

EUROPEAN JUNIOR e-MOTOCROSS SERIES

Rules

01.1 EUROPEAN JUNIOR e-MOTOCROSS SERIES

The **European Junior e-Motocross Series** will happen for the first time in 2021 and is organized by the Pierer Group. The participation is allowed with the electric mini Motocross bikes of the brands KTM, GASGAS and Husqvarna

The Series is open to any rider, who fits into the age limits. The current age limit is defined as followed:

- All riders, who did reach at the 1st of January of the Series year the age of 6 and was not older than 8, is allowed to participate at all events of the Series.
- Each entry has to be verified and accepted by the Pierer Group.
- For each event, a maximum of 40 riders can be accepted
- In case of more than 40 riders want to participate, those who will participate at a higher number of events of the Series will have the preference.

01.1.1 Format of the event

Up to 40 riders.	Duration	Max number of riders
One or more qualifying group dependent on the number of riders present		
1 X Free practice/Timed practice	5+5 minutes	
2 X Races	7minutes + 1lap	40 riders

01.1.2 Series Criteria

All organised events counting towards the corresponding European series will be taken into consideration. However, the first event held during the MXoN in Mantova will be held as a demonstration event, the results of the sessions will not count for the overall Series.

The winner of the European Junior e-motocross Series is the rider who has obtained the most points from all the Races of the European Junior e-motocross Series, irrespective of the number of races he has completed.

In cases of ties, the number of better placings will be taken into account.

If a tie still exists, the points scored in the last race of the Series will determine the order of placing in the final standings. If necessary, the points scored in the last but one race of the Series will determine the order of placing in the final standings, and so on...

For the time being, there is no Manufacturers of the Series.

In the case where a rider participates on motorcycles from different Manufacturers, it is the make of the motorcycle with which he has obtained the most points that will appear next to his name in the final standings, without, however, modifying the calculation for the Manufacturers' European Junior e-motocross Series (if there is one).

Entry procedure:

Registration is done online.

New riders should register online at <https://results.mxgp.com/riderloginrequests.aspx>
The rider should receive a reply within 48 hours.

Riders who have already registered in the past can start the entry process directly at <https://results.mxgp.com/entry/entryform1.aspx>

In the case of a rider forgetting his password please go to <https://results.mxgp.com/passwordrequest.aspx>

Important: All riders must register their personal email address as this is used for the login. In case of problems please contact the promoter by email at sportoffice@mxgp.com

01.2 Starting Numbers

01.2.1.1 Individual European Junior e-motocross Series.

Every rider participating in an Individual European Junior e-motocross Series will be allocated a permanent starting number for the season by the Pierer Group

01.2.2 Non-Participation in an Event

Riders who enter a European Junior e-motocross Series event and who cannot take part have to inform the Pierer Group about it.

A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the officials of the reasons for his non-participation.

01.2.3 Rider Apparel

It is the responsibility of each rider to select a helmet and apparel which will provide appropriate protection.

The helmet, eye protection and equipment and protective clothing must be in accordance with the FIM Technical rules.

Although the FIM approves materials, it does not endorse or guarantee specific products or manufacturers.

Riders must rely on their own judgment in the selection of helmets and apparel for protection and durability.

The following apparel must be worn by riders in all events:

1. **Helmets**

Helmets must be marked with one of the official international standard marks mentioned in the FIM Technical rules. Long hair must be contained within the helmet

2. **Eye protection**

Eye protection must be worn at the start of each practice, qualification or race.

3. **Equipment and protective clothing**

This equipment includes but is not limited to: boots, trousers, jerseys/protective clothing and chest/back protector.

Gloves and goggles must be worn at the start of each practice, qualification, sighting lap or race. **It is strongly recommended that goggles are worn at all times whilst on track. Change or replacement of goggles and/or gloves is permitted at any time by entering the Pit Lane/Working Area or the "Goggle Lane" in the case of events combined with MXGP/MX2.**

Riders must wear unmodified, commercially available, full upper body protection (back and front) at all times whilst on the track.

