



International Motor Bike Association

Internationale Motorsport Bond voor Amateurs



AMCA



CAM



CSEN



DMCU



DAM



MON



SAM



UFOLEP



VMCF



NRMF

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IMBA COMPETITION REGULATIONS MOTOCROSS 2023

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Version 1

Red will be deleted

Green still under discussion

Blue = new

1. GENERAL

- 1.1 The International Motorsport Bond for Amateurs named as IMBA, acting on behalf of their European members (**Associations or members named**) has the right and responsibility or regulate all that is generally necessary for the motorsport.
- 1.2 European **events of IMBA** may only be organised by affiliated members of the IMBA.
- 1.3 Non-members can only organise after a previous and written permission of the other members.

2. EVENTS / ORGANIZATION

- 2.1 The organising federation is responsible for all the necessary permits and licences and insurance, **in the country where the event takes place.**
 - a. **Liability insurance for the organizer and his helpers, or auxiliary services**
 - b. **Liability insurance for the driver (against third parties)**
 - c. **Accident insurance driver (is concluded with the license and is proven to the organizer with the issuance of the license and entry form / departure certificate)**
- 2.2 **The IMBA countries shall register their calendar events for each class in good time before the Congress. The first one to register has priority in case of overlaps!**
- 2.3 Between the periods of a category on the calendar must be at least a weekend. (So 14 days between two races)
- 2.4 A maximum of 2 categories can be held at one event! Exceptional combination EM - MX2 or Open or Ladies with the 2 youth classes
- 2.5 **Changes and cancellations of dates after the congress!**
 - After the date **until 15.01.2023** no addition of dates, respectively change of date.
 - **If a change is necessary, only the place can be changed, if necessary also to another country, if this country has not got an EM run in the class yet, but not the date.**
 - If this is not possible, the event may have to be cancelled.
 - **Should the number of events for this class then fall below 3, the association concerned can submit a new date for the calendar.**
 - **A vote on the date will then take place via e-mail, or during the monthly meetings. All federations are then requested to cast their vote, yes / no and also abstentions!**
 - **If there is then one or more federations that raise an objection within the mentioned period, one has to see if one can find a date agreement with all participating federations concerned.**

- **The agreement can take place a maximum of 2 times in a row, if no consensus has been found, the date cannot be put on the calendar again.**
 - Should a federation be forced to cancel an entered race, IMBA and all participating federations must be notified at least 14 days before the date.
 - If a race has to be cancelled the day before the race day, this must be discussed and decided together with the organiser and the National IMBA Officer (Sport Director of the country) and the team officials already present, as well as a telephone conversation with the IMBA Secretary.
 - Events that have to be cancelled on the Friday, Saturday before or on the day of the event, for whatever reason, cannot be put back on the calendar for that year due to the costs for the federations.
- 2.6 The promoting **Association** have to send the following forms 4 weeks in advance by email to the IMBA secretary:
- Information sheet of the IMBA
 - The time table and Program Saturday and Sunday
 - Place of the event and route map
 - GPS information's (very important)
 - **Some** Touristic information
- 2.7 If changes are made in the time table (the driver presentation on Saturday), the changes have to be on an early time announced at all members of IMBA and in the INFO or to announce the IMBA website.
- 2.8 If the driver's presentation postponed to Saturday (see also Rules of Procedure), the organizer is also obliged to **give souvenirs** for the participants, who were absent on Saturday, to each team leader on Sunday morning at the meeting.
- 2.9 The organizing federation must, for every registered participant, have disposed at the entrance of the circuit an envelope with the predetermined number of entrance tickets. (For the sidecar driver and passenger separate envelopes), or give the envelopes including information to the team leaders at the last held race for the next race in this class.
- a. **Team leader = 2**, Each with tickets for the paddock
 - b. **solo driver = 2**, Each with tickets for the paddock
 - c. **side-car = 2**, Each with tickets for the paddock
 - d. **passenger = 2**, Each with tickets for the paddock
 - e. **IMBA Board member 2**, Each with tickets for the paddock
- 2.10 On presentation of the entry form / **departure certificate** (issued and signed by the association and driver), the respective admission tickets are handed over.
Electronically printed forms have a special marking and are not signed by the association "This form was created electronically and is only valid without signature and stamp of the association in connection with the license of the driver/co-driver!
- 2.11 Associations must issue separate entry forms for drivers and co-drivers. (Print it 2 time)
- 2.12 If a driver / passenger arriving without entry form to the event, so he may have to pay an entrance fee. (side car print tow times)
- 2.13
- 2.14 **For non IMBA competitions!** there other agreements and regulations
- a. Is another form available (entry form / **departure certificate**).
 - b. Drivers who want to participate in an International class (no EK race) must sign up this timely through their Federation.
 - c. For the correct information on the entry form, as well as on the licence, the relevant federation is responsible.
 - d. Entry forms / **departure certificate** must be fully completed, and signed by the federation and rider, copies are not allowed. A fax where is missing the fax header, is also not permitted.
 - e. **The driver and passengers pay the obligate start fees and entry fee.**
 - f. The association / drivers should make inquires, or should the association asking first whether he could send the driver and for what classes.

- g. Likewise, the sending organization should send a list or a copy of the entry form / **departure certificate** to the organizing association.

