

2025-2026 KMT MX AND JMX Championship

PUBLISHED ON 15th December 2025

2025/2026 KMT MX and JMX Sporting and Technical Regulations



KMTC MX Regulations

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CHAPTER I – GENERAL CONDITIONS

Art.1 – DEFINITION & REGULATIONS

The MX Championship is sanctioned by Kuwait International Automobile Club (KIAC) and will consist of **4** rounds. Each round will be comprised of two races for each class.

The KMTC will be organized in accordance with the FIM General Rules and Regulations and its appendices. For any cases not covered by these regulations, a decision will be made by the Jury of the event based on the National Sporting Code and the FIM Sporting Code and their appendices whenever they are applicable.

1. **Regulation:** The English version will be used should any dispute arise as to their interpretation.
2. **General undertaking:** All riders/ competitors participating in the 2025-2026 **KMTC** undertake, on behalf of themselves, their employees, agents, and team members observe all the provisions, as supplemented or amended, of the regulations stated in **article 1** above.
3. **Modifications to the regulations; Appendices:** The Organizer with the approval of the Jury reserves the right to modify the provisions that are contained in these Regulations depending on circumstances and any cases that might arise. The participants will be informed as soon as possible. Information about any modifications that might be made or supplementary provisions that might be added will be given by **bulletin**. These will be written on **yellow paper** of dated and numbered appendices and will form an essential part of these Regulations.
4. **Application and interpretation of the regulations:** In compliance with the above mentioned FIM Regulations, the Clerk of the Course is the person who is responsible for applying these Regulations and their provisions throughout the course of the event. However, the Jury must be informed about any major decision that is taken when applying the general or specific event regulations.

Any disloyal, incorrect, or fraudulent acts committed by the participants, or their team members will be judged by the Jury, who will apply the FIM Disciplinary and Arbitration Code.

Any competitor who fails to operate his team in a manner compatible with the *standards* of the 2025-2026 **KMTC** or in any way brings the 2025-2026 **KMTC** into disrepute, will be referred to the Jury and/ or the

Art. 2. - ORGANIZATION

Secretariat of the event

Before and after the meetings, the Secretary of the Organization can be located at the address shown below:

Kuwait Motor Town
www.kmt.kw
Email: info@kmt.kw
Phone: 22064777

40 King Fahad Bin Abdul Aziz Rd, Kilo 51

Art.3 – INSURANCE

All riders must sign a waiver provided by the organizer.

Children under the age of 16 are strictly forbidden from entering the Refueling area and working area.

Art. 4 - OFFICIALS

| | |
|----------------------------|-------------------------------|
| Race Director | Mr Hamad AlSaif |
| FMNR Steward | Mr TBA |
| Deputy Clerk of the Course | Mr Thnayan Al Oun |
| Chief Flag Marshal | Mr Meshari Al Sabti |
| Secretary of the Meeting | Mr TBA |
| Chief Scrutineering | Mr Karabet Kazelian |
| Timekeeping | Mr Mohannad Alfarhan/Mohammed |
| Aleidi | |
| FMNR Observer | Mr Fuad Abu Arjah |

The duties of the officials will comply with the descriptions as laid down in the above mentioned FIM Regulations 2024 and National Sporting Code.

Team offices are available for the duration of the event.

All requests concerning the 2025-2026 KMTC Regulations must be presented only by the designated representative within a minimum of 10 days prior to the event concerned. During each event riders must present their own petition directly to the secretary's office at KMT.

CHAPTER II- SPORTIVE REGULATIONS

Art. 5. - LICENCES

1. All riders participating in the 2025-2026 KMTC must hold a current licence, **valid MX Licence to enter the events (issued by KIAC), or a valid National Licence (issued by the FIM representative of the country of participant along with a start permission, or an annual FIM NMFP licence accompanied by a start permission or NMFP licence for the specific event.**
2. Riders under the age of 18 years are obliged to be present with their parents or legal representative for registration.

