



FRENCH SAND RACING CHAMPIONSHIP RULES



2022-2023

2022/2023 FRENCH SAND RACING CHAMPIONSHIP

In case of litigation between the French regulations and the English regulations, the French version of the regulations takes precedence over the English version.

PREAMBLE

The F.F.M. has established for the period from **October 2022 to February 2023**, known as «**2022/2023** season», a Championship consisting of various types of events, namely off-road Beach Endurance races and Beach Cross races.

These events will be organised in compliance with the provisions of the FFM Sporting Code, of the Technical and Safety Rules and of the present F.F.M. rules (all these rules are available on the FFM Website (www.ffmoto.org – Section: Compétition – Réglementation).

All information and results of the French Sand Racing Championship (Championnat de France des Sables or CFS for short) will be available on the following Website: www.courses-sur-sable.fr

ART. 1 – CALENDAR

Every club affiliated to the F.F.M. is entitled to organise an event of the French Sand Racing Championship and should apply for it **before the end of the previous season**.

The calendar is available on the following Website: <https://www.courses-sur-sable.fr/>

ART. 2 – RACES FORMAT

The French Sand Racing Championship consists of two types of events: Endurance and Beach Cross.

2.1 – Off-road Beach Endurance races

2.1.1 – Motorcycles

The motorcycle event will last at least 2 hours 30 and no more than 3 hours and will take place on the Sunday afternoon, except in the case of a dispensation granted by the National Sand Racing Commission.

The Junior event will last 1 hour 30 and will take place on the Saturday morning, except in the case of a dispensation granted by the National Sand Racing Commission.

The Youth event will last 1 hour and will take place on the Sunday morning, except in the case of a dispensation granted by the National Sand Racing Commission.

Only one rider will be allowed on each motorcycle per heat.

2.1.2 Quads

The quad event will last at least 2 hours and no more than 2 hours 30 and will take place on the Saturday afternoon, except in the case of a dispensation granted by the National Sand Racing Commission.

Only one rider will be allowed on each quad per heat.

2.2 – Beach Cross races

2.1.1 Motorcycles

The event will start with a timed practice to determine the placement on the grid. It will consist of two to three heats of a minimum duration of 20 minutes per heat. The overall duration of the three heats should not exceed three hours.

The Junior event will consist of three heats of 15 to 20 minutes per heat depending on the organiser.
The Youth event will consist of three heats of 12 to 15 minutes per heat depending on the organiser.

2.1.2 Quads

The quad event will consist of one to three heats of a minimum duration of 20 minutes per heat. The overall duration of the three heats should not exceed two hours and thirty minutes.

ART. 3 - ENTRIES

The events are open to every rider in possession of a competition licence. The riders holding a « One event » licence will be admitted subject to availability, but cannot appear in the Championship classification.

Entries will be made on the Website: <http://ffm.engage-sports.com> (also accessible from the Sand Racing Website or from the Websites of the organising motorcycle clubs):

- **For the entire Championship:**

Opening: **18th July 2022** – 10:00 am for the first 80 riders of the previous Championship ranking
22nd July 2022 – 10:00 am for the other riders wishing to enter for the year

Closing: **As soon as 250 riders are entered for the year;**
otherwise, entries will be closed on 15th August 2022.

Warning: the number of places is limited to 250 riders in motorcycle and 120 riders in quad.

- **For one event:**

Opening: **16th August 2022** – 10:00 am subject to availability for each event and for each category;
Except for the Enduropale of Le Touquet: November 2022

The **minimum** entry fee per event is of:

- **155 euros** for the Motorcycle et Quad categories,
- **115 euros** for the Junior category,
- **80 euros** for the Youth category.

The organising clubs will freely fix the entry fees according to these minimum amounts.

The entry fee will be raised by 30 euros in case of an entry made within 15 days of the event.

For the riders entering the entire Championship, the entry fee for the first race is to be paid at the time of entry. For the following events, the entry fee for each event will have to be paid 30 days before the event.

Any withdrawal request, whether the rider has entered the entire Championship or has entered for one event, must be made on the Website for entries: ffm.engage-sports.com.

In case of withdrawal, the following administrative costs will be retained:

- **until 9 days before the event: 100 euros for the Motorcycle et Quad categories, 75 euros for the Junior category and 50 euros for the Youth category,**
- **within 8 days of the event: no reimbursement.**

All reimbursement requests must be exclusively sent to the organising clubs.

The Sand Racing Commission reserves the right to arbitrate potential disagreements as to the reimbursement of entry fees.

CANCELLATION OF AN EVENT OR OF A RACE DAY

Any cancellation, regardless of the cause, occurring after the beginning of the administrative controls of the event and pronounced by the Jury or a representative of the State, allows the organising club to refuse to reimburse the participants for all or part of their entry fees, in agreement with the Sand Racing Commission.

If the public authorities come to decide to forbid the event within 30 days of its taking place, a fixed amount of 50 € will be retained by the organisers on the entry fees.