3. THE EVENT AREA / THE CIRCUIT

- 3.1 The circuit must be inspected and approved by the national circuit controller and has to be conform to IMBA-requirements.
- 3.2 **There are some standards that the track and the environment should have for an IMBA event:**
- a. **Sufficient toilets (according to today's hygiene standards) for the drivers, visitors.**
 - b. **Possibly. Showers for drivers, participants, maybe for a fee.**
 - c. **A meeting room / tent for the team leader meeting**
 - d. **Connection for PC would be an advantage**
 - e. **A toilet (Dixi) near the start gate (park ferme), for the needs of the lady drivers and drivers before the start.**
- 3.3 **The requirements for the race track**
- a. **It should be** Minimal circuit length: **1200** m (1640 yds.) and **should be** not longer than 2500 m (2735 yds.).
 - b. Width: 2/3rd of circuit **should** be 8 m (8.75 yds.) and 1/3 **should be** between 6 and 8 m (6.6 and 8.75 yds.).
 - c. Watering of the track is agreed in consultation with the local sports leader and the International jury on the team leaders meeting in the morning. If it is necessary to water the track just before the EM race, **it will be a sightseeing lap**, this is done in order of the grid with ban on overtaking and all riders are going direct to the starting fence. (also not back to the park ferme)
 - d. For mechanics and for the time monitor (**if there is a monitor installed**) should be a special area.
- 3.4 **The minimum width of the starting fence** should be 30 - 35 m (38 yds).
The starting grid will each consist of individual portcullis. If this is not the case, the race director in charge with the red flag must be at the start, to display a race is stopped, when something goes wrong at the start.
The starting grid should have at least 30 individual gates,
Behind the starting fence must be enough places **+/- 8 m** for two start lines (every line 3 m) and 2 m to reach every place at the second start line.
They have to place a wood or a metallic tube of 10 cm and in a distance of 3 metres behind the start.
When the national regulations say nothing else, at least a ribbon should show the track on both sides.
- 3.5 **The Responsibilities on race day**
- a. The overall responsibility for the event **lies with the national race director**
 - b. In relation to the IMBA races **always in cooperation with the international IMBA jury** and the present IMBA official.
 - c. The representative (sport leader) of the organising **association** in the International Jury is responsible for:
 - f. Organizing a meeting of team leaders; **every time 10 minutes after the each practice and races.**
 - g. Organizing the list of drivers entered motor-manufactory, start numbers and names of team leaders.
 - h. The list of participants and the three runs and the day results have to be sent to the IMBA secretary. (**if he is not there**)
- 3.6 **Where with an electronic** time perception is worked, the list of the starting grid for all the 3 runs is drawn up from the list of time practice / qualification.

- 3.7 **Where no electronic time** perception is used, the place on the grid is according to the position of the championship at the start of the first run. For the following runs is starting according to the results of the previous run. (See hereby **Art.7.7**)
- 3.8 The intern. Jury-chairman is the representative / team leader (**or sport leader**) of the organising association. The jury consists of representatives from the countries that take part in the event.
- 3.9 Regardless of whether the timing is done via transponder or not, each organizing federation has to ensure, that there is a team of at least 2 people for manual timekeeping. If there is no manual time keeping, so it will be only the result of Maylaps.
- 3.10 If there problems with decoder, power supply and there will be no run result possible, the run can be declared invalid.
- 3.11 Alone, the driver is responsible for the **good** operation of the / his transponder. If no function / no record, no result for this rider.
- 3.12 **If a Transponder is handed over by the organizing association, the responsibility for the good functioning is with the issuing association.**
- 3.13 **It is obligated to check the functions of each transponder before each practice / run.**
- 3.14 After the runs, the team leaders declare the day result for okay and have to sign it. On the end of the day receives each team leader and IMBA representative a complete set of the days result list.
- 3.15 Also the team leaders have to sign a race report made by the IMBA representative, containing all information (Conditions, problems and penalties) from the team meetings have been recorded, so that it can be included into the next race(s).

4. PARTICIPATION

- 4.1 Drivers from an IMBA country which are taking part in a European competition need to have the nationality of the country they represent.
Exception: Drivers who live in a country that is member of IMBA can, with the agreement of the two national associations, start for the country where they live, and works and have a residence status. The application must be submitted via the IMBA secretariat, with a copy of the passport and the residence status incl.
- 4.2 The driver must be approved for participation by his national association by means of an **annual licence** and an **entry form / departure certificate**. **(Not valid for IMBA veterans and classic / vintage oldtimers)**
- 4.3 **For class IMBA Veterans and the Classic Oldtimers other conditions of participation apply:**
- **Class IMBA Veterans** = from 40 years, see special regulations, Art. 17.
 - **Classes IMBA Classic / Oldtimer** = age groups according to the classification of the See special regulations, Art. 18.
- 4.4 **Age and participation in the European Championship:**
- a. **The age information at IMBA refers to the youngest possible participation. There may be different age regulations in the countries from the insurance companies and the legal regulations, these must be observed!**
 - b. **The riders have reached the minimum age or can reach it in that year!**
 - c. **If riders reach the maximum age in the class in that year, they may finish the season.**
 - d. Exceptions can only be made with the approval of the IMBA Board or local IMBA representative on site at the event.

Country Class Klasse	Age IMBA Ladies	Age IMBA MX2	Age IMBA Open	Age IMBA Side car	Age IMBA Passengier	Age IMBA 85 cc	Age IMBA Mx2 Youth	Day of birth	Year of birth	Ags on 01.01. of the year	IMBA Vet	Classic Old timer
IMBA	13	13	15	14	14	10 - 16	13 - 18		X		40 +	30 + 50 + usw. n. Angaben
<i>Age limits of the countries, deviating from the IMBA regulations, may prevent participation in the countries concerned!</i>												
AMCA	13 =125-250cc, 15 = 450cc	13	15	14	14	9 - 14	13 - 17	X	max age			
CAM	13	13	16	15	15	9 -14	13 - 17					
CSEN						-						
DMCU	13	13	14	13	13	9 - 15	13 - 17					
DAM	14	14 = 125cc 15 = 250 cc	15	16	16	8 - 15	14 - 18 13 = 125cc		X			
MON	13	13	15	14	14	11 - 15	13 - 17			X		
SAM	no limit	no limit	no limit	no limit	no limit	? - 16	? - 20		X			
UFOLEP	13 = 125 cc 15 = 250, 4 T	13	16	15	14	12 - 14	13 - 16					
VMCF	14	14	14	14	15	? - 14	? - 18	X				
NRMF												

- 4.5 The IMBA responsible person is entitled to check the correctness of the age on the basis of license and identity card and **departure certificate / entry form**.
If applicable in case of discrepancies or a comparison is not possible, the start can be refused.
- 4.6 A sidecar passenger may have another nationality.
- They can have a day licence or an annual licence from an IMBA affiliated association and a certificate of departure;
 - or if they do not have any licence with an IMBA affiliated federation, a day licence including insurance can be issued on site by the organising federation.
 -
- 4.7 **rivers from a country which is "not" a member of IMBA,**
Drivers who come from a country (nationality) that is not affiliated to IMBA may represent an affiliated country in EM races with the approval of the IMBA Board.
- e. They have the same rights and obligations as the other participants. The anthem of the country there nationality will be played.
 - b. The driver must be admitted to participate in IMBA EM Moto-Cross events **by the IMBA board**.
 - c. It may from any country only **until 4 participants**; with the consent of the IMBA management will be admitted, if some points are clarified.