Riders must wear commercially available, unmodified shoulder, elbow and knee protection at all times whilst on the track.

4. **Series logos**

The Series logo **must** be displayed on the front number plate.

5. Starting number

The Pierer Group will provide the start numbers for all participating bikes in the correct colours

01.2.4 Riders / Mechanic / Team Clothing

All riders, mechanics and team members must present a clean and neat appearance.

Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.

Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in the waiting zone, signaling and repair zone.

01.2.5 Rider Behaviour and Assistance

Riders must at all times adhere to the provisions of the European Junior e-motocross Series Regulations.

Riders/parents/teams are responsible for the security of their motorcycles and all personal property/equipment whilst in attendance at any European Series event.

Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of the other riders, team members, officials, spectators and other persons involved in the event.

All body jewelry is to be taped over or removed during on-track competition.

Long hair must be contained within the helmet.

Riders must report any underlying medical disorder or injury they may have to the Chief Medical Officer.

At any time during the event, on request of the technical steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.

At all times during the event, a rider will be responsible for keeping his motorcycle in conformity with the rules.

Riders may be held responsible for the actions of their team members.

Riders and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races.

Riders must obey the official flag signals and the boards which convey instructions.

Riders must carry "on-board" cameras on their motorcycles when requested by the Series Promoter.

Riders are responsible for attending all riders' briefings and being aware of all information and instructions issued. Team members are encouraged to attend the riders' briefing.

During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised by the Race Direction/International Jury.

Riders must ride in a responsible manner which does not cause danger to other competitors/participants.

Unsporting, aggressive or reckless behavior from a rider or his team members and/or surroundings towards other competitors, mechanics, team staff and officials or other participants (organisers' and promoters' staff, medical staff, press, public, etc.) on or off the track may be sanctioned by the Race Direction.

Whenever a rider is receiving treatment from the medical staff, team members/family are not allowed to interfere or hinder their proceedings. The non-respect of this rule may be sanctioned.

Riders must always start the free practices and timed qualification practices **from the Pit Lane.**

When the riders are on the track, consultation between them and team members is restricted to the approved signaling and repair zone. Riders who stop along the course to consult with others may hinder the progress of other riders and such action will be considered as unallowed outside assistance.

Unless unavoidable, riders are not allowed to stop on the track or alongside the track during any session. This may be considered as hindering the progress of other riders. The penalty for deliberately stopping, unless authorized by an official, will be the loss of their fastest lap time in the respective session.

Only the following signals are allowed between riders/motorcycles and persons connected with them: data and images from official timekeeping transponders and on-board cameras, pit board messages displayed in approved areas and "body language" communication by the rider. Radio communication with riders is strictly forbidden.

Any outside assistance on the course to the riders is forbidden **unless it is provided by a marshal** carrying out his duty. Any infraction of this rule may be penalised .

Marshals may assist riders by lifting motorcycles and helping them to continue the race.

Riders must use only the marked track.

Course cutting is forbidden. If a rider accidentally or unintentionally leaves the marked track he/she may continue, without accelerating and at a greatly reduced speed and re-enter the track safely at the closest possible point, without gaining an advantage.

The penalty for gaining an advantage or attempting to gain an advantage whilst off course during a practice session will be the loss of the fastest lap in the

respective practice.

The penalty for gaining an advantage or attempting to gain an advantage whilst off course during a RACE will be the loss of the number of positions gained plus one additional position in the final results of the respective race. If no positions were gained, the penalty will be the loss of one position.

Should the Race Director determine that a rider left the course with the intention to gain an advantage, then the rider in question may be disqualified from the respective practice/race. Further penalties may be imposed.

Repairs and signaling must be done inside the pit lane area during the practices and races. Only mechanics, signalers, representatives of the industry and essential officials bearing valid passes are permitted in this area.