ART. 4 – RACE NUMBERS – BIBS

Riders wishing to have a number for the whole year must enter the whole Championship. Riders entering the events on a one by one basis will be allocated a race number by the organising club.

4.1 Race numbers

Whether for motorcycles or quads, race numbers will be allocated as follows:

- N° 1 to 15 – yellow bibs: reserved for the first 15 riders of the Scratch ranking of the previous Championship and entered for the entire Championship;
- N° 16 – yellow bib: reserved for the Junior placed first in the ranking of the previous Championship, if he/she upgrades. If he/she doesn't upgrade, this number will fall into the next category.
- N° 17 to 30 – yellow bibs: reserved for the riders who present a request in the first third of the season, subject to the Commission's approval;
- N° 31 to 40 – pink bibs: reserved for women according to the ranking of the previous Championship;
- N° 41 and 42 – white bibs: reserved for the Juniors placed second and third in the ranking of the previous Championship, if they upgrade. If they don't upgrade, the white bibs will be allocated starting from number 41.

Next race numbers are allocated to the riders entered for the whole year and according to their placement in the ranking of the previous year.

For riders entered event by event, the numbering is done consecutively by the organising clubs.

If a rider holding a number for the year withdraws from at least two races, the Commission may take his/her number away and assign it to another rider.

For Juniors and Youth, race numbers will be allocated on the basis of their placement in the ranking of the previous Championship.

4.2 Bibs

The organising clubs are required to provide bibs.

It is compulsory for the riders to wear their bib, except for the riders whose number is printed (or fixed) on their shirt and provided that they comply with the compulsory size and writing criteria given by the organiser.

A style guide for the bibs is published for each event on the Website dedicated to the Championship.

The winner of the Motorcycle/Quad Scratch Championship of the previous year must wear a red bib and a red plate at the first event. For the following events, the leaders of the Scratch rankings of the Motorcycle, Quad, Junior and Youth Championships must wear a red bib and a red plate.

As from the second event of the Championship, in the motorcycle category, the leader of the ranking of the Best Young Rider (under 21) must wear a blue bib and a blue plate.

For Motorcycle and Quad riders, fifteen yellow bibs are allocated to the first fifteen riders of the ranking of the previous Championship entered for the entire year (n° 1 to 15). In the first third of the season, riders can present a request to receive a yellow bib, subject to the approval of the Sand Racing National Commission, up to thirty.

Women in the Motorcycle, Quad, Junior and Youth categories who entered the entire Championship will have a pink bib and a pink plate. **They will be allocated a number between 31 and 40 according to their placement in the ranking of the previous Championship.**

The Junior placed first in the ranking of the previous Championship, if he upgrades, has a yellow bib and is allocated number 16. The Juniors placed second and third in the ranking of the previous Championship, if they upgrade, are allocated a white bib and numbers 41 and 42 respectively.

N.B. The leaders of the Scratch rankings of the Motorcycle, Quad, Junior and Youth Championships, as well as the best young rider in the motorcycle category, are required to provide themselves their red or blue plate.

4.3 Plates

Riders are required to fit their machine with a plate of the colour corresponding to their category, except if they are provided by the organiser.

Numbers are black for the plates with a yellow or white background. Numbers are white for the plates with a pink, blue or red background.

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

Quads must be fitted with 2 plates (1 front plate and 1 on rear support – mudflap type).

A style guide for the plates will be published, for each event, on the Website dedicated to the Championship.

ART. 5 - CATEGORIES AND CLASSES OF THE MACHINES

5.1 Motorcycles

CFS - MOTORCYCLES		
CATEGORY	AGE	ENGINE CAPACITY
CFS-1	From 18 years old	251 to 650 cc 4-stroke
CFS-2	From 18 years old	175 to 500 cc 2-stroke
CFS-3	From 18 years old	100 to 150 cc 2-stroke - 100 to 250 cc 4-str.
CFS-F (Women)	From 18 years old	100 to 500 cc 2-stroke - 100 to 650 cc 4-str.
CFS-V (Veterans)	From 38 years old	100 to 500 cc 2-stroke - 100 to 650 cc 4-str.

CFS - JUNIORS		
CATEGORY	AGE	ENGINE CAPACITY
125 2-stroke	From 13 to 17 years old	100 to 125cc 2-stroke
250 4-stroke	From 15 to 17 years old	100 to 250cc 4-stroke

CFS - YOUTH		
CATEGORY	AGE	ENGINE CAPACITY
85cc 2-stroke	From 11 to 16 years old	85cc 2-stroke maxi

The Sand Racing Commission may exceptionally grant exemptions from these requirements relating to the different age categories to the riders who present a request. The Commission reserve the right to grant such an exemption while depriving the rider of his/her Championship points.

