

REGULATIONS 2026-2027

SAND RACING

F.F.M. MOTOBLOUZ FRENCH SAND CHAMPIONSHIP 2026/2027

(Championnat de France des Sables Motoblouz)

Translated from the official French Federation (FFM) regulations for the benefit of foreign riders. In the event of any discrepancy, the original French version published by the FFM prevails.

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Preamble

The F.F.M. (Fédération Française de Motocyclisme) is running, for the period from September 2026 to February 2027, referred to as the “2026/2027 season,” a Championship made up of different types of events, namely sand off-road endurance races and sand cross events.

These events are organized in accordance with the requirements of the FFM Sporting Code, the Technical and Safety Regulations, and these FFM regulations. All of these regulations are available on the FFM website (www.ffmoto.org). Any cases not expressly covered by these regulations will be reviewed by the Sand Racing Commission, which will decide on the appropriate course of action.

Championship information and results will be available on the website: www.courses-sur-sable.fr

Article 1 – Calendar

Any club affiliated with the F.F.M. may apply to organize a round of the Motoblouz French Sand Championship. Applications must be submitted before the end of the previous season.

The calendar is available at: <https://www.courses-sur-sable.fr/>

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

Article 2 – Race Format

The Motoblouz French Sand Championship consists of two types of events: endurance racing and sand-cross. It is possible to hold both endurance races for certain categories and sand-cross races for others at the same event.

2.1 – Sand off-road endurance

Event duration:

- CFS-Motos: between 2h30 and 3h
- Amateur Trophy: between 1h30 and 3h
- Quads: between 2h and 2h30

- Juniors: 1h30
- Espoirs (Hopefuls): 1h
- Vintage: 1h

These durations may be subject to a waiver granted by the National Sand Racing Commission.

There may only be one rider per machine on any given heat.

2.2 – Sand-cross

2.2.1 Motorcycles

The event begins with timed practice sessions that determine starting grid positions. There are two to three heats, each lasting a minimum of 20 minutes. The combined duration of the heats may not exceed three hours.

The Juniors event consists of three heats of 15 to 20 minutes each.

The Espoirs event consists of three heats of 12 to 15 minutes each.

2.2.2 Quads

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

Article 3 – Entries

Events are open to all riders holding an International, European, NCO, NPH, NJ3, or NJ3C competition license issued by the FFM.

Entries are submitted via: <http://ffm.engage-sports.com>

3.1 – Entry opening dates

Window opens	Entries open to	Closing
Monday 29 June, 3:00 PM	Full Championship Motorcycles: top 200 riders in the previous championship standings Female and Junior riders moving up to the motorcycle category Top 3 riders of the previous season's Amateur Trophy Quads: top 100 riders in the previous year's championship standings, plus female riders Vintage: top 25 riders in the previous year's championship standings Female riders	Thursday 2 July, 12:00 PM
Friday 3 July, 10:00 AM	Full Championship All riders, all categories	Max. number of entries: 280 riders in CFS-Motos

Window opens	Entries open to	Closing
		80 riders in Amateur Trophy 70 riders in Junior 40 riders in Espoirs 60 riders in Vintage 120 riders in Quads Otherwise: 6 July 2026, 11:59 PM
Friday 10 July, 10:00 AM	At the event	Subject to availability

3.2 – Entry fees

The minimum entry fee per event is set at:

- €185 for the CFS-Motos, Amateur Trophy and Quads categories,
- €145 for the Juniors category,
- €110 for the Espoirs category,
- €135 for the Vintage category.

Organizing clubs are free to set entry fees above this minimum.

For riders entering the full Championship, the entry fee for the first race is charged upon registration. For subsequent events, the entry fee for each event is charged 45 days before the event.

3.3 – Withdrawal and cancellation

Any withdrawal request, whether the rider is entered for the full Championship or for a single event, must be made via the registration website ffm.engage-sports.com.

For any withdrawal, the following administrative fees are retained:

- up to 9 days before administrative checks: 50% of the entry fee,
- within 8 days before administrative checks: no refund.

Refund requests must be addressed exclusively to the organizing clubs.

The Sand Racing Commission reserves the right to arbitrate any disputes regarding the refund of entry fees.

If a rider holding a season-long number withdraws from at least two races, their number may be withdrawn and reassigned to another rider by the Commission.

Any rider who is absent without having declared a withdrawal will be placed last in the starting order for the next race in which they participate.

Any cancellation, regardless of cause, occurring after the opening of administrative checks for the event and ordered by the Jury or a representative of the State, allows the organizing club to refuse to refund all or part of participants' entry fees, in consultation with the Sand Racing Commission.

If, within the 30 days preceding the event, public authorities decide to prohibit it, a €50 cancellation fee is retained by the organizers from the entry fees.