- i. The participant subscribes to an amateur status
- j. The request must be received by the IMBA secretary well in advance of the event. However, the IMBA secretary's office can only promise to attend in the week before the event (Tuesdays). A confirmation can only be revoked if the driver/participant can be informed in good time before travelling to the event location.
- k. Insurance for the participant (day insurance) must be regulated.
- l. If all participating countries have register their riders, and there are still start places available

- 4.8 The IMBA responsible person is entitled to check the correctness of the age on the basis of license and identity card and **departure certificate / entry form**.
If applicable in case of discrepancies or a comparison is not possible, the start can be refused.
- 4.9 It is free to start in more classes. It is not allowed to start in two classes one the same day. **(Youth 85, MX2 Youth, MX2, Open, Ladies and sidecars)**.
- 4.10 Every driver is obliged to inform himself about and observe the driver guidelines (IMBA regulations).
- 4.11 It is a recommendation to the participants for trips abroad to take out an additional travel health insurance (possibly ambulance / repatriation, etc.), because not all countries (Switzerland) these costs will be accepted by the National Health Service (the insurance is for example to get by your Bank, or health insurance Valid for 1 year, for up to 45 days travel time, cost € 11.50 for the shipments, or € 14.29 with crash -resistance).
- 4.12 During E.C.- races drivers are obligated to wear their national shirts in the following **main** colours:

Country	Tricot
Belgium	Black / yellow / red
Czech Republic	red/white/blue
Denmark	red/white
Germany	colours of national flag on a white Shirt
Great-Britain	red/white/blue
France	blue/white/red
Holland	Orange
Switzerland	red with white cross
Italy	blue/white
Russia	Red blue white

- 4.13 Each association must place on his national-shirts the IMBA logo; right or left side of the chest. From each approved jersey will be made a photo of the front and backside, is included as an appendix to the Rules.
- 4.14 Advertising on shirts only permitted if the approval by the IMBA Board is given to the federation. There are special rules. **(See Art. 16)**.
- 4.15 If before the start the advertising does not comply with the rules, a driver **can** excluded from the race. If it detected after the start the driver **can be** disqualified by the international Jury.
- 4.16 Shirts of all countries must be equipped with back-numbers, with are colour against the primary colour. The numbers has to be at least 20 cm, the width proportional 10 cm and the width 2,5 cm. **(so-called Outline number are not allowed)**.
- 4.17 Drivers who do not comply with the request to wear shirt numbers will not be included in the classification.
- 4.18 The nation shirt has to be worn over the body-protector.
- 4.19 The **reigning** European Champion wears during the driver's presentation the IMBA championship shirt. This will be distributed by IMBA with the inscription IMBA – CHAMPION, class and year. If he not wears the shirt, will void the additional expense allowance of **35 Euro** for the solo champion and **50 Euro** for the sidecar champion.
It is also allowed, when he also is the EM- leader, to wear his Championship shirt in the first run.

If he would like to ride with the Champion-Shirt and Sponsoring on this, he can make this by own cost, with the same rules for the National – Shirts. (The rainbow shirt must be to see and the Sponsoring must be placed behind)

- 4.20 The leader in the intermediate standings in the European Championship wears the yellow shirt during the driver's presentation **and during the three runs**, if it is not the reigning champion of last year.

The Yellow Shirt from IMBA will be without Sponsoring.

If he would like to ride with the Yellow-Shirt and Sponsoring on this, he can make Shirts by own cost, with the same rules for the National – Shirts. (no sponsoring on the arms on the yellow shirt)

- 4.21 These yellow shirts from IMBA are awarded by the representative IMBA official and reclaimed after the races. **(or given to the leaders of the championship or this team leader to bring it to the next race).**

Wilfully damaged (cut) yellow shirts have to be compensated by the driver. He has to pay € 50,- to IMBA as compensation, this money is, if possible, immediately after the race deducted from the prize money.

- 4.22 Each member country will use the following numbering:

Holland	1 to 9	100 – 109
Great-Britain	10 to 19	110 – 119
Germany	20 to 29	120 – 129
Belgium	30 to 39	130 – 139
Switzerland	40 to 49	140 – 149
France	50 to 59	150 – 159
Denmark	60 to 69	160 – 169
Czech Republic	70 to 79	170 – 179
Russia	80 to 89	180 – 189
Italy	90 to 99	190 – 199
Not at IMBA connected Countries received numbers		200 >

- Colour of the plates has to be yellow; colour of the numbers has to be black.
- Advertising on number plates only permitted if the starting-number in the measurements is clearly shown.
- Advertising are only allowed above the numbers, maximum size 30 mm. There is no advertising allowed at the sites or under the number on the plate.
- The starting numbers have to be at least **150 mm** height and **75 mm** length and the number figure **25 mm**. around the numbers there has to be a free space in yellow colour of at least **15 mm**.
- For the Quads, they need an extra plate hanged behind and under the seat of the machine, what you can read from the jury bus
- There are no numbers allowed with shadows or design or outline numbers.

5. REGISTRATION / INCRPTION

- 5.1 **The federations shall register as soon as possible.**

- **By the Monday before the next race at the latest, the drivers/co-drivers should be registered on the website.**
- **Changes are to be reported at any time and directly!**
- **If there are still places available before the day of the event, riders can be added at any time.**
-

- 5.2 Should associations sent their definitive list of participants too late (Monday before the event) it is possible a driver (who in the points at worst lying driver) from that team has to leaf his

starting place on the promised driver/participant from the **“Not” at IMBA connected country.**

- 5.3 A driver who takes part in a European Championship race is obliged to register at the designated place on the day of the event by 8.30 at the latest, or to register via the team leader.
- 5.4 The organizer can create the possibility to register also on Saturdays 7.00 pm - 7.30 pm. The national license and the entry form / **departure certificate** must be submitted.
- 5.5 Without the license **and Entry form / departure certificate** no start authorization is given.
- 5.6 **If drivers do not have transponders and have to borrow them from the organizer, the association should have this driver entered in the list of participants on the IMBA website by Friday at the latest. Or to report to the organizer's race office the day before (Friday or Saturday) and receive the transponder..**