5.2 Quads

CFS-QUADS		
CATEGORY	AGE	ENGINE CAPACITY
Scratch	From 15 to 17 years old	550cc 2-stroke and 4-str. maxi
	From 18 years old	Free choice
Women	From 15 to 17 years old	550cc 2-stroke and 4-str. maxi
	From 18 years old	Free choice
Veterans	From 38 years old	Free choice
Juniors	From 15 to 17 years old	550cc 2-stroke and 4-str. maxi

5.3 General provisions

The minimum age limit starts on the rider's date of birthday.

As for the maximum age limit, riders should not be older than the maximum age specified in each table on the Friday preceding the first event of the Championship.

Examples: For Juniors: should not be 18 years old on the Friday preceding the first event, etc...

For Veterans : should be 38 years old on the Friday preceding the first event.

For the CFS-J category, riders should not be 21 years old on the Friday preceding the first event.

Clubs may organise, if they wish so, a race reserved for Vintage Motorcycles.

ART. 6 - TITLES AND AWARDS

6.1 Titles

Titles will be awarded to the winners of the Championships as follows:

- For motorcycles:
 - For the Scratch category,
 - For the CFS-2,
 - For the CFS-3,
 - For the CFS-F – Women,
 - For the CFS-J – Youth (under 21),
 - For the CFS-V – Veterans,
 - For the manufacturers.
- For Juniors :
 - For the Scratch category,
 - For the 125cc 2-stroke category,
 - For the Women category.
- For Youth:
 - For the Scratch category,
 - For the Women category.

- For Quads:
 - For the Scratch category,
 - For the Women category,
 - For the Veterans category,
 - For the Juniors category.

6.2 Awards

For motorcycles, awards will be attributed as follows:

- To the first 5 riders of the Scratch ranking,
- To the first 3 riders of the CFS-2, CFS-3 and Veterans categories,
- To the first 3 of the Women category,
- To the best young rider of the CFS-J Scratch ranking (under 21),
- To the first of the « Manufacturers » ranking.

For Juniors:

- To the first 3 of the 125cc 2-stroke and Women categories.

For Youth:

- To the first 3 of the Scratch ranking and Women category.

For Quads:

- To the first 3 of the Scratch ranking and Women category,
- To the first 3 of the Veterans and Juniors categories.

ART. 7 - ADMINISTRATIVE CONTROL

The hours of the administrative control for riders may be imposed. The timetable is given in the Supplementary Regulations of each event or in a e-mail sent to the riders.
In case a rider do not comply with this timetable, he/she may be **refused**.

Riders must present their licence of the current year (*). At the administrative control, the rider has to check on the screen the accuracy of his/her information and confirm it (he/she is specially required to check the category in which he/she has entered).

Once the administrative control is validated, no change of category will be allowed.

() For the events of the 2022 Championship, riders must be in possession of the 2022 licence and for the events of the 2023 Championship, they must be in possession of the 2023 licence.*

ART. 8 - CONTROL OF THE MACHINES

A Chief Technical Steward is appointed at each event by the Sand Racing Commission.

8.1 – Duties of the club

The organising club must provide an enclosed area, large enough, with an entrance arranged as a corridor allowing the passage of the machines one by one to avoid jostling. There will be a covered shelter to allow the verifications in case of bad weather.

The organisers are not required to provide the number plates to the riders. Each of them is free to provide them on condition that they respect the dimensions and colours of the plate numbers and background.

To be allowed, machines must comply with the Technical and Safety Rules of the discipline «Beach Endurance Races». Motocross, Enduro or Trail motorcycles are allowed.

Prior to the start of the race, machines are submitted to a technical inspection and may be placed in a Parc Fermé at the discretion of the organiser. To ensure the best possible conditions of security, the Parc Fermé must be entirely fenced in (preferably with a double barrier) and be watched if possible by a security firm. Each rider must secure his/her motorcycle with a lock and leave the Parc immediately.

8.2 – Technical examination of the machines

Prior to the start, machines not complying with the F.F.M. standards and with the present rules will be refused. A paint mark is applied on the frame, the silencer(s) and the crankcase. All silencers must be fitted and checked on the machine for racing use.

For Beach Cross races, riders are allowed to submit two machines to the inspection. A paint mark is applied with a distinctive feature on the steering socket of this second machine. **It is strictly forbidden to change machines during a heat under penalty of disqualification.**

Sound level of the machines : 112 dB/A

However, considering the accuracy of the sound level meters used (class 2), a tolerance of 2 dB/A is allowed on the measured value, that is to say 114 dB/A (112 dB/A + 2 dB/A) at the preliminary technical verifications (before the race).

An additional tolerance of **1 dB/A is foreseen at the end of the race because of the silencers deterioration. In this respect, a machine with a sound level lower than or equal to 115 dB/A (112 dB/A + 3 dB/A) will be declared compliant.**

In any case, the eventuality that the riders don't have their machines checked at the preliminary sound level control does not exonerate them from their responsibility to be in possession of a machine complying with the sound level standards in force.

Any rider whose machine exceeds the sound level standards during the technical verifications will be refused at the start. Any non-compliance after arrival will be penalised (see table of penalties).