Art. 6. – CHAMPIONSHIP EVENTS

1. The Championship will consist of **4** rounds.
2. A maximum of **40** motorcycles will be admitted for each class of the 2025-2026 KMTC.
3. A class of 2025-2026 KMTC can be cancelled if there are less than 7 motorcycles on the starting line.
4. Only motorcycles defined as **MX1, MX2 and CLUBMAN** may participate.
5. 125cc, 85cc and 65cc for junior class.
6. MX1 and MX2 can be merged in one race with the approval of the organizer.
7. **Age of riders.**

| | |
|--|----------------------------------|
| 65cc Junior: 9 years / 12 Years | Mx1: Minimum Age 16 + |
| 85cc Junior: 12 years / 15 years | Mx2: Minimum Age 15 + |
| 125cc Junior: 13 years / 17 years | Clubman: Minimum Age 16 + |

Art. 7 – THE CHAMPIONSHIP

1. KMTC 2025-2026 Winning Rider - Points

The rider's title for each of the categories; will be awarded to the rider who has scored the highest number of points in his category, taking into consideration all the results obtained during the Events which have taken place. If there are **5** or fewer competitors in a category, the Organizer has the right to merge those competitors into a different category.

2. POINTS

The top 20 riders will be awarded points for each Race according to the following scale:

| PLACING | POINTS | PLACING | POINTS | PLACING | POINTS |
|-----------------------|--------|------------------------|--------|------------------------|--------|
| 1st | 25 | 8th | 13 | 15th | 6 |
| 2nd | 22 | 9th | 12 | 16th | 5 |
| 3rd | 20 | 10th | 11 | 17th | 4 |
| 4th | 18 | 11th | 10 | 18th | 3 |
| 5th | 16 | 12th | 9 | 19th | 2 |

| | | | | | |
|-----------------|----|------------------|---|------------------|---|
| 6 th | 15 | 13 th | 8 | 20 th | 1 |
| 7 th | 14 | 14 th | 7 | | |

- In case of ties, the number of better placings will be considered. If a tie still exists, the points scored in the last Race of the Championship will determine the order of placing in the final standings. If necessary, the points scored in the last but one Race of the Championship and so on.
- Minimum participation:** Non-participation in 2 of the championship rounds will result in the loss of all points as per approval of the organizer.
- Final Round:** For the final round, all riders who rank 1st, 2nd, or 3rd in each of the class standings must participate in the final round and attend the podium ceremony, except in the case of force major' when an official letter must be submitted to the organizer. Failure to comply may result in the loss of any awards.

Art. 8 – COMPETITOR'S APPLICATIONS AND CONDITIONS FOR ENTRY

- Registration:** The individual application form to enter in the 2025-2026 KMTC must be submitted to the KMT, accompanied by the entry fees specified below and the documents requested on the entry form (License, ID Card, Start Permission for non-local riders and insurance).

The application will not be accepted if the form is not totally completed and accompanied by the requested fees and documents.

2. Registration fees

| | |
|--------------|-----|
| CHAMPIONSHIP | TBA |
| WILDCARD | TBA |

The entry fee is non-refundable.

Registration for the 2025-2026 KMTC AFTER THE DEADLINE will be permitted until the administrative verifications. However, double entry fees will be charged, with the approval of the organizer.

Participant must submit their civil ID while collecting the transponder as a guarantee which will be returned to the after the event.

- KMT reserves the right to reject the registration of any participant without specifying the reason.
- Team entries:** An additional entry form must be completed and accompanied by the individual forms of the competitors concerned, with a double entry fee. A 2025 Team License must be obtained from KIAC. In this case, the entrant's name will be mentioned with the Team name.

Art. 9 – DOCUMENTATION AND SCRUTINEERING

1. **Documentation:** Documentation & scrutineering will take place at KMT Motocross Circuit.

The opening hours will be specified in the timetable and must be respected.

A penalty of KWD 30.00 will be charged for late documentation.

A penalty of KWD 30.00 will be charged for late scrutineering.

