to get to the start from the time the athlete has arrived at the depot. Competitors who caused stoppages in the heat shall be banned from the affected heat.
- If the scooter is not found within 10 minutes, the snowmobile will remain under water until the competition is over.
- Athletes must always have the opportunity to participate in the recovery of their own snowmobile.
- Two divers must be fully equipped and out by boat during the competition. This if the water depth exceeds 1.5 metres. During the driver's meeting, divers must inform about what is happening, what the athlete should do in the event of an accident and how he gets out of the water.

Requirements for salvage crew and divers:

There must be salvage crews for depths down to a maximum depth of 1.5 metres.

Approved/certified divers must be used from 1.5 meters down to a depth of 7 metres.

From 7 meters down to a maximum depth of 15 metres, approved/certified rescue divers are required.

092.13.5 Drying of snowmobiles after submersion

Drying of a snowmobile by the rider and one assistant is permitted at the designated area during and after a heat once the snowmobile has been transported to the area by the organiser.

The wait period and time allocated for drying is 15 minutes, after which the rider has the right to resume racing. The organiser shall time the wait period at the drying area.

092.13.6 Safety and medical response

See the FIM Europe medical code on medical response, first aid and fire safety.

A safety switch (kill switch) is mandatory and must be fastened to the rider during a heat and test ride.

The use of a lifting jack is mandatory for the rolling of the snowmobile engine and track mat during test rides at the pit and staging areas.

There must be a sufficient amount of divers and rescue boats.

Divers must be positioned on a boat/jet ski in the vicinity of the track and ready to dive during the heat!

092.13.7 Starting and false starts

It is permitted for the rider to have an assistant with him at the starting area.

The start takes place with flags and/or lights.

The participants start on a line in marked starting tracks.

The starting area must consist of at least 10 cm deep sand.

Protection against splashes of sand and stones behind the starting line must be provided in the form of a solid material (tarpaulin) that is at least 1.5 meters high and 1 meter wider than the starting surface.

The starting line must be a maximum of 3 meters from the water.

The starting track is extended 5 meters out onto the water and ends with a small buoy or other marking. You must keep your starting lane until the starting lane buoy/marking has been passed.

Under no circumstances is it allowed to break someone else's starting track before the starting track buoy has been passed. In the event of an infringement and the athlete profits from it, the athlete will be disqualified from the heat if it is considered that the athlete has carried out the action deliberately. In the event of an accident of crossing starting tracks, there will be a restart, if a snowmobile sinks and there are more than 2 starters.

The red starting light and a red flag must be displayed, clearly visible from the starting point, during the entire time the riders line up before the start.

When all athletes have their lines up, a green flag is shown by the same official, and then the start goes, using the chosen start method that is specified in SR.

The starter will quickly wave a concealed starter flag and/or in the case of lights being used, the red starter light will be turned OFF.

In the event of a false start, the athlete who made the false start must place/release last in the heat, and can then drive as usual.

When passing **through after the **first** lap, the official must hold up a sign with the number on the start lane of the person who started falsely if he did not perceive the false start.**

092.13.8 Prizes

The amounts and values of prizes shall be indicated in the additional rules of the event or on the bulletin board. At minimum, the top three finishers are awarded prizes.

092.13.9 Results and points

The results must be reported to the FIM Europe.

In case of a tie in EC points, the order is determined based on the numbers of first, second, third, etc. places in rounds qualifying for the final result. If the situation remains a tie after this, the placing of the last round is decisive. If none of the riders with equal scores participated in the last round, the second to last round is used, etc.