If the maximum engine speed cannot be obtained without engaging a gear and in order to be able to carry out the measurement, this will be done with a gear engaged: the rider must provide a stable and secure device to lift the rear wheel from the ground.

If this measure proves to be insufficient and the engine speed obtained presents a significant difference with the maximum engine speed announced by the manufacturer in the technical description of the machine, the Technical Steward may refuse the machine.

If the control cannot be carried out or if a significant deviation is observed at the post-race verifications with the maximum engine speed, the rider is penalised (see table of penalties: technical verifications).

During the event, any machine with an exhaust that has become defective may be stopped. The exhaust must be repaired (or replaced with another exhaust approved at the pre-event technical verifications) in the assistance area before the rider begins a new lap. If it is not possible to repair, the machine will not be allowed to continue the race. Free flow exhaust is strictly prohibited.

In the Parc Fermé, machines will have to be placed on a stable stand, the rider being responsible for the stability of his/her machine.

Fuel tanks capacity:

Machines must be fitted with tanks meeting the following maximum capacities:

- **12 litres for machines of the « CFS-Motorcycles » and « CFS-Juniors » categories;**
- **9 litres for machines of the « CFS-Youth » category;**
- **22 litres (5,8 gal.) for machines of the « CFS-Quads » category.**

Tanks must have only one filler hole and only one supply outlet orifice. Tanks with a capacity exceeding the volume mentioned above can be reduced by inserting one or several ball(s) inside.

Controls of capacity may be carried out in the pre-season in the tests areas for the best ranked riders.

Controls of capacity may **also** be carried out **randomly on the day of the event**. In case of non-conformity prior to the start, the machine may be refused and after the start, the machine will be downgraded.

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

Sport quads and leisure quads meeting the technical requirements specified in the Technical and Safety Rules (RTS) of the Sand Racing discipline are allowed.

8.3 – Riders protective apparel

For helmets, only the ECE 22/05, ECE 22/06, SNELL M 2010 or JIS T81-33 2007 standards are recognised. The helmet must show no impacts and riders are recommended to replace it if it was manufactured more than 5 years ago. If necessary, Technical Stewards may consider that the helmet doesn't meet the special requirements anymore and refuse it.

Open face helmets (Jet) are forbidden.

Helmets with an aerodynamic appendice (aileron) are forbidden, except if they were initially approved with this accessory.

Wearing a back protector is mandatory. For protections that do not have the FFM certification label, they must comply with the following standards:

- Chest protector: EN.14021 **or EN.1621-3** standards,
- Back protector: EN.1621-2 standard,
- Protective jacket: EN.14021 **or EN.1621-3** standards **for the chest protection** and EN.1621-2 **for the back protection**.

ART. 9 – WAITING ZONE AND PARC FERME

9.1 – Waiting zone (or pre grid)

The installation of a Parc Fermé before the event is at the discretion of the clubs. However, if there is no Parc Fermé, a Waiting Zone must be provided on the day of the event for the placement of the machines on the grid. Any rider failing to respect the order of entry into the grid assigned to him/her is liable to sporting sanctions.

9.2 Parc Fermé at the arrival

The installation of a Parc Fermé at the arrival is compulsory. This Parc Fermé must be as close to the arrival as possible and fenced in so that no unauthorised person can access it.

At the end of the event, the machines of the first three riders (at least) of the event Scratch ranking are placed in the Parc Fermé by their respective rider or an accompanying person, so that a technical verification can be carried out.

Machines which are not immediately placed in the Parc Fermé are penalised.

ART. 10 – ASSISTANCE AREA

10.1 – General provisions

An assistance area is set up; a second assistance area may be set up simultaneously for space reasons. Public access to these assistance areas is strictly prohibited.

Yellow and pink bibs are gathered in the parc d'assistance in an area reserved for them. A procedure and a schedule of installation are given before each event to the Teams or riders concerned.

Each rider/Team is entitled to a space (which number will be the rider's race number) for his/her assistance. **Riders are required to write their number on their pit, marquee or space so that it is visible from the lanes of the area.**

Each rider is entitled to a maximum of three assistants and persons in charge of the pit board. Organising Clubs may require the assistants or persons in charge of the pit board to be in possession of a licence (at least LAP – Rider's assistant). Youths under 16 years old are not allowed in the assistance area, except for riders taking part into the ongoing race. All thermal engine tools are prohibited in the assistance area.

The assistance area has a separate entrance and exit. For safety reasons, traffic in the assistance area will be one-way. Any competitor caught causing disorder, cutting the assistance area or riding in the wrong direction will be penalised (see table). Any assistant who does not respect the discipline of the area and creates disorder entails the penalisation of the competitor for whom he/she provides assistance. At the area exit, it is compulsory for competitors to resume the course at the exit point and to present themselves for identification to the person in charge of the control, under penalty of disqualification.

Control at the exit of the refuelling area is the responsibility of a Technical Steward or an official appointed by the regional Ligue or a member of the hosting club. The configuration of this exit must only allow the passage of one machine at a time.