6. THE COMPETITION

- 6.1 The driver's presentation is first of all free to any organizer as he wants to carry out, as usual or in another form.
- 6.2 Participation should be compulsory for all participants due to respect for the organizer.
- 6.3 Drivers, team leaders and IMBA managers receive a lasting reminder from the organizer.
- 6.4 The expense reimbursement scheme, drawn up in euros, is fixed annually at the Congress and is valid for the entire season and is also valid for countries that do not have the euro as their currency.
- 6.5 **Flags - their significance:**

green flag	signal to start motor
yellow flag	danger/caution, reduce speed, overtaking forbidden TRY TO avoid to jump/spring if it possible
red flag	stop (only start-marshall) Race director
blue flag	Not used at IMBA runs
yellow flag with 1 of X	signal for last lap
black/white chequered flag	start and finish flag
blue and red flags	exit to paddock
black board or flag with riders number	rider with this number must leave the track

When a driver shows flags/black board (with number) during the practice or race, the int. Jury will decide according to the points **Art.14.7 b until. 14.7 j** of this regulation.

The question if the flag was ignored or not, it is always the point of view of the marshal and/or the official decisive.

6.6 The machine

can be checked by:

1	Loose spokes, wheels, bolts or nuts
2	Play in fork and/or or ball head
3	Operation of front- and back brakes
4	Round knobs on brake and clutch handle
5	Number plates and numbers confirm to the rules
6	Good-working tip-up foot-rests
7	Sharp protrusions
8	All sidecar grips mounted inside of chair
9	Covering discs for cast-spoke wheels and sidecar chair wheel
10	Check tyres for unwarranted types, as paddle and spikes
11	It is desired that all motorcycles (side cars it is duty) are equipped with a contact interrupter. To participate in the events UFOLEP this contact interrupter is duty.

6.7 Sidecar dimensions: width minimum 85 cm but not wider than 115 cm. Measurement to be taken from middle of the back wheel to middle of chair wheel. Clearance between ground and chair minimum 17 cm

6.8 **Noise**

6.9 Is measured according to the country-specific and prescribed guidelines of the host country.

6.10 Drivers whose bikes exceed measurement (**94 t / m 96) dB (A)** minimum 3 times in the race are reported by the officials performing the measurement to the internal jury (at each team leader meeting after each run). The responsible team leader has to inform his driver to correct the maladministration.

6.11 If no action is taken after the request, the person responsible for the measurement may re-submit the volume transference to the international jury for the purpose of disqualification of the driver concerned (Art.14.7)

6.12 **Classification of cubic capacity:**

1	MX 2 2 Stroke MX 2 4 Stroke	Two stroke 95 cc to 250 cc, four stroke up to 250 cc
2	Open Class	Two stroke 125 to 500 cc, four stroke up to 750 cc
3	Sidecars	350 to 1.000 cc
4	Quads	200 to 1000cc max 2 cylinders
5	Ladies	Two-stroke 85 to 500 cc, Four-stroke up to 750 cc

It is not allowed to have a tolerance, for example 125 cc = max. 125 cc. Cubic capacity according to following formula: $0,785 \times \text{bore} \times \text{bore} \times \text{stroke}$. Bore and stroke in millimetres within 100th.

6.13 **Tolerance control procedure:**

- a. A written complaint must be done with the Jury, together with a deposit of **250 Euro** for a solo bike and **400 Euro** for a sidecar. Complaining is only possible by a driver competing in the same class.
- b. If Jury decides that the engine has to be opened while there is still a heat to go, she will have to control the servicing and to seal the cylinder. It is not allowed to change the cylinder. It is allowed to change an entire engine. The original engine immediately must be placed to the disposal of the Jury.
- c. The bike will be put at the clerk of the courses disposal immediately after the end of the final heat. He can decide where, in a reasonable way, the control is going to happen. He has to be present in person. The jury has the right to be present. If a control is refused, the complaint will be considered as well-grounded.
- d. The opening of the engine will happen by the accused or an expert approved by all parties involved.

6.14 **Electric motorbikes**

- a. **All electric motorbikes are permitted.**
- b. **Condition of the vehicles:**
Motorbikes must be in race condition and will be inspected by a race official at scrutineering.
- c. **Motors:**
All types of electric engines are permitted.
- d. **Technical details**
Voltage
The maximum voltage in the standard class is limited to 59 volts, checked at the scrutineering.
- e. **Control units**
Control units up to max. 450 A are permitted.
- f. **Output**

Max. Output Current 80% for the 400 A control unit. The more powerful control unit must be reduced accordingly in percentage (example: 400 A control unit at 80% = 320 A with = 320 A for 450 A control units at 71% = 319.5 A).

- g. Engine cooling systems**
Any optimised engine cooling systems are permitted and recommended.
- h. Not permitted**
Adjustable brush plates/holders are not permitted and must not be fitted to the motorcycle, even in the standard class. be fitted to the motorbike, even in the standard class.
- i. Category**
The category MX2, Open and Ladies may be ridden with anything that is suitable for racing and, to the best of the rider's and which, to the best of our knowledge and belief, is not dangerous. Roughly dangerous motorbikes that do not comply with the minimum safety standards can and will be excluded from the race. Excluded from the race. The motorbike must comply with the normal safety comply with. Frame, brakes, handlebars, chassis, tyres
- j. For the youth classes at IMBA this applies adequately the machines and persons in the youth must fit in size and age to the respective class. (Wheel sizes etc.) (Age classification of the children)**
- k. At separate youth weekends there may also be one or more e-bike classes.**

6.15 Clothing:

1	Helmets of an approved type and good-fitting with an mouth saver
2	Good-fitting and closed clothing
3	Long sleeve shirt
4	Approved mx boots and gloves
5	It is obliged to drive whit body protector. A body protector must be of good material, the main attentions are to protect the chest, the backside and the shoulders. The IMBA representative is authorized to check during the pre-start if every driver carries a protector. In case of violation, gem. Art.50.1, exclusion from the start.
6	In The Netherlands, Belgium and is Using goggles with tear- off not allowed. Rollof is ok.
7	Helmet cameras are banned if the helmet manufacturer warranty conditions forbid it.