Article 4 – Race Numbers – Number Plates Backing (Bibs)

Riders wishing to hold a season-long number must enter the full Championship.

Riders entering on a per-event basis are assigned a race number by the organizing club.

4.1 Race numbers

For the CFS-motorcycle or CFS-quad categories, race numbers are assigned as follows:

No.	Bib color	Assignment rules
1 to 15	Yellow	Top 15 in the previous championship's overall (Scratch) standings, entered for the full Championship
16	Yellow	Top Junior in the previous championship standings, if moving up a category. If not moving up, the number passes to the next category.
17 to 34	Yellow	Riders of note, as assigned by the Commission
35 to 44	Pink	Female riders, according to the previous championship standings
45 and 46	White	Second and third Junior in the previous championship standings, if moving up. If not moving up, white bib assignment starts at number 45
Next numbers	White	Riders entered season-long in CFS, according to their previous year's standings
Next numbers	White	Riders entered season-long in the Amateur Trophy
Next numbers	White	Riders entered for a single event. Number assigned by the organizing club.

In motorcycle and quad categories, any rider who finishes in the top ten of an ongoing championship event will be assigned a yellow bib for the remainder of the season. It is up to these riders to supply their own yellow plates and bib.

For Juniors and Espoirs, race numbers are assigned based on their standings in the previous championship.

4.2 Bibs (dossards)

Organizing clubs are responsible for supplying bibs to riders who request them upon registration. Riders may make their own bib provided it is printed directly on the jersey or heat-sealed (thermo-bonded) on. Riders with yellow and pink bibs must make their own. Adhesive bibs (glued onto the jersey by hand) are prohibited.

The bib graphic design guidelines are published for each event on the Championship's dedicated website.

The rider who wins the previous year's Motorcycle/Quad Scratch Championship must wear a red bib and plate at the first event. For subsequent events, the leaders of the Motorcycle, Quad, Junior and Espoirs Scratch standings must wear a red bib and plate.

From the second event of the Championship onward, in the motorcycle category, the leader of the best young rider standings (under 21) must wear a blue bib and plate.

It is the responsibility of the leaders of the Motorcycle, Quad, Junior and Espoirs Scratch standings, as well as the best young rider in the motorcycle category, to supply their own red or blue plate.

Female riders in the Motorcycle, Quad, Junior and Espoirs categories entered for a single event may, if they wish, ride with a pink bib and plate. In that case, it is their responsibility to obtain them, in keeping with the graphic design guidelines.

From the second event onward, the leader of the Amateur Trophy scratch category must wear a green bib and plate. It is the responsibility of these riders to supply their own plates and bibs.

4.3 Plates

Riders are required to equip their machine with plates in the color corresponding to their category, except where the organizer supplies them.

Numbers are black on yellow or white plates. Numbers are white on pink, blue or red plates.

Motorcycles must be equipped with 3 plates (1 front, 2 side).

Quads must be equipped with 2 plates (1 front, 1 on the rear mudguard-type support).

The plate graphic design guidelines will be published for each event on the Championship's dedicated website. Riders must comply with these guidelines or risk a penalty.

Article 5 – Vehicle Categories and Classes

5.1 Motorcycles

CFS – MOTORCYCLES

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

For the 2027-2028 season, the maximum engine size will be reduced from 650cc 4-stroke to 450cc 4-stroke.

AMATEUR TROPHY

CATEGORY	AGE	ENGINE SIZE
Scratch	From age 18	100 to 500 cc 2-stroke – 100 to 650 cc 4-stroke
Women	From age 18	100 to 500 cc 2-stroke – 100 to 650 cc 4-stroke

CFS – ESPOIRS (HOPEFULS)

CATEGORY	AGE	ENGINE SIZE
85cc 2-stroke	11 to 16 years	85cc 2-stroke max

Waivers to these age categories may exceptionally be granted by the Sand Racing Commission to riders who request them. The Commission reserves the right to grant such a waiver while excluding the rider from earning Championship points.

CFS – JUNIORS

CATEGORY	AGE	ENGINE SIZE
125 2-stroke	13 to 19 years	100 to 125cc 2-stroke
250 4-stroke	15 to 19 years	100 to 250cc 4-stroke

5.2 Quads

CFS – QUADS

CATEGORY		AGE	ENGINE SIZE
Scratch		15 to 17 years	550cc 2T/4T max
		From age 18	Free engine size
Series quad		15 to 17 years	550cc 2T/4T max
		From age 18	Free engine size
Women		15 to 17 years	550cc 2T/4T max
		From age 18	Free engine size
Veterans		From age 38	Free engine size

CATEGORY		AGE	ENGINE SIZE
Juniors		15 to 19 years	550cc 2T/4T max

The “series” quad category is open to quads whose following parts conform to the original model:

- the frame,
- the engine cases,
- the injection body,
- the intake system (sleeve and air box unmodified; an air filter box cover is permitted).