10.2 – Pits

Refuelling pits must be separated from the paddock. Traffic lanes must be at least 2 metres wide.

Each crew will be provided with a pit measuring approximately 9 square metres to accommodate the riders, mechanics and the equipment. Each competitor must bring in it his/her jerrycans and other equipment (toolbox, etc.) and imperatively an ABC fire extinguisher of at least 2kg in working order. The extinguisher must be judiciously positioned and easy for the Stewards to check. Except for competitors, absolutely no one will be allowed to enter and circulate in the pits area with any motorised machine.

Smocking in the pits area is strictly forbidden.

Any high-pressure cleaning device is prohibited in the refuelling area.

Competitors must reduce their speed in the deceleration lane. Overtaking is not allowed. In the refuelling area, traffic must be one-way. Speed is limited in this area and will be subject to radar checks and/or sanctions by the officials. A Steward positioned at the entrance to the refuelling area will make the rider stop before he/she enters the pit.

10.3 - Assistance – Repairs

A machine may be repaired by the assistant and the rider. Repairs must be carried out in the pits.

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

Outside the pits, on the track, only small repairs are allowed (spark plug, chain, lever, etc). Repairing and changing gloves and/or goggles should be carried out by the rider with the tools or equipment he/she is carrying with him/her, on the side of the track provided that the machine is well put aside and does not affect the safety of other competitors. Any outside assistance whatsoever is prohibited and will be sanctioned (see table of penalties).

Riders are strictly not allowed to communicate by radio with their manager, mechanics or any other person, and may incur a penalty for any violation of this rule.

Any displacement in the paddock and its surroundings must be done with the engine off by pushing the motorcycle. Any violation of this rule may entail sporting penalties.

ART. 11 - REFUELLING

All machines must be supplied with an unleaded fuel meeting the **following specifications**:

Property	Units	Min	Max
RON		95.0	102.0
MON		85.0	90.0
Oxygen	% m/m		4
Benzene	% v/v		1.0
Lead	G/l		0.005
Density at 15°C	Kg/m3	690.0	780.0

Air:

As oxydising agent, only ambient air can be mixed with the fuel.

Refuelling will be compulsorily done in the assistance area, **the rider standing beside his/her machine, engine off**, on an environmental mat in compliance with Article 5.1 of the Environmental Code and of a dimension at least equal to the overall dimensions of the machine.

Jerrycans should not contain more than 22 litres.

They must be filled on an environmental mat.

Any fixed installation of «derrick» type or similar is prohibited. « Quick fill » portable fuel containers are allowed.

ART. 12 – START PROCEDURE

In the first event of the Championship, all categories have a timed practice session in which riders must take part in order to be allowed to start the race.

Start may be given with «starting tapes» (in such a case, the use of the mechanism developed by the Commission is strongly recommended), with a sufficiently wide «Motocross» type starting grid or any other system approved by the Sand Racing Commission.

For this practice session in the first event, riders will enter the track in order of their race numbers for all categories.

For the first event and for all categories, riders will be positioned on the grid according to the results obtained in the timed practice session (the rider who achieved the best time in the practice session will enter first, then the second one and so on until the last qualified rider).

After the first event (except in the case of an event with convoy), placement on the starting line is done as follows (except for Junior and Youth categories):

- 1) Yellow and pink bibs in the order of the provisional Scratch ranking;
- 2) Riders (entered for one year or for one event) with no yellow or pink bibs in the order of the provisional Scratch ranking;
- 3) **Other riders who entered for one event.**

Riders of the Youth and Junior categories are placed on the grid in the order of the provisional Scratch ranking, then in the order of their race numbers, and then according to their date of entry.

The starting line should provide positions for at least 30 motorcycle riders and 20 quad riders (unless otherwise provided in the circuit homologation Agreement).

The following boards must be provided: «Stop engines», «15 seconds» and «5 seconds».

Two kinds of start are allowed:

- A group start on a line,
- Starts given at intervals.

For further information, please refer to Article 15.b of the Sand Racing Technical and Safety Rules.

ART. 13 - "STOP AND GO" PROCEDURE

In case of non-compliance with some points of the rules, the « stop and go » procedure may be applied according to the Jury's decision.

In order to implement this procedure, an area is set up just before the finish line. This area is signaled by a display located upstream of the stopping area and managed by an official appointed by the Sand Racing Commission. On order of the Clerk of the Course, the official in charge of the « stop and go » displays the race number of the penalised rider, who has then a maximum number of 3 laps to stop at the « Stop and go ». **If the « Stop and go » is shown in the last 3 laps, the rider will have to stop before the presentation of the chequered flag. If he/she fails to do so, the Jury may make a decision which may go as far as disqualification.**

ART. 14 – FINISH PROCEDURE

The race is considered finished when the chequered flag is lowered on the motorcycle ranked first in the Scratch ranking once the regulation time has elapsed.