7. PRACTICE

- 7.1 The organizer must include practice periods **2 times 15 Minutes** in the program.
 - a. Time for first practice **09.30 hour** the second practice/qualification at **11.00** hour s.
 - b. The Participation on the both practice periods is for all riders obligate.
 - c. The second Practice/qualification will begin at the first over drive on the contact

7.2 Without time perception:

- a. The drivers set themselves up for the training (after the machine is controlled) at the pre-start numbers. Who come first, at No. 1, the second at the 2nd the 3rd at the 3rd etc.**

7.3 With electronic time perception:

- a. The drivers set themselves up for the training (after the machine is controlled) at the pre-start numbers. Who come first, at No. 1, the second at the 2nd the 3rd at the 3rd etc.
- b. Follow the instructions of the officials is obligate. If this is not done, the jury can pronounce a penalty according to (Art. 14.7.j)**

- c. The second practice period is a time practice by which will be the fastest time of every driver / side car team for the starting grid of all the three runs.
- d. Is clearly established that a driver / side car team has not participated in both practices, he / they may in the starting line up, for all 3 runs, only as last on the starting gate.
- e. If a participant has not taken part on both training sessions he must ask permission for a practice lap otherwise he cannot participate.(also he must as the last to the starting gate),
- f. If several drivers / side car teams have not participated in the first practice, they are placed in the position, after the ranking in the qualification, after all drivers who have participated in the practice. (in all 3 runs).
- g. If several drivers didn't take part in the qualification and/ or no time have put down, they need to pull numbers for the start places behind the placed drivers.
- h. The riders are obliged to have their motorcycles (including any second motorcycles) inspected before the first training session. This is done in the closed park.
- i. A second machine (2 or 4 stroke) can be tried out during training. The machine where the best practice time has been driven must also be used at the first run. (Do not practice with 4-stroke, and then change to 2-stroke for the race). If the Machine is broken and must be changed to the other machine, so the practice time will be deleted what was driven whit the other machine, and the driver is the last to the start.

8. THE STARTING GRID

- 8.1 The **machines of the drivers** are expected in the paddock 5 minutes before the start.
- 8.2 If the come too late, he have to wait until the starting grid has been set up, only then can he drive to the starting bar.
- 8.3 If a rider for any reason cannot participate, the team leader must report this to the race director / time keeping.
- 8.4 According the list of time practice for all three runs.
- 8.5 **Starting grid without elect. Timing: (without timed practice list)**
 - a. **If no championship runs have taken place yet.**
 - **For the first heat of the first race of the year, all drivers must draw lots!**
 - **Line-up for the following heats on the day of the event will be according to the ranking of the previous heats.**
 - b. **If championship races have already taken place:**
 - **Line-up according to the standings of the current running championship.**
 - **The line-up for the following runs on the day of the event will be based on the ranking of the previous runs.**

8.6 One helper may assist a rider in the closed park

8.7 Drivers, passengers, helpers or anybody else are not allowed to work on, or change the surface of the track in front or behind the starting gate.

Is tolerated: The driver may, if he is approached at the start gate, prepare his starting place, as long as he does not give out of hand his motorcycle, he may not disturb other drivers, and also it is forbidden to distribute stones or similar material in the grid of other competitors.

Further it is tolerated, if the helper puts down a starting aid (step for the feet) at the driver / motorbike, but must then leave the starting place.

9. THE START

- 9.1 **Start Round;** if it should at the start (race start) directly via the loop, (Time keeping) going, or have been driven no full round at the first crossing of the loop, so this crossing / round than 0. The noting starts the 2nd crossing the finish line after a full round. **The 0 round is displayed in the list.** (see to the AMB/Maylaps system).
- 9.2 The loop sensor must not be buried directly after a jump. With more than 60 cm height difference, it is maybe no contact is possible.
- 9.3 A driver who causes a faulty start will be the **last to go to the start gates or to the second start row.**
- 9.4 **Starting procedure:**

- a. After presenting the green flag (stop-watch is started) it is allowed to start the engine. All assistants must leave the box.
- b. At least 5 minutes after the sign that engines could be started, drivers are going to the start area. If, during this period, a bike is failing, the rider can use the remaining time, until the 5 minutes are over, to repair his bike or take his spare motorcycle (when it is controlled and provided with the valid numbers), and taking his starting place. This means, that when a driver is in trouble, the line-up is stopped from his position till the remaining time has gone. If the time is expired, next driver is free to choose a starting place.
- c. If a driver has choose a starting place has been chosen, it may not be changed with another driver. (In case of changing the starting place **both drivers are disqualified**)
- d. **If someone voluntarily wants to place in the second row at the starting area, it is only allowed, if the place before it is occupied by a driver.**
- e. **Start-up procedure:** the board/clock = **15** seconds is held high, after the 15 seconds the **5** seconds board/clock is shown, when this 5 seconds are gone, the starting system falls within the next **0 until 5** seconds.
- f. The starting signal will be the fall of the starting fence or starting flag.

9.5 The Run

- b. If an emergency occurs and less than **10 Minutes (= 9.59 Min.)** of the run time has passed, a restart will follow.
- c. If more than **10 Minutes** of the run time has passed, the result will be calculated from the last full round.
- d. The race director decides if a race can be stopped before the scheduled time.
- e. To make possible an eventual repair, there will be 15 minutes between the end of the race and the restart.
- f. If a race has to be stopped because of accidents of one or more drivers, these drivers (if their state of health is ok) have to start from the last position if the race is redone. In the following runs they can start at their particular position.
- g. Each event will consist of 3 heats, of 18 minutes + 1 lap. (Youth has special Times)
- h. Duration of time **between the starts** of each run must be minimum 1.45 hour.
- i. Maximum time for drivers to finish on the finish line is 5 minutes after the winner have seen the finish flag.
- j. It is advisable, if possible, immediately before an E.C. run, no race of a national side car class has to take place.
- k. A rider chooses his own fuel unless there are national restrictions.
Attention: A defective machine can be withdrawn from participation, even during a race.
- l. If that is happening by black flag (technical defect), then the driver is not been disqualified. He stays into the result as in the round before the black flag.
- m. Riders may not change their bike or sidecar-passenger during the runs. Between the runs this is possible, only with permission of the representative of the organizing land and if the motor has passed the technical control.
- n. **It is forbidden to do a start exercise during the introductory session. If this is done, a punishment according to (Art 14.7 j) follows**
- o. If a rider does not take part on the sightseeing lap or during this lap gets problems (e.g. crash or technical defect) the rider loses his place on the grid and must join at the back.

