

CHAMPIONSHIP REGULATION 2024-2025

SAND RACES



MOTO
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FRANÇAISE

SAND RACES CHAMPIONSHIP REGULATION 2024/2025

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PREAMBLE

For the period from October 2024 to February 2025, known as the « 2024/2025 season », the FFM is offering a Championship consisting of different types of events, namely off-road beach endurance races and beach cross races.

These events are organized in compliance with the FFM Sporting Code, the Technical and Safety Rules and the present FFM regulations. All these regulations are available on the FFM website (www.ffmoto.org). All cases not expressly provided for in the present regulations will be examined by the Sand Races Commission, which will decide on the action to be taken.

Information and results for the French Sand Races Championship (Championnat de France des Sables or CFS for short) will be available on the website: www.courses-sur-sable.fr

This version is a translation of the French regulations. In the event of a dispute, the original French version shall prevail.

ARTICLE 1 - CALENDAR

All clubs affiliated to the FFM are eligible to organize an event in the French Sand Racing Championship. Applications must be submitted before the end of the previous season. The calendar is available at: www.courses-sur-sable.fr

[The Vintage event at the Enduropale du Touquet does not count towards the French Sand Racing Championship.]

ARTICLE 2 – RACES FORMAT

The French Sand Racing Championship is made up of two types of event: beach endurance and beach cross. **It is possible to organize beach endurance races for some categories and beach cross races for others on the same event.**

2.1 – Off-road beach endurance races

Race duration:

- Motorcycles and Quads: between 2 hours 30 and 3 hours
- Juniors: 1 hour 30
- Espoirs: 1 hour
- Vintage: 1 hour

These times may be waived by the National Sand Racing Commission. Only one rider per machine may take part in a round.

2.2 – Beach cross

2.2.1 Motorcycles

The event begins with timed practice to determine grid entry. There are two or three heats, each lasting a minimum of 20 minutes. Heats total duration may not exceed three hours.

The Juniors event comprises three heats of 15 to 20 minutes per heat.

The Espoirs event comprises three heats of 12 to 15 minutes per heat.

2.2.2 Quads

The quad event comprises one to three heats, each lasting a minimum of 20 minutes. The overall duration of these three runs may not exceed two hours and thirty minutes.

ARTICLE 3 – ENTRIES

Events are open to every drivers in possession of a competition licence. Riders holding a « one-event » licence are admitted subject to availability, but cannot be included in the Championship standings.

Entries are made on the website: <http://ffm.engage-sports.com> (also accessible from the Sand Racing website or from organising motorcycle clubs' website).

3.1 – Entries opening date

Slot opening	Entry for	Open for	Closing
Tuesday, July 2 At 10 a.m	For the entire Championship	Motorcycles: for the first 200 riders of the previous Championship ranking, women and juniors moving up to the motorcycles category. Quads: for the first 100 riders of the previous Championship and women. Vintage: for the first 25 riders of the previous Championship	Thursday, July 4 12 a.m
Friday, July 5 At 10 a.m	For the entire Championship	All riders	Maximum entries: 250 motorcycles riders 65 Juniors riders 40 Espoirs riders 45 Vintage riders 120 Quad riders Otherwise entries closes on July 16th
Wednesday, July 17 At 10 a.m	For one event	All riders	Subject to availability

3.2 – Entry fees

The minimum entry fee per event is set at:

- **165 euros** for the motorcycle and quad categories,
- **120 euros** for the Junior category,
- **85 euros** for the Espoir category,
- **110 euros** for Vintage category.

Organising clubs freely fix the entry fees according to these minimum amounts.

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

For drivers entering the entire Championship, entry fee for the first race is cashed on registration. For the following events, entry fee for each race have to be paid 45 days before the event.

3.3 – Cancellation of an event or of a race day

Any withdrawal request, whether the rider has entered the whole Championship or one event, must be made via the registration website: ffm.engage-sports.com.

The following administrative fees will be charged for all withdrawal:

- Up to 9 days before the event: 100 euros for motorbikes, quads and Vintage categories, 75 euros for Juniors and 50 euros for Espoirs,
- Within 8 days of the event: no refund.

Requests for reimbursement must be exclusively sent to organising clubs.

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

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

If a rider holding a yearly number fails to attend at least two races, his number may be withdrawn and allocated to another rider by the Commission.