Riders will be classified if they cross the finish line within 30 minutes of the arrival of the first one when the circuit is up to 10 kms and 45 minutes when the circuit is more than 10 kms.

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

On display of the chequered flag:

In case of force majeure not requiring an immediate stop of the race (for example: if the tide rises faster than expected), the Race Direction may shorten the duration of the event by showing a 1 lap board to the riders. The display of this board aims at informing the riders that the event will be prematurely stopped. The chequered flag is lowered on the first rider crossing the finish line after having achieved a full lap.

On display of a red flag:

If it is necessary to immediately interrupt a race due to an accident or an incident which makes its running dangerous, a red flag is shown by the Clerk of the Course or his assistant(s). The decision to stop the race can only be made by the Clerk of the Course. On display of this flag, riders must immediately slow down and return to the refuelling area at a moderate speed. The Clerk of the Course reserves the right to have the race restarted once he is certain that there is no danger anymore and that it is safe to do so.

In case of interruption of the race, the ranking of the event is determined according to the order in which the riders crossed the finish line in the lap preceding the stopping of the race, on the condition however that at least 5 riders are classified in that same lap. Otherwise, it will be necessary to refer to the previous lap in which at least 5 riders were classified.

Ex: the Race Direction displays the red flag while the leader is alone in his/her 10th lap, the ranking cannot be determined on the basis of the 9th lap, but on the basis of the 8th lap if 5 riders were classified in this lap.

Conversely, if the leader and at least 4 other riders were in their 10th lap when the Race Direction displayed the red flag, then the ranking can be established according to the order in which the riders crossed the finish line on the 9th lap.

In case the red flag is shown after the lowering of the chequered flag, the event ranking is determined as follows:

- 1) For all riders to whom the chequered flag was displayed before the interruption, a partial ranking will be established at the end of the last lap of the race.
- 2) For all riders to whom the chequered flag was not displayed before the interruption, a partial ranking will be established at the end of the penultimate lap of the race.
- 3) The complete ranking will be established by combining both partial rankings obtained above as per the lap/time procedure.

ART. 15 - RANKINGS

15.1 – In Beachcross events:

Motorcycles will be classified on the basis of the rankings in CFS-1/CFS-2/CFS-3, Veteran and Women finals. For Quad, Junior and Youth categories, riders will be ranked according to their ranking in the event (cumulative results of the 3 heats). In case of a tie, the result obtained in the last heat will be taken into account to break the tie.

15.2 – In Endurance events:

Rankings are determined according to the order of arrival of the riders at the presentation of the chequered flag:

- a) according to the number of laps. **The first time a competitor crosses the finish line is counted as the end of his/her first lap. The first lap of each competitor cannot be counted as best lap.**
- b) according to the time elapsed.

Results are displayed in accordance with the Sporting Code (in a place identified in the Supplementary Regulations and/or specified at the riders' briefing). Protests can be lodged within 30 minutes of the publication of the results.

15.3 – Championship results:

Pos.	Points	Pos.	Points	Pos.	Points	Pos.	Points	Pos.	Points	Pos.	Points
1	600 Pts	11	360 Pts	21	290 Pts	31	250 Pts	41	220 Pts	51	201 Pts
2	550 Pts	12	350 Pts	22	286 Pts	32	247 Pts	42	218 Pts	52	200 Pts
3	510 Pts	13	340 Pts	23	282 Pts	33	244 Pts	43	216 Pts	53	199 Pts
4	480 Pts	14	330 Pts	24	278 Pts	34	241 Pts	44	214 Pts	from 54 to 249	
5	455 Pts	15	320 Pts	25	274 Pts	35	238 Pts	45	212 Pts	minus 1 Pt	
6	435 Pts	16	315 Pts	26	270 Pts	36	235 Pts	46	210 Pts	250	2 Pts
7	415 Pts	17	310 Pts	27	266 Pts	37	232 Pts	47	208 Pts	251 & +	1 Pt
8	400 Pts	18	305 Pts	28	262 Pts	38	229 Pts	48	206 Pts		
9	385 Pts	19	300 Pts	29	258 Pts	39	226 Pts	49	204 Pts		
10	370 Pts	20	295 Pts	30	254 Pts	40	223 Pts	50	202 Pts		

In case of a tie, competitors will be ranked according to the number of first places, second places, etc. If a tie still exists, the result of the last race will prevail.

If a rider changes categories during the season, no points will be transferred from a category to the other.

A «Manufacturers» ranking is established by adding the points scored by the best 2 riders of the brand in the Scratch ranking.

ART. 16 - RULES

These events will be organised in compliance with the rules issued by the FFM and the Technical and Safety Rules (available on the FFM Website (www.ffmoto.org – Compétition – Réglementation)).

All cases non expressly provided for in these regulations will be examined by the Sand Racing Commission, which will decide on the action to be taken.