No spare/second motorcycle is allowed in the repair/signaling zone/Pit Lane during a race. The penalty for violation of this rule is disqualification from the race in question.

Riders must always enter the pit lane by the pit lane entrance. When a rider "misses" the pit lane entrance, he must continue in the direction of the course for another lap. Entering the pit lane by the pit lane exit may be considered as attempting to gain an advantage by course cutting. The penalty for gaining an advantage is disqualification from the respective practice, qualification or race.

Riders may enter the repair zone to receive assistance or to modify, adjust or replace any part of their safety apparel or motorcycle except the frame, which must be sealed.

No replacement of safety apparel, recharging or mechanical service may be carried out on the course or outside the repair zone or waiting zone.

Riders entering the repair zone must come to a complete stop. Violators will be disqualified from the practice/race in question.

Riders who enter the paddock during a race will not be allowed to rejoin that race.

Riders returning slowly to the signaling and repair zone or paddock should take care to avoid the racing line and interfering with other riders.

Once a rider has taken his position at the starting gate, he cannot change it, return to the waiting zone or receive assistance prior to the start.

Riders who have mechanical problems in the waiting zone, but do not succeed in repairing their motorcycle before the entrance to the start area is closed, must remain in the waiting zone until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the race in question.

Riders having mechanical problems at the starting gate must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic(s) may assist at the

gate. The penalty for violation of this regulation is disqualification from the race in question.

When crossing control lines, the rider/passenger must always be in contact with the motorcycle.

After having crossed the finish line, riders must continue at race speed until they have crossed the “END FINISH ZONE” sign and clear this area as quickly as possible. Slowing down or abruptly stopping in this area is not allowed unless it is ordered by an official.

A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the officials of the reasons for his non-participation.

The riders concerned (top three positions in the overall standings in the event and other participants invited at the discretion of the Series Promoter) must take part in the Prize-Giving Ceremony and the Press Conference. Any infraction of this rule will be penalised by the Race Direction.

01.3 MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

01.3.1 Motorcycles and Classes

Individual are open to motorcycles as defined here:

- a) Junior eMotocross: Electric Sport Minicycle from one of the following models KTM SX-E ; GASGAS MC-E 5; Husqvarna EE 5

01.3.2 Front Number Plate

The motorcycle's front number plate must always display (see diagrams in FIM Technical Rules):

- a) The background colour, in accordance with the Rules.
- b) The number of the rider, in accordance with the hereunder
- c) The Series logo or the promoter's logo, **is compulsory for all solo classes, and the layout of the respective logo must be respected and have a surface of minimum 25 cm² (this is valid for both front number plate and jersey – see page 92)** and must have a minimum clear space of 10 mm between the logo and the number and team publicity;

The background colours and figures vary according to the class. The following colours schemes shall be used:

- **Junior
eMotocross**

White background

Black numbers

In addition to the above, the Series leader can use a red background with white numbers.

The following colours shall be used, following the RAL colour table, i.e.:

- Black 9005
- White 9010
- Blue 5005
- Yellow 1003

The numbers must be clearly legible for the spectators and officials. Reflecting numbers are forbidden.

The following minimum dimensions must be respected on the front number plate:

- Height of the number 140 mm
- Width of the stroke 25 mm
- Space between two numbers 15 mm

01.3.3 Side Number Plates

The motorcycle's side number plates must always display:

- a) The number of the rider, in accordance with the FIM Motocross Technical Rules.

01.3.4 On-Board Cameras

When a motorcycle is equipped with on-board cameras, the weight of the camera and associated equipment will count towards the total minimum weight of the motorcycle.

These cameras and associated equipment are not considered as telemetry.

Riders are only allowed to use on-board/helmet cameras after explicit permission of the Series Promoter.

Requests for use of on-board/helmet cameras must be done at the latest on the Friday morning before the event and the Series Promoter is free to concede the use or not as well as the conditions of use.