If in the 30 days preceding the race, the public authorities decide to ban the event, a forfeit of 50 euros is retained by the organizers on the entry fees.

ARTICLE 4 – RACE NUMBERS - BIBS

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

4.1 Races numbers

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

N°	Bibs colors	Allocation rules
1 to 15	Yellow	First 15 riders of the scratch ranking of the previous Championship and registered for the entire Championship
16	Yellow	First junior in the ranking of the previous Championship if he/she upgrades. If he/she doesn't upgrade, this number falls into the next category
17 to 34	Yellow	Notoriety pilots awarded by the Commission
35 to 44	Pink	Reserved for women according to the ranking of the previous Championship
45 and 46	White	Reserved for the Juniors placed second and third in the ranking of the previous Championship, if they upgrade. If they don't, the white bibs are allocated starting from number 45

Following numbers	White	Next race numbers are allocated to the riders registered for the whole year and according to their placement in the ranking of the previous year
Following numbers	White	For riders registered event by event, the numbering is done consecutively by the organising clubs

In motorcycle and quad, any rider who has reached the top ten places in a race of the current championship will be allocated a yellow race number for the remainder of the season.

For Juniors and Espoirs, race numbers are allocated on the basis of their ranking in the previous championship.

4.2 Bibs

The organising clubs are required to provide bibs, excepted for yellow and pink.

Bibs must be worn, except by riders whose numbers are flocked (or attached) to their jerseys, and provided they comply with the size criteria and compulsory markings supplied by the organiser.

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

The winning rider of the previous year's moto/quad scratch Championship must wear a red bib and a red plate at the first event. For the following events, leader of the scratch rankings of the motorcycle, quad, Juniors and Espoirs Championships must wear a red bib and a red plate.

As from the second event of the Championship, for the motorcycle category, the leader of the ranking of the best young rider (under 21) must wear a blue bib and a blue plate.

It is up to the leaders of the scratch rankings for the motos, quads, Juniors and Espoirs championships, as well as the best young rider for the motorcycle category, to supply their own red or blue plates.

Women riders in motorbikes, quads, Juniors and Espoirs categories taking part in the event may, if they wish, ride with pink number and plate. In this case, it is up to them to provide their own, in compliance with the graphic charter.

4.3 Plates

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

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

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

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

A style guide for the plates will be published, for each event, on the Championship dedicated website. Riders must comply with this charter or face sanctions.

ARTICLE 5 – CATEGORIES AND CLASSES OF THE MACHINE

5.1 Motorcycles

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

CFS - JUNIORS		
CATEGORY	AGE	ENGINE CAPACITY
125 2-stroke	from 13 to 19 years old	100 to 125cc 2-stroke
250 4-stroke	from 15 to 19 years old	100 to 250cc 4-stroke

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

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

5.2 Quads

CFS-QUADS		
CATEGORY	AGE	ENGINE CAPACITY
Scratch	from 15 to 17 years old	550cc 2-stroke and 4-stroke maxi
	from 18 years old	Free choice
Women	from 15 to 17 years old	550cc 2-stroke and 4-stroke maxi
	from 18 years old	Free choice
Veterans	from 38 years old	Free choice
Juniors	from 15 to 19 years old	550cc 2-stroke and 4-stroke maxi
Vintage	from 18 years old	Free choice

The Vintage Quad category is open to:

- Mass-produced quads with a manufacture year before 2004
- Small production quads, known as “prototypes”, built with engines dating from before 1998
- Yamaha 350 Banshee quad of all years.

5.3 Vintage

CFS - VINTAGE		
CATEGORY		AGE
V1	Single shock absorber	from 18 years old
V2	Double shock absorber or cantilever	from 18 years old

Eligible machines must date from 1996 (included) and be fitted with a steel frame.

5.4 General provisions

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

For the maximum age limit, riders must not have exceeded the maximum age indicated in each table on the Friday preceding the first round of the Championship.

Examples: For juniors: must not be **20 years old** on the Friday before the first event, etc...

For veterans: to be 38 years old on the Friday before the first race.

For the CFS-Youth category, not to be 21 years old on the Friday before the first race.