10. EUROPEAN CHAMPIONSHIP

10.1 The IMBA European Championship will be run in **minimum 1 and maximum 7 events**

10.2 Each country participates with the following teams:

Solo's:

MX 2 Class: minimum 4, maximum 7 riders (the organising country 7 riders).

Open Class: minimum 4, maximum 7 riders (the organising country 7 riders).

Ladies class: every country is allowed to send 4 up to 8 competitors.

All countries are allowed to complete the IMBA class up to 40, on monday before the race-weekend, if the number of 40 is not attained.

Side car class: minimum 4, maximum 7 (organising country 8) teams. If 6 teams are starting from each country, there were 35 teams.

All countries are allowed to complete the IMBA class side cars up to 35 teams maximum on monday before the race-weekend, if the number of 35 is not attained.

- 10.3 For France maximal 30 Side car teams allowed, (insurance)
- 10.4 Each country may participate with 5 riders / 5 teams **without further request.**
Is this the case, the organizing association is allowed to form a team of 7 drivers/ **8 Teams.**
- 10.5 Associations, who want to send a **6 / 7th or more solo-driver or a 6th or 7th or more side-car team, have to announce that monday before the race-weekend, on the website (registration).** If that does not happen, the secretary counts with **5 Solo drivers and 4 side car Teams.**
- 10.6 The maximum number of competitors in an IMBA-race restricted to 50.
- 10.7 **Are there not at least 40 total participants on Tuesday (is 15.00h) prior to the event, the organizing association can fill the number of starters up to 40.**
- 10.8 This is determined / defined on the Tuesday before the event by the IMBA secretary. Are after this date drivers of IMBA affiliated countries mentioned, they can only participate if the highest number of starters for the organizing country (see art. **10.9**) Is not exceeded
- 10.9 If any country has national limits (insurance), so these numbers count. For example: **AMCA 40, CAM 40, DAM +/- 45, MON +/- 52, CSEN 40, SAM +/- 50, UFOLEP 40-45 je nach Strecke , DMCU 40-50, VMCF 45.**
- 10.10 In Italy and Great-Britain only **40** Solo participants can start.
- 10.11 Associations who send the full number of drivers (at least 4), 5, 6 or 7 to all other events, automatically they are allowed to send 5 drivers to France, Italy and England if they announced them.
- 10.12 Associations, who send a limited number of drivers (3 or less) to all the other events, are only allowed to send a maximum of 3 drivers to France, Italy and England.
- 10.13 Monday before the event the IMBA secretary can see if there are any free starting positions, and if there are, the secretary can offer it to the countries, who want to come with a 6th driver, then to the ones, who want to come with a 5th driver and so on.
- 10.14 Associations, who did not announce their drivers on Monday before the race, or drivers who are showing up without being announced, have to bargain for not starting, if there are no free starting positions left. **(see Art.5.6 and 5.7).**
- 10.15 Tuesday before the event the organising Associations receives the list of starting drivers from the IMBA secretary.

10.16 Points awards are as follow:

1. 60 points	11. 33 points	21. 20 points	31. 10 points
2. 54 points	12. 31 points	22. 19 points	32. 9 points
3. 50 points	13. 29 points	23. 18 points	33. 8 points
4. 47 points	14. 27 points	24. 17 points	34. 7 points
5. 45 points	15. 26 points	25. 16 points	35. 6 points
6. 43 points	16. 25 points	26. 15 points	36. 5 points
7. 41 points	17. 24 points	27. 14 points	37. 4 points
8. 39 points	18. 23 points	28. 13 points	38. 3 points
9. 37 points	19. 22 points	29. 12 points	39. 2 points
10. 35 points	20. 21 points	30. 11 points	40. 1 point

- 10.17 Points are given per run.
- 10.18 To score points a driver has to complete **3 rounds** of the completed laps of the winner.
- 10.19 It is not necessary that a driver, who stops, passes the finish flag. Classification is based on the amount of completed laps.
- 10.20 Should a driver for one or more runs on the race day has to be been disqualified, than the other drivers are climb up in the day-result (see also the champion result) on the possible place.

- 10.21 The winner of the event is the driver who gained the most points. If driver end with equal points the best result in the last run is decisive.
- 10.22 The first 3 of the daily classification will receive a trophy at the latest 1 hour after the last run of the event.
- 10.23 At the end of all contests the driver who gained most points is European Champion.
- 10.24 Race for which a driver has been disqualified, do not count.
- 10.25 If end results shows equal points, the number of 1st places in the runs are decisive. If still equal then the number of 2nd places and so on.
- 10.26 If the points are still equal, then the last driven run of the season is decisive.
- 10.27 After the last event, the first three in the final result will be honoured.
- 10.28 If a driver is taken out of the championship (afterwards disqualified), then the points are not backwards adjudged. The championship valuation stays like it was before the taking out (out the result) from the disqualified driver.
- 10.29 The first 3 from the E.C championship each will come forward in the national country shirt at the honouring of the champion, followed by the champion(s) who will be honoured in the IMBA champion shirt.
- 10.30 If at the award-ceremony (championship finals), the country's shirt from the 1st, 2nd or 3rd is not worn, the IMBA-delegate may refuse to give out the trophies.
- 10.31 In order to get into the 2 stroke classification (only the ladies class) at least 80% of the races must have been run with a 2nd stroke machine.
- 10.32 Payment to riders MX2, Open-Class, Side car and Ladies immediately after the last meeting of int. jury.
- 10.33 If a driver stays away from the start, he will not receive an expense allowance for the respective run

11. BEHAVIOUR DRIVER / HELPER / SUPPORTER

- 11.1 Helpers and supporters may not stay in the starting zone.
- 11.2 Only helper / mechanics, team leader, officials who carry a warning vest/ Stamp/Band (given by the organizer in the morning at the team leader meeting, collecting at the end of the Day during the money output) should be in the helper / display zone. Other persons (especially children) have no access. The organizer is responsible for ensuring that the rules are complied with.
- 11.3 **The organization decides if it is allowed to drive in the paddock.**
Also for mopeds, mini bikes and similar things.
- 11.4 Riding the track in opposite direction results in disqualification. If a machine is defect, it must be promptly remove from the track.
- 11.5 When some rider, mechanic, fan ect. does not follow the above rule, follows punishment **(Art.14.7)**