Any quad fitted with a motorcycle engine, a specific “prototype” type frame, or a modified frame, cannot be classified in the “series” quad category.

5.3 Vintage

From age 18.

Eligible machines must be dated 2000 or earlier.

5.4 General provisions

The minimum age limit begins on the rider’s birthday.

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

Examples: For Juniors: not turning 20 on the Friday before the first event, etc.

For Veterans: turning 38 on the Friday before the first event.

For the CFS-J category: not turning 21 on the Friday before the first event.

Article 6 – Titles and Awards

6.1 Titles

The following Championship winner titles are awarded:

For motorcycles:

- Scratch category,
- CFS-2,
- CFS-3,
- CFS-F – Women,
- CFS-J – Youth (under 21),
- CFS-V – Veterans,
- Manufacturers,

For Juniors:

- Scratch category,
- 125cc 2-stroke category,
- Women's category,

For Espoirs:

- Scratch category,
- Women's category,

For Quads:

- Scratch category,
- Women's category,
- Veterans category,
- Juniors category,
- Series category,

For Vintage:

- Scratch category,
- Women's category,

A Trophy winner title is awarded to the first-place rider in the Amateur Trophy scratch category and the first-place woman in the Amateur Trophy women's category.

6.2 Awards

Awards for CFS-Motos:

- Top 5 in Scratch,
- Top 3 in CFS-2, CFS-3 and Veterans,
- Top 3 Women,
- Best young rider in CFS-J scratch standings (under 21),
- Winner of the "Manufacturers" standings.

For Juniors:

- Top 3 Scratch
- Top 3 125cc 2-stroke and Women.

For Espoirs:

- Top 3 Scratch and Women.

For Quads:

- Top 5 Scratch,
- Top 3 Women,
- Top 3 Veterans and Juniors,
- Top 3 "Series".

For Vintage:

- Top 3 Scratch,

- Top 3 Women.

For the Amateur Trophy:

- Top 3 Scratch,
- Top 3 Women.

Article 7 – Administrative Checks

Times for riders' administrative checks may be mandated. These times are indicated in the specific regulations for each event or in an email sent to riders.

Riders who fail to comply with these times may be refused entry.

Riders must present their current-year license (*). During administrative checks, the rider must verify on screen that the information concerning them is accurate and approve it (they are in particular responsible for checking the category in which they have entered).

Once the administrative check has been validated, no further category change will be permitted.

() For 2026 events of the Championship, riders must hold a 2026 license, and for 2027 events of the Championship, they must hold a 2027 license.*

Article 8 – Inspection of Machines and Equipment

A Technical Officer is appointed for each event by the Sand Racing Commission.

The organizing club must provide a sufficiently large fenced area with an entrance set up as a corridor allowing machines to pass through one at a time to avoid crowding. A covered shelter must be available to allow inspections in bad weather.

Each rider will receive race plates in their welcome pack (3 plates for motorcycles, 2 plates for quads). It is very important that riders keep the same plates throughout the season, as they are designed to last and remain securely in place. They guarantee clear, consistent identification across all races.

A second set of plates is provided free of charge to competitors entered for the full season.

If needed (damage or replacement), riders may order replacement plates directly via this link: <https://www.kutvek-kitgraphik.com/stickers-de-plaques-cfs-2025-2026>

8.1 – Technical inspection of machines

Machines meeting the Technical and Safety Regulations (RTS) of the "Sand Racing" discipline are eligible. Motocross, enduro or trail machines are eligible.

Before the start, if a preliminary sound-level check is carried out, a paint mark is applied to the silencer(s). All silencers must be fitted and inspected on the machine for use in the race. Machines not compliant with FFM standards and these regulations will be refused.

For Sand-cross races, riders may present two machines for inspection. A paint mark with a distinctive symbol is applied to the steering head of the second machine. Switching machines during a heat is strictly prohibited and is punishable by disqualification.

Once presented for technical inspection, machines may, at the organizer's discretion, be placed in parc fermé. Each rider must secure their motorcycle with a lock and leave the area immediately.

Sound level of machines: 110 dB/A

This level will be reduced to 109 dB/A in 2027-2028.

Given the precision of the sound meters used (class 2), a tolerance of 2 dB/A on the measured value is allowed, i.e. 113 dB/A (111 dB/A + 2 dB/A) during preliminary (pre-race) technical checks.

An additional tolerance of 1 dB/A is allowed at the end of the race due to silencer wear. Accordingly, any machine showing a sound level of 114 dB/A or below (111 dB/A + 3 dB/A) will be declared compliant.