01.4 PROCEDURES

01.4.1 Official Signals

Official board signals shall be given by means of a white board measuring 750 mm high by 600 mm wide, with a black block number 10', 4', 15" and 5" on both sides. The numbers shall measure 500 mm in height.

Signal	Meaning
10 minutes before the start (15 minutes in the case of Quads/S/C's)	Reserve riders who are not allowed to start in the Race must leave the waiting zone.
	The entrance from the paddock to the waiting zone for motorcycles is closed.
	The access gate from the waiting zone to the circuit is opened.
	Riders leave for their sighting lap.
4 minutes before the start	The entrance from the circuit to the waiting zone is closed.
	The starting grid is cleared.
	At the whistle signal, everyone except the riders, one mechanic and umbrella holder per rider, the television crew and the essential officials, must leave the waiting zone.
	Riders who have mechanical problems during the sighting lap and/or do not succeed in bringing their motorcycle into the waiting zone in time will be disqualified from the Race in question.
	The riders prepare for the start.
Board, 15 seconds (15") (At the start)	15 seconds until the starting procedure enters its final phase.
Board, 5 seconds (5") (At the start)	The starting gate will drop within the next 5 to 10 seconds.

Official flag signals will be given by means of a flag measuring 750 mm high by 600 mm wide as follows:

Signal	Meaning
Red flag	All riders must stop racing and go to the area indicated by the officials.
(All false starts must be indicated by waving a red flag)	

Black flag and a board with a rider's number on it	Rider in question to stop racing and leave the circuit using the repair and signalling zone or access from the circuit to the paddock.
Yellow flag, held stationary	Danger, ride cautiously.
Yellow flag, waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be seen, therefore jumps should not be attempted. The waved yellow flag is superior to the stationary yellow flag.
Blue flag, waved	Warning, you are about to be lapped. Hold your line.
(The blue flag must be used by supplementary flag marshals, specialised for this flag only)	
Green flag	Course clear for the start of the race.
(The green flag can only be used by an Official during the start procedure)	
Black and white chequered flag	End of the practices, the qualifications, the warm-up, the race.
Medical flag. (White flag with diagonal red cross). A medical flag must be available at each flag marshal post.	Medical staff on the track, proceed with extreme caution. Riders must roll each jump individually with no overtaking until past the area of concern. The medical flag is superior to the stationary and/or waved yellow flags

The penalty for violation of the waved yellow and/or medical flags will be the loss of 10 positions from the practise session or race in question for each violation. Such an action will be considered as a statement of fact to which no protests are possible.

Whenever several flags are displayed in the same area, the superior flag always takes precedence over the other flag(s).

The Pantones for the colours are as follows:

- Black: Pantone Black C
- Blue: Pantone 286C
- Red: Pantone 186C
- Yellow: Pantone Yellow C
- Green: Pantone 348C
- White: Pantone White C

01.5 RUNNING OF THE EVENT

01.5.1 Administrative Control

Riders entered in an event may be required to sign an individual entry form during an administrative control carried out by the Series Promoter.

At the first meeting of the Race Direction, it must be reported to the Race Direction/International Jury whether all the riders present at the event:

01.5.2 Preliminary Technical Verifications

Prior to practice, a technical control must be carried out in accordance with the procedure and the times fixed in the timetable of the event.

The technical verifications must be held on the site of the event.

During these technical verifications, a rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.

During the event and per class, riders are allowed to use only those motorcycles (maximum two), presented at scrutineering.

Riders may change motorcycles at any time, **except during a race and in a combined warm-up/sighting lap session in events combined with MXGP/MX2/MXoN.**

The final choice of motorcycle to be used in a race must be made 10 minutes before the start of the race in question.

For European Series combined with MXGP/MX2/MXoN the final choice of motorcycle must be made before entry into the technical area of the waiting zone/Sky Box. **No change of motorcycle will be permitted after a motorcycle has passed this point.**

At any time during the event:

- 1) On request of the Chief Technical Steward, a rider must present himself and/or their motorcycle(s) and/or equipment to the technical verification;
- 2) A rider will be responsible for keeping his motorcycle and/or equipment in conformity with the rules;
- 3) The Race Direction/International Jury can disqualify a motorcycle, the construction or condition of which is considered to be or may become a source of danger.