ART. 17 - MARSHALLS

If the Stewards cannot see the whole course continuously, the presence of Marshalls is compulsory on the track. The Marshalls proposed by the organiser will have to be in possession of a licence, have a good knowledge of riding on sand and ride on vehicles complying with the present regulations and with the Technical and Safety Rules. The organiser must ensure that the Marshalls perform their safety mission without disturbing the smooth running of the races.

ART. 18 - PROTESTS

Protests must be lodged in compliance with the provisions of the FFM National Sporting Code. The amount of the deposit to be paid when presenting a protest is of 75 €.

If the protest entails dismantling the engine, it must be accompanied by a deposit of 75 € for 2-stroke engines and of 150 € for 4-stroke engines. This amount will be returned to the plaintiff if the dismantled machine proves to be non-compliant and paid to the rider who had to open the engine if the conformity is recognised.

ART. 19 – OFFICIALS

The Jury is composed of one Jury president, one CFS Sporting Steward of level 2 appointed by the Commission and one CFS Sporting Steward of level 2 appointed by the organising Club. This Jury has all authority to control the application of the sporting and safety rules and must ensure that all the rules are respected. The Jury members must be in possession of the specific level 2 Sand Racing diploma.

The Clerk of the Course, holder of the specific level 2 Sand Racing diploma, has all authority to ensure the proper management of the races and to enforce the Jury decisions in compliance with the rules. He is appointed by the Sand Racing Commission. One or several assistant(s) may be appointed depending on the importance of the event.

A Chief Technical Steward in possession of a licence and member of the Commission is appointed for each event by the FFM. The Regional Motorcycle League (LMR) of the venue must compulsorily appoint in addition six other 1st or 2nd level Technical Stewards.

One person is appointed by the Commission to check the conformity of the circuit, under the supervision of the Jury and Clerks of the Course, one experienced rider and one representative of the Club. All these people must check the circuit before the event to make sure this one presents no particular danger. This inspection must be carried out as soon as possible so that the safety information can be transmitted during the briefing.

To comply with Article 2.2.3.7 of the Sporting Code, the Jury holds at least two meetings.

The following people are required to attend these meetings:

- the Clerk of the Course
- the FFM Chief Technical Steward,
- the Chief Timekeeper,
- the Safety Officer and/or the Chief Medical Officer,
- the Head of administrative control,
- the President of the hosting Club,
- the person(s) responsible for the layout of the circuit.

A meeting secretary is appointed. The FFM Technical Steward, as well as the Chief Medical Officer, must write a report for each Jury meeting, as well as the Head of administrative control. **The organising Club is responsible for writing the closure report.**

ART. 20 – ENVIRONMENTAL RULES

These rules must be taken into account by competitors and organisers.

- Riders must respect the environmental rules put in place by the organiser,

- It is compulsory to use the environmental mat.
The minimum dimensions of the mat will have to comply with Article 5.1 of the Environmental Code and be at least equal to the overall dimensions of the machine,
- Provide in the assistance area and refuelling area liquids drop-off points (cans or barrels) for oils, engine coolants, brake fluid, etc.,
- Pay attention to the sound level of the machines and to the public address system, position loudspeakers towards the public and not towards the local residents,
- Make repeated announcements on the microphone to make riders aware of the environmental rules and ask them to take back used tyres and all the waste they may have produced,
- Provide in the assistance area and its surroundings a sufficient number of containers, bins and rubbish bags (participants and public), one or several water points, toilets and showers for male and female participants, as well as toilets for the public,
- Take all necessary measures to protect environment, preserve cultures, prevent parking on the roadsides (provide parking spaces), put rubbish bags in place and renew them if necessary,
- As soon as the event is finished, remove all signage that may have been placed on the routes and access points to the site,
- Programmes or any other promotional material must contain a few lines addressed to the public concerning respect for the environment, such as: «Please use the bins at your disposal» or «Please do not trample on the vegetation», etc.,
- «Tear-offs» or disposable screens are not allowed.

ART. 21 – PEOPLE ACCOMPANYING THE RIDERS

All the people who are part of the team accompanying or assisting a rider must respect the areas of the circuit for which they have obtained access authorisations from the organiser and/or from the FFM Sand Racing Commission.

In any case, during practice and races, access to the track is strictly forbidden to anyone who is not part of the organisation or of the officials.

Any offender is subject to sanctions and the rider assisted to penalties (see table of penalties).

ART. 22 – PRIZES

At the end of the Championship, prizes drawn up according to the results will be paid **as follows**:

For motorcycles:

- 1st in the Scratch ranking: 3.500 euros
- 2nd in the Scratch ranking: 2.500 euros
- 3rd in the Scratch ranking: 1.500 euros
- 4th in the Scratch ranking: 1.000 euros
- 5th in the Scratch ranking: 500 euros
- 1st in the Women ranking: 500 euros
- 1st CFS-2: 250 euros
- 1st CFS-3: 250 euros

For quads :

- 1st in the Scratch ranking: 1.500 euros
- 2nd in the Scratch ranking: 1.000 euros
- 3rd in the Scratch ranking: 500 euros
- 1st in the Women ranking: 500 euros

Please note that in the event that one or several events cannot be organised, the above-mentioned prizes will be automatically reduced in proportion to the number of events actually contested (e.g. the winner of the Championship wins a prize of 3.500€ for 7 events entered on the calendar, this prize will be reduced to 3.000€ for 6 events contested, to 2.500€ for 5 events, etc.).