A rider whose machine has not undergone a preliminary sound-level check remains subject to these standards. Random checks may be carried out after races.

Any rider whose machine exceeds the sound level standards during technical checks will be refused at the start. Any non-compliance found after the finish will be penalized (see penalty table).

Where maximum engine speed cannot be obtained without engaging a gear, the measurement is taken with a gear engaged: a stable and secure device lifting the rear wheel off the ground must be supplied by the rider.

If this measurement proves insufficient and the engine speed obtained shows a significant discrepancy from the maximum engine speed stated by the manufacturer in the machine's technical specifications, the technical steward may refuse the machine.

If the check is not possible, or if a significant discrepancy is found during post-race checks relative to maximum engine speed, the rider is penalized (see technical inspection penalty table).

During the event, any machine whose exhaust has become defective may be stopped. The exhaust must be repaired (or replaced with another exhaust validated during pre-event technical checks) at the service area before the rider begins a new lap. If repair is not possible, the machine is not permitted to continue the race. Open/straight-through exhausts are strictly prohibited.

In parc fermé, machines must be placed on a stable stand, with the rider responsible for the stability of their machine.

Fuel tank capacity:

Machines must be equipped with fuel tanks complying with the following maximum capacities:

- 12 liters for machines in the "CFS-Motos," "CFS-Juniors" and "CFS-Vintage" categories;
- 14 liters for 2-stroke machines in the "CFS-Motos" category;
- 9 liters for machines in the "CFS-Espoirs" category;
- 22 liters (5.8 gal.) for machines in the "CFS-Quads" category.

Fuel tanks must have only one filler opening and only one fuel outlet opening. A tank with a capacity exceeding the volumes above may be reduced through the insertion of one or more foam/restrictor balls inside it.

Capacity checks may be carried out in the pre-season at test areas for the highest-ranked riders. Capacity checks may also be carried out randomly on the day of the event. In case of non-compliance, the machine may be refused before the start, and disqualified after the start.

Carrying fuel containers on the rider or in any container other than the tank is strictly prohibited and is punishable by disqualification.

Sport quads and leisure quads meeting the technical specifications described in the Technical and Safety Regulations (RTS) for the Sand Racing discipline are permitted.

8.2 – Rider protective equipment

For helmets, only the following standards are recognized: ECE 22/05, ECE 22/06, SNELL M 2010, or JIS T81-33 2007.

From the 2027-2028 season, ECE 22/05 standard helmets will no longer be permitted.

The helmet must show no signs of impact, and it is recommended to replace it if it is more than 5 years old. Technical Stewards may, where appropriate, judge that a helmet no longer meets the required characteristics and refuse it.

Open-face (jet) helmets are prohibited.

Helmets fitted with an aerodynamic appendage (rear spoiler/fin) are prohibited, except those homologated from the factory with this accessory.

Wearing back protection is mandatory. For protectors not bearing the FFM label, they must comply with the following standards:

- chest: EN.14021 or EN.1621-3 standard,
- back: EN.1621-2 standard,
- full vest: EN.14021 or EN.1621-3 standards for the chest, and EN.1621-2 for the back.

Riders are strongly encouraged to wear an airbag system eligible for competition.

Article 9 – Pre-grid Area and Parc Fermé

9.1 – Pre-grid area (pre-parc)

Setting up a parc fermé prior to the event is left to the discretion of clubs. However, in the absence of a parc fermé, a pre-grid holding area must be set up on event day for machines to line up before entering the grid.

Any rider who fails to comply with their assigned grid entry order is liable to sporting sanctions.

9.2 – Finish parc fermé

At the end of the event, the motorcycles of at least the top three in the event's scratch standings are placed in parc fermé by the rider or an assistant for technical inspection.

Motorcycles not immediately brought into parc fermé will be penalized.

Article 10 – Service Area (Parc d'Assistance)

10.1 – General provisions

A service area is set up; a second service area may be set up in parallel for space reasons. They are strictly off-limits to the public.

Yellow and pink bib riders are grouped together in a reserved zone within the service area.

A procedure and set-up times are communicated to teams or riders concerned ahead of each event.

Each rider/team is entitled to one pit space (numbered to match the rider's race number) for their assistance crew. Riders are required to display their number visibly on their pit, awning or space, visible from the service area's lanes. They may be required to share their space with another rider if the event's specific regulations require it.

The maximum number of assistants and pit-board crew allowed per rider is three. Organizing clubs may require assistants or pit-board crew to hold a license (at minimum, an LAP license). Access to the service area is prohibited to anyone under 16, except for riders taking part in the ongoing race.

Any combustion-engine or gas-powered tools are prohibited in the service area.