01.5.3 Special Medical Examination

At any time during an event, at the request of the International Medical Panel Delegate, a special medical examination may be carried out by an official doctor, or another doctor nominated by the Chief Medical Officer.

Any rider who refuses to submit himself to such special medical examination shall be disqualified from the event.

01.5.4 Filming with On-Board Cameras

Riders may be required by the Series Promoter to carry on-board cameras on their motorcycles.

When a motorcycle is equipped with on-board cameras, the cameras and associated equipment must be carried during the entire event, from the practice sessions until the end of the event.

Cameras and other equipment will be supplied to the designated riders/teams no later than 2 hours before the first practice.

Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.

An on-board/helmet camera (other than one supplied by or authorized by the Series Promoter) is not allowed during the entire event, from the practice sessions until the end of the event.

01.5.5 Practice / Practice Restrictions

Riders and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races

01.5.6 Practice / Free Practice

The official Free Practice sessions of a European Junior e-motocross Series event are part of that event and cannot be considered pre-event practices.

01.5.7 Riders' Briefing/Demonstration of the start gate.

A briefing/demonstration of the start gate will be held between the Race Direction/International Jury and the riders at the starting gate, generally on Saturday.

For events combined with MXGP/MX2/MXoN, the riders' briefing at the starting gate can be replaced by an "electronic" briefing. In that case, all the information will be sent to the riders and officials by e-mail. The riders' briefing will be reduced to a demonstration of the complete start procedure. It is the responsibility of each rider and team to attend the start procedure demonstration, be aware of all information given and follow all instructions issued in the "electronic" briefing.

01.5.8 Waiting Zone Procedure

The following procedure will be used in the waiting zone:

20 minutes before the start:	The entrance to the waiting zone is open.
	Riders may prepare their places behind the starting gate.
10 minutes before the start:	
	The entrance from the paddock to the waiting zone is closed.
	The motorcycles of all the qualified riders must be placed in the waiting zone. The penalty for arriving late at the waiting zone is disqualification from the race in question.

01.5.9 Start Procedure

The following procedure will be used:

4 minutes before the start:	
	At the whistle signal, everyone except the riders, two team members per rider, the television crew and the essential officials must leave the waiting zone.
	The riders prepare for the start.
As of then:	Upon a whistle signal, the entrance to the starting gate is opened and the riders in the waiting zone proceed to the starting gate.
	Once the riders have taken their positions at the starting gate, a green flag will be displayed and all the riders are under the starter's orders.
	Team members remain in the waiting zone until the start has been given.
	Only the riders, the television crew and the essential officials are allowed in the starting area.
15 seconds before the start:	The entrance from the waiting zone to the starting area is closed.
	Riders who have mechanical problems in the waiting zone and do not succeed in repairing their motorcycle before this time, must remain there until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the Race in question.
	Riders having mechanical problems at the starting gate must wait for assistance until the gate has

dropped. Once the gate has dropped, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the race in question.

The Race Director will give the signal to display the "15 seconds" and "5 seconds" signs.

01.5.10 Starting Order

The riders select their gates for the Series races based on the results of the Time Practice.

If, for unforeseen reasons, no qualification results are obtained in one or more classes before the Race, then a ballot will decide the starting order.

01.5.11 Races

The events will be run in two separate races.

The race times are:

MXE = 7 minutes + 1 lap

01.5.12 False Start

In case of a false start, there will be a complete re-start.

A red flag will be displayed to the riders.

The riders will return to the waiting zone and the re-start will take place as soon as possible with the same riders.

Changing of motorcycles will not be allowed after a false start.

A reserve rider who has not been admitted to the initial start cannot be introduced after a false start.