ARTICLE 6 – TITLES AND AWARDS

6.1 Titles

Titles are awarded to the winners of the Championship as follows:

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

- For the Veterans category,
 - For the Juniors category,
 - For the Vintage category.
- For Vintage :
- For the Scratch category,
 - For the V2 category,
 - For the Women category

6.2 Awards

For motorcycles, awards are attributed as follows:

- To the first 7 riders of the Scratch ranking,
- To the first 3 riders of the CFS-2, CFS-3 and Veterans category,
- To the first 3 riders of the Women category,
- To the best young rider of the CFS-J Scratch ranking (under 21),
- To the first of the "Manufacturers" ranking.

For Juniors:

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

For Espoirs:

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

For quads:

- To the first 5 of the Scratch ranking,
- To the first 3 Women,
- To the first 3 of the Veterans and Juniors categories,
- To the first 3 of the Vintage category.

For Vintage:

- To the first 3 of the Scratch ranking,
- To the first 3 of the V2 category,
- To the first 3 Women.

ARTICLE 7 – ADMINISTRATIVE CONTROL

Hours of the administrative control for riders may be imposed. The timetable is given in the Supplementary Regulations of each event or in an e-mail sent to the riders.

In case a rider do not comply with this timetable, he/she may be refused.

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

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

() For 2024 Championship events, riders must hold a 2024 licence and for 2025 Championship events, they must hold a 2025 licence.*

ARTICLE 8 – CONTROL OF THE MACHINES AND EQUIPMENT

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

The organizing club must provide a sufficiently large, fenced-in area, with a corridor entrance to allow machines to pass through one by one, to avoid jostling. There will be a covered shelter for checking in bad weather.

Organisers are not obliged to supply number plates to the drivers, who are free to supply their own, provided they respect the dimensions and colors of the numbers and plate backgrounds.

8.1 – Technical examination of the machines

Machines complying with the Technical and Safety Rules (RTS) of the « Sand Racing » discipline are admitted. Cross-country, enduro and trail machines are allowed.

Prior to the start, a paint mark is applied to the frame, silencer(s) and engine block. All silencers must be fitted and checked on the machine for race use. Machines that do not comply with FFM standards and with the present rules are refused.

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

Once presented for technical inspection, they may, at the organiser's discretion, be placed in a parc fermé. Each rider must secure his motorcycle with an antitheft device and leave the park immediately.

Sound level of the machines: 112 dB/A

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

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

A rider whose machine has not undergone a prior sound test remains subject to these standards. Random checks may be carried out at the end of races.

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

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

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

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

During the race, any machine with an exhaust that has become defective may be stopped. The exhaust must be repaired (or replaced with another exhaust approved at the pre-race technical checks) in the assistance

area before the rider begins a new lap. If it is not possible to repair, the machine is not allowed to continue the race. Free flow exhaust is strictly prohibited.

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

Fuel tanks capacity:

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

- 12 litres for machines of the “CFS-Motorcycles”, “CFS-Juniors” and “CFS-Vintage”;
- 9 litres for machines of the “CFS-Espoirs” category;
- 22 litres (5,8 gal.) for machines of the “CFS-Quads” category.

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

Controls of capacity may be carried out in the pre-season in the tests areas for the best ranked riders. Controls of capacity may also be carried out randomly on the day of the event. In case of non-conformity prior to the start, the machine may be refused and after the start, the machine will be downgraded.

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

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

8.3 – Riders protective apparel

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

Open face helmets (Jet) are forbidden.

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

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

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

ARTICLE 9 – WAITING ZONE AND PARC FERME

9.1 – Waiting zone (or pre grid)

The installation of a pre-event Parc fermé is at the discretion of the clubs. However, in the absence of a Parc fermé, a waiting zone must be provided on the day of the event for machines to enter the grid. Any rider who fails to comply with grid entry order assigned to him or her is liable to sporting penalties.

9.2 - Parc fermé at the arrival

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

Machines which are not immediately placed in the parc fermé are penalised.

ARTICLE 10 – ASSISTANCE AREA

10.1 – General provisions

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

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

Each rider/team is entitled to a space (which number will be the rider's race number) for his/her assistance.

Riders are required to write their number on their pit, marquee or space so it is visible from the lanes of the area.

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

All thermal or gas powered tools are prohibited in the assistance area.