The service area has a separate entrance and exit. For safety reasons, traffic within the area flows in one direction only. Any competitor caught causing disorder, cutting through, or going the wrong way in the area will incur a penalty (see penalty table). Any assistant who fails to respect the discipline of the area and causes disorder will result in a penalty for the rider they are assisting.

On exiting the area, competitors must rejoin the course at the designated exit point and must identify themselves to the marshal there, on pain of disqualification.

Monitoring of the service area exit is the responsibility of a technical steward, an official appointed by the League, or a member of the organizing club. The layout of this exit must only allow one machine to pass at a time.

10.2 – Pits

Each competitor must bring their own jerricans and other equipment (tool box, etc.) and a working fire extinguisher rated for hydrocarbon fires. The extinguisher must be placed sensibly and be easily checked by stewards. Other than competitors, it is strictly prohibited to enter or move through the pit area with any motorized vehicle.

Smoking is strictly prohibited in the pit area.

Any high-pressure cleaning system is prohibited in the service area.

Competitors must reduce their speed in the deceleration lane. Overtaking is prohibited there. Within the refueling area, traffic must flow in one direction only. Speed is limited within the area and may be monitored by radar and/or penalized by officials. A marshal is positioned at the entrance to the refueling area and will require the rider to come to a stop before entering the pit.

10.3 – Assistance – Repairs

The machine may be repaired by the assistance crew and the rider. Repairs must be carried out in the pits.

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

Outside the pits, on the track, only minor repairs are permitted (spark plug, chain, lever, etc.). Repairs and the changing of gloves and/or goggles must be carried out by the rider using tools or equipment carried on their person, at the side of the track, provided the machine is properly parked and presents no danger to the safety of other competitors. Any outside assistance, except assistance provided by another rider in the event, is prohibited on pain of penalty (see penalty table).

A rider who crosses the entry line of the service area while broken down may be assisted from that point onward to bring their machine to their pit for repair.

Radio communication between the rider and their manager, mechanic, or any other person is strictly prohibited, on pain of penalty.

Any movement within the riders' paddock and surrounding area must be done with the engine off, pushing the motorcycle. Any breach of this rule is liable to sporting sanctions.

Food/drink resupply or goggle changes may only be carried out at the rider's own pit.

Article 11 – Refueling

All machines must run on 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: only ambient air may be mixed with the fuel as an oxidant.

Refueling must take place within the service area, with the rider standing next to the machine, engine off, on an environmental mat in accordance with Article 5.1 of the Environmental Code, of a size at least equal to the overall footprint of the machine.

Jerricans must not hold more than 22 liters.

They must be filled on an environmental mat.

Portable "quick-fill" containers are permitted.

Article 12 – Start Procedure

The start may be given using an “elastic” (bungee) method (in which case, use of the mechanism developed by the Commission is strongly recommended), using a sufficiently wide “Motocross” type starting gate, or by any other device approved by the Sand Racing Commission.

For the first event, grid placement is based on the results obtained in the timed practice sessions (the rider with the fastest practice time enters first, followed by the second-fastest, and so on down to the last qualified rider).

For these practice sessions, at the first event, track entry is in number order for all categories.

If the first event of the championship does not include timed practice, grid entry is based on rider numbers, unless the National Sand Racing Commission decides otherwise.

After the first event (except for events with a parade lap), starting grid placement is as follows (does not apply to the Junior and Espoirs categories):

1. The top 30 riders in the provisional CFS-Motos Scratch standings, in standings order;
2. Riders (entered season-long or for the event) holding a yellow or pink bib, in provisional Scratch standings order, who do not appear among the top 30 of the provisional Scratch standings;
3. Riders (entered season-long or for the event) not holding a yellow or pink bib, in provisional Scratch standings order;
4. If the race is shared between the CFS-Motos and Amateur Trophy categories, riders entered in the Amateur Trophy, in provisional scratch standings order;
5. Other riders entered for the event;

For events that also count toward the FIM Sand Racing World Championship, the starting grid order may be adapted.

The Espoirs and Juniors categories are placed on the grid in order of provisional Scratch standings, then in order of race number, then according to their entry date.

The starting line must be able to accommodate at least 30 motorcycle riders and 20 quad riders (unless otherwise specified in the circuit’s homologation order).

“Kill engines,” “15 seconds,” and “5 seconds” boards must be provided.

Two types of starts are permitted:

- collective line start,
- wave start.

For further details, refer to Article 15.b of the “Sand Racing” Technical and Safety Regulations (RTS).

Article 13 – “Stop and Go” Procedure

In the event of non-compliance with certain points of the regulations, the “stop and go” procedure may be applied at the Jury’s decision.