12. TRANSGRESSIONS / INFRINGEMENTS

- 12.1 Unsportsmanlike conduct or wilful obstruction or transition to slight handfight among the drivers on the track (hold/drag on clothing or body parts when racing) can be both punished with a warning until to a disqualification for the run in question. The int. Jury decides for the amount of punishment, **(Art 14.7 a or g)**
- 12.2 Transition to further violence/hit out, also after finishing the run (also when nobody get injured), which also cause that the social status of the organizer/organising association / or IMBA is harmed, leads to a suspension of one or more races.
- 12.3 A rider can be hold responsible for the behaviour of his supporters. **Punishment according to (Art 14.7 a-j depending on cause and effect)**
- 12.4 Is supporters are seen on a forbidden place, the start number of the rider will be mentioned to the jury. The rider shall receive a warning for the next race. If this rule is disobeyed once more, and the report is found correct, the jury can decide to give the rider a penalty. The scored points can be subtracted. **(Art.14.7 g.)**
- 12.5 Riders must also respect the regulations of the organising country if not contradictory to IMBA-regulations. If that is the case, then the guest country has to give a copy to all the team leaders before the race (in English).
- 12.6 **Environment Infringements:**

- It is forbidden to waste oil, petrol or other harmful materials into the ground,
- to clean motor bikes with high pressure cleaners and with chemical, **Unless, the organizing association offers it in a special facility (washing place).**
- to dig holes in the ground for placement of caravans or busses or,
- draining sewage into the ground
- Every Driver must take his waste with home, or if it is possible to put it in a waste container.

Punishment according to Art. 14.7 d

13. PROTESTS

- 13.1 Protests should oral be registered in to the representative of the organising association (sport leader) in the international jury, at least in 15 minutes after the race, or after hanging out of the results at the jury bus.
- 13.2 **The Organizing Association will hand over the IMBA protest form, which must** then have been submitted in writing, no later than 1 hour after the run in question. It must be signed by the participant or the team leader.
- 13.3 **A protest fee of 70,00 Euro** is to be paid in cash to the IMBA responsible. The international jury will then decide in the hearing what will happen to the money. Depending on the outcome of the hearing and decision, full refund, partial refund, or no refund.
- 13.4 **A protest about an exceeded cubic capacity** has to be made by the rider himself. **(see art.6.22)**
- 13.5 **Movie - video material** which is to be given during a protest as evidence must also be submitted along with the protest form within this hour.
- 13.6 Later incoming material is no longer recognized, possibly due to manipulation.

14. PENALTY / SANCTIONS

- 14.1 The following sanctions can only by a decision/voting by the International Jury on the spot to be pronounced, if what has happened is clear. (More than half of the team leaders must be present for this decision to be taken.)
- 14.2 For investigation and hearing the complainant and accused, possible any witnesses, the International Jury have 60 minutes available.
- 14.3 The IMBA representative has no voice in the decision only an advisory role.
- 14.4 Can be expected, a solution on the spot is not possible, the case shall be submitted to the disciplinary committee of IMBA. This committee shall decide as soon as possible about the case instead of the International Jury.
- 14.5 The disciplinary committee is convened by the IMBA secretary. There can also be contacted and decide by e-mail account.
- 14.6 The disciplinary committee consists:**
- Two independent team leaders from the same class.
 - The IMBA sports president.
 - The IMBA secretary.

14.7 Penalties / Punishments

- a. Official warning. (equivalent to yellow card) The "yellow" card is noted in each of the championship lists and in several warnings (maximum 2), a disqualification follows or a lock by the IMBA Board;
- b. Resetting of 5 place in the result of the race if there was **no risk** for other drivers, persons;
- c. Disqualification in the result of the race if there was **risk** for other drivers, person(s);
- d. Suspended suspension.
- e. Effective suspension.
- f. Interdiction to the start.
- g. Disqualification of a run, event or championship ranking.
- h. Suspension for a limited or unlimited period.
- i. Withholding of the expense money.
- j. Resetting to the last place in the subsequent run or at the next event.

In case of several drivers, it will be proceeded according to the order of the grid.

- 14.8 A penalty can be given to a driver by the International Jury, or the disciplinary committee or the IMBA Board.
- 14.9 If it is done by the int. jury, the IMBA Board should be informed.
A driver shall be informed in writing of the decision of the Penalty Commission. If the penalty is imposed on the spot, the driver will not be notified in writing. The penalty imposed must be communicated to the driver by his team leader.
For imposed penalties will be one probation time set:
(14.7c – 14.7 e = 3 months), (14.7 f – 14.7 g = 6 months), (14.7 h – 14.7 j = 1 Year).
- 14.10 Pronounced punishments by the international jury or sport Commission, of whatever kind, are valid only when events under the IMBA rules.
- 14.11 A driver (complainant and the accused) can only take up a writing vocation against a protest decision to the IMBA-committee, until maximum of three days after that the decision of the int. Jury or IMBA was spoken out, or written. (Complaint/protests and decision of the jury must have been made done in advance at the event).
- 14.12 The protest must be decided on the day of the race by the international jury.
If the driver will do an vocation, then he have first a security deposit of € 150 to transfer to IMBA (by bank).
- 14.13 If the vocation is accepted and the decision of the sport Commission or IMBA Board is in favour of the accused pronounced, the security deposit is paid back.
- 14.14 If the vocation is decided to the disadvantage of the accused, the sports-commission will determine how much of the deposit will be paid back.
- 14.15 The vocation is treated as the money is in possession of IMBA and the committee will try to deal with it within 14 days.
- 14.16 A vocation is getting/can be/is discussed on a place determined by IMBA.
- 14.17 The driver, who made the vocation, has the right to be present.
- 14.18 If a quicker treatment is required (race schedule), IMBA can discuss and decide the case by alternative ways of communication. The driver, who made the vocation, will be informed by e-mail.
- 14.19 Should be further information and explaining be necessary, so the sport commission or IMBA Board shall give the concerned given the possibility to bring it in the case.
- 14.20 After handling and decision of the vocation by the sport commission or IMBA Board the decision is binding, it is no more possible to get to a next instance.
- 14.21 In extreme case may only the IMBA Board the vocation give to the following congress for final decision making be submitted.