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

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

10.2 – Pits

Each competitor must carry his jerrycan and other equipment (toolbox, etc.) and a fire extinguisher for hydrocarbon fires in working order. The fire extinguisher must be placed in a judicious manner that can be easily checked by the marshals. Apart from the competitors, it is strictly forbidden to enter and circulate in the pit area with any kind of motorised equipment.

Smoking is strictly forbidden in the pit area.

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

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

10.3 – Assistance – Repairs

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

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

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

A rider who crosses the entry line to the service park with a breakdown may be assisted from this area to get his machine to his pits for repairs.

Radio communication between the rider and his manager, mechanic or any other person is strictly forbidden under penalty of punishment.

All movements in and around the paddock must be made with the engine switched off and the motorbike pushed. Failure to comply with this rule results in sporting penalties.

ARTICLE 11 – REFUELLING

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

Property	Units	Min	Max
RON		95.0	102.0
MON		85.0	90.0
Oxygen	% m/m		4
Benzene	% v/v		1.0
Lead	G/l		0.005
Density at 15°C	Kg/m ³	690.0	780.0

Air: as oxydising agent, only ambient air can be mixed with the fuel.

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

Jerrycans should not contain more than 22 litres.
They must be filled on an environmental mat.
« Quick fill » portable fuel containers are allowed.

ARTICLE 12 – START PROCEDURE

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

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

For these trials, during the first event, entry to the track is by number order for all categories.

If the first round of the championship does not include a timed trial, grid entry is based on driver numbers, unless otherwise decided by the Sand Racing Commission.

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

- 1) The first 30 riders in the provisional scratch ranking;
- 2) Riders (registered for the year or the event) with yellow or pink bibs in the provisional scratch ranking who are not among the top 30 in the provisional scratch ranking;
- 3) Riders (registered for the year or the event) who do not have yellow or pink bibs in the provisional scratch ranking;
- 4) Other riders entering the event.

Juniors and Espoirs' riders are placed on the grid in the order of the provisional scratch ranking, then in order of their race numbers, and then according to their date of entry.

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

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

Two kinds of start are allowed:

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

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

ARTICLE 13 – « STOP AND GO » PROCEDURE

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

In order to implement this procedure, an area is set up just before the finish line. This area is signaled by a display located upstream of the stopping area and managed by an official appointed by the Sand Racing Commission.

By order of the Race Officer, the official in charge of the « stop and go » displays the race number of the penalised rider, who has then a maximum of 3 laps to stop at the « Stop and go » area. If the « stop and go » is shown in the last 3 laps, the rider has to stop before the presentation of the chequered flag. If he/she fails to do so, the Jury may make a decision which may go as far as disqualification.

ARTICLE 14 – FINISH PROCEDURE

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

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

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

On display of the chequered flag:

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

On display of a red flag:

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

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

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

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

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

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

ARTICLE 15 – RANKINGS

15.1 – Beachcross events:

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

tie.

15.2 – Endurance events:

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

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

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

15.3 – Championship results:

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

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

If a rider changes categories during the season, no points are transferred from a category to another.

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

ARTICLE 16 – MARSHALLS

If the Stewards cannot see the whole course continuously, the presence of Marshall is compulsory on the track. The Marshalls proposed by the organiser have to be in possession of a licence, have a good knowledge of riding on sand and ride on vehicles complying with the present regulations and with the Technical and Safety Rules.

The organiser must ensure that the Marshalls perform their safety mission without disturbing the smooth running of the races.

ARTICLE 17 – PROTESTS

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

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

ARTICLE 18 – OFFICIALS

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

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

A Chief Technical Steward in possession of a licence and member of the Commission is appointed for each event by the FFM. The Commission also appoints six other Technical Stewards in possession of the 1st or 2nd level of the Sand Racing diploma.