To apply this procedure, a zone is set up just before the finish line. This zone is signposted upstream of the stop area and staffed by an official appointed by the Sand Racing Commission.

On the order of the Race Director, the official responsible for the “stop and go” displays the number of the penalized rider, who then has a maximum of 3 laps to stop at the “stop and go” zone. If the “stop and go” is shown within the last 3 laps, the rider must make their stop before the checkered flag is presented. Failing this, the Jury may impose a decision up to and including disqualification.

Article 14 – Finish Procedure

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

Riders are classified if they cross the finish line within 30 minutes of the leader’s finish when the circuit is up to 10 km long, and within 45 minutes when the circuit is longer than 10 km.

For safety reasons, the Race Director may adjust the duration of the event in consultation with the event jury and the organizer.

On the checkered flag:

In the event of force majeure not requiring an immediate stop to the race (for example, the tide coming in faster than expected), Race Control may shorten the event’s duration by showing riders a “1 lap” board. Showing this board to riders signals an early end to the event. The checkered flag is lowered on the first rider to cross the finish line after completing one full lap.

On the red flag:

If it becomes necessary to immediately stop a race due to an accident or incident that makes its continuation dangerous, a red flag is shown by the Race Director or their deputy/deputies. The decision to stop the race may only be made by the Race Director. Upon the showing of this flag, riders must immediately reduce speed and return to the refueling area at a moderate pace. Once satisfied that all danger has been cleared, the Race Director may decide to resume the race.

In the event of a race interruption, the event standings are established based on the order in which riders crossed the finish line on the lap preceding the stoppage, provided that at least 5 riders are classified on that same lap. Failing that, reference must be made to the preceding lap on which at least 5 riders were classified.

Example: Race Control shows the red flag while the leader is alone on their 10th lap; standings cannot be established on the basis of the 9th lap, but may be established on the basis of the 8th lap if 5 riders were classified on that lap.

Conversely, if the leader and at least 4 other riders were on their 10th lap when Race Control showed the red flag, then standings may be established based on the order of riders crossing the finish line on the 9th lap.

Where the red flag is shown after the checkered flag has been lowered, event standings are established as follows:

1. For all riders who were shown the checkered flag before the interruption, partial standings are established at the end of the last completed race lap.
2. For all riders who were not shown the checkered flag before the interruption, partial standings are established at the end of the second-to-last race lap.
3. Full standings are established by combining the two partial standings above, following the laps/time procedure.

Article 15 – Classification

15.1 – In Sand-cross events:

Motorcycle standings are based on the final heat standings.

Standings for Quads, Juniors, Espoirs and Vintage are based on the event standings (combined results across heats). In case of a tie, the result obtained in the final heat is used as a tiebreaker.

15.2 – In Endurance events:

Standings are established according to the order of riders' finish at the showing of the checkered flag:

- a) by number of laps, with a competitor's first crossing of the finish line counted as the end of their first lap. A competitor's first lap may never be counted as their fastest lap.
- b) by elapsed time.

Results are posted in accordance with the FFM Sporting Code (at a location specified in the event's specific regulations and/or announced at the riders' briefing). Protests are admissible within 30 minutes of their publication.

15.3 – Championship standings:

Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts
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	54 to 249	minus 1 pts
5	455 pts	15	320 pts	25	274 pts	35	238 pts	45	212 pts	250	2 pts
6	435 pts	16	315 pts	26	270 pts	36	235 pts	46	210 pts	251 up &	1 pts
7	415 pts	17	310 pts	27	266 pts	37	232 pts	47	208 pts		
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 separated based on the number of first-place finishes, then second-place finishes, etc. If there is a perfect tie, the result of the final race is used as the decider.

In the event of a category change during the season, no points are carried over from one category to another.

A “Manufacturers” standings table is established by adding together the points scored by the top 2 riders of each make in the Scratch standings.

15.4 – Points carry-over:

Any rider entered season-long in the championship and selected by the FFM to take part in a FIM or FIM Europe team championship event held the same weekend as a CFS event will receive a points carry-over for that round.

The number of carried-over points is calculated as the average of points scored by the rider across all other championship rounds, excluding the final.

Article 16 – Marshals

If the entire course cannot be continuously observed by stewards, the presence of marshals is mandatory. Marshals proposed by the organizer must be licensed, have solid experience riding on sand, and ride vehicles compliant with these regulations and with the RTS.

The organizer must ensure that marshals carry out their safety duties without hindering the smooth running of the races.

Article 17 – Protests

Protests must be filed in accordance with the provisions of the FFM National Sporting Code.

The deposit accompanying a protest is €75.

Where it requires engine disassembly, it must be accompanied by a deposit of €75 for 2-stroke engines and €150 for 4-stroke engines. This sum is refunded to the party filing the protest if the disassembled machine is found non-compliant, and paid to the rider whose machine was disassembled if compliance is confirmed.