ART. 23 – TABLE OF PENALTIES

This table sets out, for information purposes, the disciplinary sanctions incurred by any natural person subject to these regulations. This table sets out the offenses and the corresponding penalties, but is not exhaustive. Each of these penalties may be raised or reduced according to the circumstances at the discretion of the Jury of the event.

EVENT		
Failure to respect the time slot for administrative and technical checks		The rider is placed in the Parc Fermé in the last position among the bibs of his/her category
Failure to respect the order of placement on the pre grid or in the waiting zone		Stop and go or penalty of 1 minute
Failure to respect the order of placement on the grid		Stop and go or penalty of 1 minute
Dangerous riding in the convoy		Decision of the jury which can go as far as disqualification
Late exit from the pre grid or waiting zone		Decision of the Race Direction
Riding in the opposite direction on the track		Disqualification
Riding through the assistance area to reach the pits		Decision of the jury which can go as far as disqualification
Riding without a helmet (track, pits, paddock)		Decision of the jury which can go as far as disqualification
Failure to install a kill switch (quad)		Stop and go or penalty of 1 minute
The rider fails to start the machine at the start		Stop and go or penalty of 1 minute
Push-starting the machine before the Clerk of the Course gave the signal		Stop and go or penalty of 1 minute
Anticipation of the start		Stop and go or penalty of 1 minute
Course cutting		Decision of the jury which can go as far as disqualification
Failure to respect the flags	1 st offence	Stop and Go
	Repeat offences	Decision of the jury which can go as far as disqualification
Failure to respect the « Stop and go »		Decision of the jury which can go as far as disqualification
Outside assistance	1 st offence	1 lap penalty
	Repeat offences	Decision of the jury which can go as far as disqualification
The rider makes a repair on the track contrary to the rules	1 st offence	1 lap penalty
	Repeat offences	Decision of the jury which can go as far as disqualification
Any intervention on the machine in the Parc Fermé without prior authorisation from the Officials		Removed from the race
Missing transponder or chip at the start of the race		Rider not classified
Fuel transport outside the tank		Disqualification

Radio communication of the rider with his/her manager, mechanics or anyone else	Disqualification
Failure to respect the stewards' instructions outside the circuit	Decision of the jury which can go as far as disqualification
Moving the machine in the paddock and its surroundings with the engine on	Decision of the jury which can go as far as disqualification

TECHNICAL VERIFICATIONS		
Use of a machine which was not presented at the technical control		Disqualification
Non-compliant helmet or equipment		Start refused
Use of a non-compliant equipment or machine		Decision of the jury which can go as far as disqualification
Non-compliant tank and/or capacity	Prior to the start	Start refused
	After the start	Disqualification
Machine not complying with the sound level standards :	Prior to the start	Start refused
	During the event	Immediate repair under penalty of disqualification
	On arrival	10 places
The machine cannot be checked correctly at the technical verifications before the event (maximum engine speed not reached for example)		Start refused
Machine unable to satisfy the post-arrival technical verifications within 30 minutes of entering the Parc Fermé (maximum engine speed not reached or impossible to restart, for example)		10 places
Machine not presented on arrival		Disqualification

REFUELLING		
Installation of «derrick» type		The assisted rider is banned from starting
Refuelling outside the pits		Exclusion
Failure to respect the space allocated to the rider	1 st offence	Stop and go or penalty of 1 minute
	Repeat offences	Decision of the jury which can go as far as disqualification
Refuelling in the pits with engine on	1 st offence	Stop and go or penalty of 1 minute
	Repeat offences	Decision of the jury which can go as far as disqualification

No fire extinguisher in the pit	1 st offence	Warning
	Repeat offences	Decision of the jury which can go as far as disqualification
Absence of the rider(s)' number(s) on the pit	1st offence	Stop and go or penalty of 1 minute
	Repeat offences	1 lap penalty
Excessive speed in the pits	1 st offence	Warning
	Repeat offences	Stop and go or penalty of 1 minute
Welding done in the pits		Disqualification
Riding in the opposite direction in the pits		Decision of the jury which can go as far as disqualification
Use of a heat engine device	1 st offence	Warning and evacuation of the device
	Repeat offences	Decision of the jury which can go as far as disqualification

ENVIRONMENT

Failure to use the environmental mat composed of an impermeable lower part and an absorbent textile Minimum dimensions: 160 x 100cm.	Exclusion	
Use of Tear-offs (whatever the system)	Exclusion	
Failure to drop-off oils and liquids in the bins provided for this purpose	1st offence	Warning
	Repeat offences	Decision of the jury which can go as far as disqualification