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

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

The following people are required to attend these meetings:

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

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

ARTICLE 19 – ENVIRONMENTAL RULES

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

- Riders must respect the environmental rules put in place by the organizer,
- It is compulsory to use the environmental mat. The minimum dimensions of the mat will have to comply with article 5.1 of the Environmental Code and be at least equal to the overall dimensions of the machine,
- **For quads, we recommend using a 2m x 1.4m environmental mat,**

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

ARTICLE 20 – PEOPLE ACCOMPANYING THE RIDERS

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

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

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

ARTICLE 21 – PRIZES

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

For Motorcycles:

	Scratch	Women	CFS-2	CFS-3	- under 21 y.o
1st	3 500 euros	600 euros	300 euros	300 euros	300 euros
2nd	2 500 euros	400 euros			
3rd	1 500 euros	300 euros			
4th	1 000 euros				
5th	750 euros				
6th	500 euros				
7th	300 euros				

For Juniors:

	Junior	Junior women
1st	500 euros	250 euros
2nd	350 euros	150 euros
3rd	200 euros	100 euros

For Espoirs:

	Espoir	Espoir women
1st	300 euros	150 euros
2nd	200 euros	100 euros
3rd	150 euros	50 euros

For Quads:

	Scratch	Women	Junior
1st	1 500 euros	500 euros	300 euros
2nd	1 000 euros	300 euros	
3rd	700 euros	200 euros	
4th	400 euros		
5th	300 euros		

Please note that in the event that one or more events cannot be organized, the above-mentioned prizes will be automatically reduced in proportion to the number of events actually contested.

ARTICLE 22 – TABLE OF PENALTIES

This table sets out, for information purposes, the penalties incurred by any individual subject to the present regulations. The table sets out the offences and their reference penalties, but is not exhaustive. Each of these penalties may be increased or reduced at the discretion of the event's Jury, depending on the circumstances.

EVENT		
Failure to respect the time slot for administrative and technical checks		Placement in the Parc Fermé in the last numbered position
Failure to respect the order of placement on the pre-grid or in the waiting zone		Stop and go or 1-minute penalty
Failure to respect the order of placement on the grid		Stop and go or 1-minute penalty
Dangerous riding in the convoy		Decision of the jury which can go as far as disqualification
Late exit from the pre-grid or waiting zone		Decision of the Race Direction
Riding in the opposite direction on the track		Disqualification
Riding through the assistance area to reach the pits		Decision of the jury which can go as far as disqualification
Riding without a helmet (track, pits, paddock...)		Decision of the jury which can go as far as disqualification
Failure to install a kill switch (quad)		Stop and go or 1-minute penalty
Push-starting the machine before the Clerk of the Race gave the signal		Stop and go or 1-minute penalty
Anticipation of the start		Stop and go or 1-minute penalty
Course cutting		Decision of the jury which can go as far as disqualification
Failure to respect the flags	1st offence	Stop and go
	Repeat offences	Decision of the jury which can go as far as disqualification
Failure to respect "stop and go"		Decision of the jury which can go as far as disqualification
Outside assistance	1st offence	1-lap penalty
	Repeat offences	Decision of the jury which can go as far as disqualification
The rider makes a repair on the track contrary to the rules	1st offence	1-lap penalty
	Repeat offences	Decision of the jury which can go as far as disqualification
Any intervention on the machine in the Parc Fermé without prior authorization from the Officials		Removed from the race
Missing transponder or chip at the start of the race		Rider not qualified
Fuel transport outside the tank		Disqualification
Radio communication of the rider with his/her manager, mechanics or anyone else		Disqualification
Failure to respect the stewards' instructions outside the circuit		Decision of the jury which can go as far as disqualification
Moving the machine in the paddock and its surroundings with the engine on		Decision of the jury which can go as far as disqualification

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

REFUELLING		
Refueling outside the pits		Exclusion
Refueling in the pits with engine on		Exclusion
No fire extinguisher in the pit	1st offence	3-minutes penalty
	Repeat offences	Disqualification
Driver's number(s) missing from the stand	1st offence	Stop and go or 1-minute penalty
	Repeat offences	1-lap penalty
Inappropriate speed in the pit	1st offence	Warning
	Repeat offences	Stop and go or 1-minute penalty
Welding done in the pits		Disqualification
Ridding in the opposite direction in the pits		Decision of the jury which can go as far as disqualification
Use of a heat engine or gas-powered equipment	1st offence	Warning and evacuation of the device
	Repeat offences	Decision of the jury which can go as far as disqualification

ENVIRONMENT		
Failure to use the environmental mat composed of an impermeable lower part and an absorbent textile Minimum dimensions: 160x100cm		Exclusion
Use of tear-offs (whatever the system)		Exclusion
Oils and liquids not deposited in the bins provided	1st offence	Warning
	Repeat offences	Decision of the jury which can go as far as disqualification