Article 18 – Officials

The Jury is made up of a delegate and two CFS 2nd-degree sporting stewards appointed by the Commission. This Jury holds full authority to oversee compliance with sporting and safety rules and must ensure that all regulations are observed. The Jury must hold the specific 2nd-degree Sand qualification.

The Race Director, who must hold the specific 2nd-degree Sand qualification, has full authority to ensure the proper running of races and to enforce the Jury's decisions in accordance with the regulations. They are appointed by the Sand Racing Commission. One or more deputies may be appointed depending on the scale of the event.

A licensed Technical Officer is appointed by the Commission for each event on behalf of the FFM. The Commission additionally appoints six other 1st- or 2nd-degree Technical Stewards.

A person is appointed by the Commission to check the compliance of the circuit, under the direction of the Jury and Race Directors, along with an experienced rider and a club representative. All of these individuals must inspect the circuit before the event to ensure it presents no particular hazards. This inspection takes place as early as possible so that safety information can be communicated at the riders' briefing.

In accordance with Article 2.2.3.7 of the Sporting Code, the Jury holds at least two meetings. The following are invited to these meetings:

- the Race Director
- the FFM technical officer,
- the timekeeping officer,
- the safety officer and/or Chief Medical Officer,
- the administrative checks officer,
- the President of the organizing club,
- the officer(s) responsible for the circuit layout.

A meeting secretary is appointed. The FFM Technical Steward, as well as the Chief Medical Officer, must produce a written report for each Jury meeting, as must the administrative checks officer. The organizing club is responsible for drafting the closing report.

Article 19 – Environmental Rules

These rules must be observed by both competitors and organizers.

- Riders must comply with the environmental rules put in place by the organizer,
- Use of the environmental mat is mandatory,
- The minimum size of the mat must comply with Article 5.1 of the Environmental Code and be at least equal to the overall footprint of the machine,
- For quads, it is recommended to use an environmental mat measuring 2m x 1.4m,
- Provide liquid disposal points (cans or drums) in the service and refueling area for oils, coolant, brake fluid, etc.,
- Be mindful of the sound level of machines and of the PA system, directing speakers toward the public and away from local residents,
- Make repeated announcements over the PA system to raise riders' awareness of environmental rules and ask them to take back used tires and any waste they may have produced,
- Provide containers, bins with sorted recycling, and a sufficient number of trash bags in the service area and surroundings (for participants and the public), one or more water points, and toilets and showers for men and women for participants, as well as toilets for the public,
- Take all measures to protect the environment and crops, prevent parking on roadside verges (provide parking areas), install trash bags and replace them as needed,
- Remove all signage placed along routes and site access points as soon as the event ends,

- Programs or any other promotional materials must include a few lines addressed to the public on respecting the environment, such as: “Bins are available – please use them” or “Please do not walk on the crops,” etc.,
- All tear-off systems are prohibited. Only roll-off systems or a single screen are permitted,
- During refueling, it is prohibited to throw items (bottles, goggles, etc.) outside of one’s own pit.

Article 20 – Rider Support Crews

All members of a rider’s support or assistance team must respect the circuit zones for which they have obtained access authorization from the organizer and/or the FFM Sand Racing Commission.

In all cases, during practice and races, track access is strictly prohibited to anyone not part of the organization or officials.

Any offender is liable to sanctions, and the assisted rider to penalties (see penalty table).

Article 21 – Prize Money

At the end of the Championship, result-based prize money will be paid out as follows:

For CFS-Motos:

	Scratch	Women	CFS-2	CFS-3	Under 21
1st	€5,000	€1,500	€300	€300	€300
2nd	€2,500	€750	–	–	
3rd	€1,500	€500	–	–	
4th	€1,200	–	–	–	
5th	€1,000	–	–	–	
6th	€800	–	–	–	
7th	€650	–	–	–	
8th	€500	–	–	–	
9th	€400	–	–	–	
10th	€300	–	–	–	

For Juniors:

	Junior	Junior Women / 125cc	125cc
1st	€1,000	€300	€250
2nd	€500	€150	€150

	Junior	Junior Women / 125cc	125cc
3rd	€300	€100	€100

For Espoirs:

	Espoir	Espoir Women
1st	€500	€250
2nd	€250	€150
3rd	€150	€100

For Quads:

	Scratch	Women	Junior
1st	€2,500	€750	€300
2nd	€1,250	€350	—
3rd	€800	€200	—
4th	€400	—	—
5th	€300	—	—

For Vintage:

	Vintage	Vintage Women
1st	€500	€250
2nd	€250	€150
3rd	€150	€100

The top 3 riders in each Amateur Trophy category may be awarded prizes in kind by the championship's partners.