The Race Director, if appointed, may recommend to the Race Direction that the rider(s) deemed to be at fault for the false start, be excluded from taking part in the restart.

01.5.13 Stopping of a Race

Any part of the European Junior e-motocross Series event can be prematurely stopped for urgent and/or safety reasons or other cases of "force majeure". In that case, a red flag will be displayed to the riders:

1. **Before 2 laps have elapsed**

If a Qualifying Race or a Race is stopped before 2 laps have elapsed, there will be a complete restart. Riders will go back to the waiting zone/SkyBox and the restart will take place as soon as possible.

Changing of motorcycles will not be allowed.

If one or more riders are deemed to be at fault for the race being stopped, they may be excluded from taking part in the restart.

No reserve riders will be introduced.

2. **After 2 laps have been completed**

If a Race is stopped after 2 laps and before 51% of the race time (rounded up) has elapsed, there will be a restart from the pit lane. Riders must follow instructions of officials and go directly to the pit lane where they can receive assistance. Changing of motorcycles is not allowed. No reserve riders can take part in this restart.

A restart will take place as soon as possible at the discretion of the Race Director. At all times, a minimum of 5 minutes from the time the race was stopped will be given to make repairs/adjustments.

Only riders who are "on track" (actively taking part in the race or who are involved in a racing incident) at the moment of the stopping of the race will be allowed in the restart. Riders who have returned to the paddock are excluded from taking the restart.

Riders will line up in a staggered formation in the pit lane in their finishing order at the end of the lap preceding the stopping of the race. The TV monitors will display the restart starting order. Riders who are involved in a racing incident at the moment of the stopping of the race will be placed according to their position at the end of the lap preceding the stopping of

that race.

5 minutes before the restart:	The “5 MINUTES” board is displayed to announce the restart in the pit lane.
	All the riders taking the restart must be in the pit lane and will be lined up according to the results displayed on the TV monitors.
	Riders “on track” who did not succeed in bringing their motorcycle to the pit lane by this time will be excluded from the restart.

2 minutes before the restart:	The “2 MINUTES” board is displayed.
	All team staff must leave the pit lane and stand back in their pit box. Any assistance to a rider in the pit lane is prohibited (including the handing over of goggles, gloves or water). The penalty for violation of this regulation is disqualification from the restart in question.
	A rider who is not ready by this time must return to the pit box where he can receive assistance. He will lose his starting position and must take the restart from behind all the other riders. If several riders are concerned, they will take the restart according to their position at the end of the lap preceding the stopping of the race. The penalty for violation of this regulation is disqualification from the restart in question.

1 minute before the restart:	The “1 MINUTE” board is displayed.
	A green flag will be raised and all the riders are under the starter’s orders.
	The riders start their engines.
	A rider who stalls his engine or has any mechanical

	<p>failure by this time must return to the pit box where he can try to restart his engine or receive assistance. He will lose his starting position and must take the restart from behind all the other riders. If several riders are concerned, they will take the restart according to their finishing order at the end of the lap preceding the stopping of the race. The penalty for violation of this regulation is disqualification from the restart in question.</p>
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As of then:	The green flag will be lowered.
	The race is restarted.

The pit lane exit will be reduced in width to allow only one motorcycle to pass through the exit at the time of the procedure.

Riders leave the pit lane onto the track one at a time and continue the race. A rider may not overtake a rider in front of him before the designated starting line. Any rider overtaking another rider before the designated starting line will be disqualified.

Every attempt will be made to run the total of the remaining time of the race in question; time, conditions and weather permitting.

In all cases, the Race Director, or the Clerk of the Course in the case of no Race Director being appointed, may recommend to the Race Direction/International Jury that the rider/s deemed to be at fault for the stopping of the race be excluded from taking part in the restart.

In all cases, if a points scoring Series race is stopped after 51% (rounded up but not including the + 2 laps) of the elapsed race time, full Series points will be awarded. In that case the rider's placing will be as at the end of the lap preceding the stopping of the race.