15. FINAL CONDITIONS

- 15.1 Participating riders in IMBA-contests must be familiar with these regulations. They agree not to involve other courts out of IMBA and agree to accept IMBA decisions.
- 15.2 When a driver leaves his national association he automatically loses all rights also on I
- 15.3 The IMBA regulations and the supplementary Youth-regulations are in force during the organisation of International Youth events.
- 15.4 The national rules / sport leader of the organizing association decides on all matters, not contained in these regulations, in consultation with the IMBA-delegate if present.
- 15.5 Advertising is allowed on the shirts and jackets of the **drivers / team leaders on events** for the European Championship, according to the following sponsorship rules:

16. SPONSORSHIP RULES

- 16.1 Every shirt must show the colour conform the IMBA sport rules of the nation, the flag of the country, the IMBA Logo, Minimum 10 x 10 cm, the logo of the association and maybe the name of the rider. The start number must be good readable, see also art.10 of the IMBA sport rules.

- 16.2 Redesigned country-shirts are presented to the IMBA Board for review and consent by photo or design. Drivers with a shirt, which has not been reviewed and approved by the IMBA Board, may be **locked out** from the Start, or disqualified.
- 16.3 Only the Yellow shirt, the arms are not free for Sponsoring.
- 16.4 If a jacket is worn during presentation, it may show 3 logos: left chest, right upper arm, left upper arm or collar.
- 16.5 **Country t-shirt and sponsorship:**
Every driver of a class must have the same basic pattern (country colours, name of the country, the name of the Association, race number, logo of the association, logo of IMBA, if applicable, the driver's name).
- 16.6 **Sponsoring organization:** If there are sponsors for the Association, the sponsor logo of the association sponsor for the entire team needs to look the same and are placed at the same location.
- 16.7 The association are fully responsible for carrying out the advertising regulations.
- 16.8 The publicity is checked by the team leaders. If any mistake is found, this will be reported to the int. jury. The report must be signed by two team leaders.
- 16.9 The IMBA Champion will be given two rainbow shirt same as in the past. This is then to be worn in the driver presentation..
- 16.10 By in case of any contravention the right for **expenses compensation and EC-points is lost.**
- 16.11 If the driver / side car team then wants to take part in the races with such a T-shirt and a sponsor, he / she can do so. Creation and purchase of the shirt at your own expense. Size of the logos see under Pkt.1 as with the Country-Shirts
- 16.12 A sample of the shirts is to be submitted to the IMBA board before the printing purposes.

17. **IMBA Veterans:**

- 17.1 The IMBA Veterans class is a separate class for riders over 40 years of age who are racing their own European Championship. The respective starting field will be divided into different age groups according to the number of participants:
 - a. 40 - 49 years, from the year of birth 1983 - 1972
 - b. 50 - 59 years, from year of birth 1973 - 1962
 - c. 60 - open, from year of birth 1963 or earlier
 The driver is already or will be in that year 40, or 50, or 60 years old.
- 17.2 The participants **do not need to have a license** of a country affiliated to the IMBA.
- 17.3 The participants should wear jerseys in the national colors if possible.
- 17.4 The start numbers will be assigned according to the IMBA regulations!
- 17.5 All participants pay an entry fee of: **(45,- Euro)**
- 17.6 The riders **must not participate or have participated** in the current European Championship of the classes Ladies, MX2, Open, Sidecar.
- 17.7 The participants may probably take part in the IMBA Veterans Championship as well as in the Classic-Old-timer races, **if these races do not take place on the same day.**
- 17.8 **Registration for the respective dates is done via registration form on the IMBA website, or via the IMBA secretariat.**
- 17.9 The registration lists are coordinated with the respective organizer.
- 17.10 The preparation of the championship is in the hands of the IMBA Secretariat,
- 17.11 The respective daily classification will be handled on site by the organizer.
- 17.12 There are cups for the daily evaluation for the places 1 - 3, depending on the number of participants for the respective age group.
- 17.13 For the championship there are also cups for the places 1 - 3 at the last race of the season.
- 17.14 In the annual ranking there will be a cup for the oldest participant in the ranking, as well as a cup for the rider with the oldest motorcycle.
- 17.15 Riding times: initially 3 x 15 minutes + 1 lap will be provided.
- 17.16 In case of discrepancies or problems, a. the IMBA Sporting Regulations (as far as they can be applied) or the decision of the organizer's sport management in coordination with the IMBA representative on site will apply.

18. IMBA Classic-Old-timer:

18.1 The IMBA in cooperation with various country organizers of Classic-Old-timer events and in close cooperation with ECMO (European Classic Motocross Organization) organizes a separate European Championship for the Classic-Old-timer classes.

Pre 65	= Age 66+	Motorcycle: built before 01.01.1965
Pre 65	= Age 72+	Motorcycle: built before 01.01.1965
Pre 72	= Age 60+	Motorcycle: built before 01.01.1972
Pre 74	= Age 30+	Motorcycle: built before 01.01.1974
Pre 74	= Age 50+	Motorcycle: built before 01.01.1974
Pre 78	= Age 55-	Motorcycle: built before 01.01.1978
Pre 78	= Age 55+	Motorcycle: built before 01.01.1978

In which groups and classes the respective age groups start, is determined by the respective organizer in the announcement.

- 18.2 The respective regulations or announcements of the organizers or the ECMO in coordination with the representative of the IMBA on site and if necessary the IMBA sport regulations are valid.
- 18.3 All participants pay an entry fee of: see announcement.
- 18.4 **The registration for the respective dates is done via the registration form of the IMBA as well as that of the organizer.**
- 18.5 The registration lists will be coordinated with the IMBA secretariat in order to avoid the allocation of double starting numbers. (Because of the championship)
- 18.6 The preparation of the championship is in the hands of the IMBA secretariat,
- 18.7 The daily classification will be handled on site by the organizer.
- 18.8 There will be cups for the daily ranking from the organizer.
- 18.9 For the championship there are also cups for the places 1 - 3 at the last race of the season.
- 18.10 In the annual ranking there is a cup for the oldest participant in the ranking, as well as a cup for the rider with the oldest motorcycle.
- 18.11 Driving times: according to the announcement of the organizer.

Heinsberg, January 2023 prepared: in German language, in case of translation errors or other misunderstandings the German version shall prevail. Willi Jütten

Startnumberplate with correct starting number