Please note: should one or more events not be able to be held, the prize money set out above will automatically be reduced in proportion to the number of events actually contested.

Article 22 – Penalty Scale

This scale sets out, for guidance, the sanctions to which any individual subject to these regulations may be liable. This scale lists infractions and their reference sanctions but is not exhaustive. Each of these sanctions may be increased or reduced depending on the circumstances, at the discretion of the event Jury.

EVENT

Infraction	Sanction
Early start	Endurance format: 8-minute stop and go Sand-Cross format: 2-minute stop and go
Failure to comply with administrative and technical check time slot	Placement at the back of parc fermé, last among the bibs
Absence without declared withdrawal	Starts last in the next race
Failure to comply with pre-grid/pre-parc entry order	Stop and go or 1-minute penalty
Failure to comply with grid order	Stop and go or 1-minute penalty
Dangerous riding in the parade convoy	Jury decision, up to and including disqualification
Delayed exit from pre-grid or pre-parc	Race Control decision
Riding the wrong way on the track	Disqualification
Cutting through the service area to reach the pits	Jury decision, up to and including disqualification
Riding without a helmet (track, pits, riders' paddock)	Jury decision, up to and including disqualification
Failure to fit kill switch (quad)	Stop and go or 1-minute penalty
Bump-starting before the Race Director's signal	Stop and go or 1-minute penalty
Cutting the circuit	Jury decision, up to and including disqualification
Failure to respect flags – 1st offense	Stop and go
Failure to respect flags – repeat offense	Jury decision, up to and including disqualification
Failure to comply with “stop and go”	Jury decision, up to and including disqualification
Outside assistance – 1st offense	1-lap penalty
Outside assistance – repeat offense	Jury decision, up to and including disqualification
On-track repair by rider contrary to regulations – 1st offense	1-lap penalty
On-track repair by rider contrary to regulations – repeat offense	Jury decision, up to and including disqualification
Any work on the machine in parc fermé without prior	Removed from race

Infraction	Sanction
official authorization	
Missing transponder/chip at race start	Rider unclassified
Carrying fuel outside the tank	Disqualification
Rider radio communication with manager, mechanic, or other person	Disqualification
Failure to comply with marshal instructions off the circuit	Jury decision, up to and including disqualification
Movement within riders' paddock and surroundings with engine running	Jury decision, up to and including disqualification

TECHNICAL INSPECTIONS

Infraction	Sanction
Use of a machine that has not passed technical inspection	Disqualification
Non-compliant helmet or equipment	Start refused
Use of non-compliant equipment and/or machine	Jury decision, up to and including disqualification
Non-compliant tank and/or capacity – before the start	Start refused
Non-compliant tank and/or capacity – after the start	Disqualification
Machine with non-compliant sound level – before the start	Start refused
Machine with non-compliant sound level – during the event	Immediate repair, on pain of disqualification
Machine with non-compliant sound level – at the finish	10-place penalty
Machine that cannot be properly inspected during pre-event technical checks (e.g., maximum engine speed not reached)	Start refused
Machine that cannot pass post-finish technical checks within 30 minutes of entering parc fermé (e.g., maximum engine speed not reached or unable to restart)	10-place penalty
Machine not presented at the finish	Disqualification

REFUELING

Infraction	Sanction
Refueling outside the service area	Exclusion
Refueling with drink or changing goggles outside one's own pit	Jury decision, up to and including exclusion
Refueling in the pits with engine running	Exclusion
Refueling with rider on the machine	Exclusion
No fire extinguisher in pit – 1st offense	3-minute penalty
No fire extinguisher in pit – repeat offense	Disqualification
Rider number(s) missing from pit – 1st offense	Stop and go or 1-minute penalty
Rider number(s) missing from pit – repeat offense	1-lap penalty
Unsuitable speed in the pits – 1st offense	Warning
Unsuitable speed in the pits – repeat offense	Stop and go or 1-minute penalty
Welding carried out in the pits	Disqualification
Riding the wrong way in the pits	Jury decision, up to and including disqualification
Use of combustion-engine or gas-powered equipment – 1st offense	Warning and removal of the equipment
Use of combustion-engine or gas-powered equipment – repeat offense	Jury decision, up to and including disqualification

ENVIRONMENT

Infraction	Sanction
Failure to use the environmental mat (must consist of a waterproof sole and absorbent fabric; minimum size: 160 x 100cm)	Exclusion
Use of tear-off (any system)	Exclusion
Failure to dispose of oils and liquids in the designated containers – 1st offense	Warning
Failure to dispose of oils and liquids in the designated containers – repeat offense	Jury decision, up to and including disqualification