01.5.14 Results / Procedure

All official outings of the riders on the circuit (see Art. 01.1.3 Format of the event) must be timed, with the results displayed on monitors and communicated to the press.

Timing shall continue until:

- 5 minutes after the end of each practice or timed qualifying session;
- 5 minutes after the arrival of the winner of the race in question.

The winner of a race is the rider who crosses the finish line first.

Races are officially ended at the completion of the lap at which the chequered flag is displayed to the winner.

The riders who follow the winner will then be stopped when crossing the finishing line.

The time at which a motorcycle crosses a control line shall be registered at the moment the foremost part of the motorcycle crosses the line.

When crossing control lines, the rider must always be in contact with the motorcycle.

All the riders participating in the Race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by riders with one less lap, then two laps and so on. Riders must cross the finish line within 5 minutes of the arrival of the winner, i.e. riders have 5 minutes to complete the lap or it will not be counted in their result. The procedure to determine the classification in the results of riders who do not complete the lap within 5 minutes after the arrival of the winner will be according to the number of laps completed, and in the event of a tie, according to their finishing order at the end of the preceding lap.

If the chequered flag is mistakenly displayed later than the official time/distance, the finishing order shall be determined by the running order at the official time/distance.

Under any other circumstances, such as mistaken display of the chequered flag before the official time/distance, the finishing order shall be determined by the running order at the time the chequered flag is displayed.

01.5.15. Results / Procedure

All results must be homologated by the Race Direction.

No protest can be lodged against the result.

01.5.16 Results / Awarding of Points

Points will be awarded to riders in each European Junior e-motocross Series Race according to the following scale:

25	points to the	1 st	10	points to the	11 th
22	points to the	2 nd	9	points to the	12 th
20	points to the	3 rd	8	points to the	13 th
18	points to the	4 th	7	points to the	14 th
16	points to the	5 th	6	points to the	15 th
15	points to the	6 th	5	points to the	16 th
14	points to the	7 th	4	points to the	17 th
13	points to the	8 th	3	points to the	18 th
12	points to the	9 th	2	points to the	19 th
11	points to the	10 th	1	point to the	20 th

01.5.17 Results / Final Standings

In each class, the winner of the European Junior e-motocross Series event is the rider who has obtained the most points; the runner-up will be the rider who has obtained the second best number of points, and so on, irrespective of the number of races they have finished.

If a tie exists, the points scored in the Race 2 will determine the order of placing in the final standings of the event of those riders who scored points.

The overall results will be completed with those riders who have not scored any European Junior e-motocross Series points. They will be ranked by adding their positions of Race 1 and Race 2. Of these riders, the rider who has obtained the smallest overall placing will be placed first behind those riders who have scored points. He will be followed by the 2nd placed non-point scoring rider; and so on.

If a tie exists, the position in the Race 2 will determine the order of placing in the final standings of the event of those riders who did not score any points.

01.5.18 Results / Presentation and Publication

The results must clearly indicate:

- Title of the event;
- Date and venue of the event;
- Class.

The results must always include the following information:

- Position, name and first name of the riders;
- Nationality of the rider;
- Motorcycle of the rider;
- Team of the rider;
- The number of laps and times of all riders;
- The number of classified riders;
- The winner's average speed;
- The name of the rider making the best lap in the race, his time and average speed.

The results of the practice and qualifying sessions and races must be communicated to Race Direction and the press.

01.5.19 Prize-Giving Ceremony

A Prize-Giving Ceremony must be held at each event, conditions and time permitting.

The top three positions in the overall standings in the event must take part in the Prize-Giving Ceremony. Any infraction of this rule will be penalised by Race Direction.

During this Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) must be played.

The national flags of the top three finishers (based on their passport) may be hoisted at the same time.

01.5.20 Protests and Appeals

No protests and appeals against results or the decisions of the Race Direction or other officials are allowed.