2. Documents

The following documents must be presented:

1. - Valid KIAC license or a valid National Licence (issued by the FIM representative of the country of participant along with a start permission.
- ID Card / Passport with Residence Visa
- Name and contact details of the team representative who must be always available while the competitor is on track.

3. **Transponders/trackers:** One personal identified transponder/tracker will be given out at documentation. It is imperative that it is returned to the Secretary's Office at the end of the event.

The transponder must be fixed in the recommended position according to the scrutineer's requests. **The competitor is responsible for the transponder. If the transponder is damaged, the deposit will not be refunded.**

4. **Bracelets:** Bracelets given at documentation must be worn for the duration of the event. **This must be shown to the marshals at the track entrance, waiting zone and pitlane.**
5. **Scrutineering:** Only motorcycles eligible for the MX1, MX2 and Clubman categories 125cc, 85tcc and 65cc for junior class can be entered.
6. Two motorcycles of the same category per entrant may be presented by each entrant for scrutineering.

Competitors must ensure that their motorcycles comply with the conditions of eligibility and safety throughout practice and the race in accordance with the technical regulations.

Scrutineers have the right to:

- a) Check the eligibility of a motorcycle or of a competitor at any time during the event.
- b) Request a competitor to supply them with such parts or samples as they may deem necessary.

No motorcycle may take part in the event until it has been passed by the scrutineers.

No motorcycle may be removed from the track once it has been passed by the scrutineers.

7. The Clerk of the Course can require that any motorcycle be stopped and checked at any time during the event by the scrutineers.
8. **Riders and team members must use trash cans provided to dispose of their refuse. Cigarettes must be extinguished and disposed of in ashtrays. Used oil must be disposed of in a responsible manner using containers provided.**

Art. 10 – COMPULSORY IDENTIFICATION & ADVERTISING

1. **Race numbers:** For competitors, the number will be assigned sequentially. Each motorcycle must carry the race numbers allocated by the organizer. One plate number must be placed on the front and either one on each side of the motorcycle. These must be placed prior to presenting the motorcycle for technical scrutineering. It is the competitor's responsibility to correctly place these on the motorcycle. It is strictly forbidden to remove any advertising sticker given by the organizer without written permission from **KMT**.
2. Each rider must wear the bib supplied showing the race number or a jersey with the racing number clearly defined.
3. Any competitor who fails to comply with this standard may not be authorised to take part in the practice session and/or the race. The removal of any advertising material that is handed over by the organization could lead to exclusion from the placings, at the Jury's discretion.

Art. 11 – RIDER BEHAVIOUR

1. Unsportsmanlike conduct, including disrespect of officials and regulations, will be brought to the attention of the Jury and may result in sanctions, including exclusion (National Sporting Code).
2. Riders must not attempt to make any form of short cut to gain an advantage during free practices and race. Any use of a different route except the track will be penalized.
3. Riders must at all times adhere to these regulations.
4. Riders must be physically and mentally fit to control their motorcycles in the interests of safety.
5. Riders must report any medical disorder to the CMO.
6. At any time during the event, on request of the technical steward the riders must present themselves and/or their motorcycles and /or equipment for technical verification.
7. At all times during the event, the rider is responsible for keeping his motorcycle in conformity with the rules.
8. Riders may be held responsible for the actions of their team members and pass holders.
9. Riders and team members are forbidden to ride any motorized vehicle and/ or bicycle on the track outside the official practice/ qualifying sessions and races.
10. Riders must obey the official flag signals and boards which convey instructions.
11. Riders must carry on-board camera when instructed by **KMT**.

12. Riders are responsible for attending all riders' briefings and being aware of all information and instructions issued.
13. During an event a rider must always attempt to succeed.
14. Riders must ride in a responsible manner which does not cause danger to others.
15. Riders must always start the pre-qualifying or qualifying sessions from the waiting zone.
16. When riders are on the course, consultation between them and their team is restricted to approved signaling and repair zone. Riders who stop on the course to consult may hinder others and their actions will be considered as outside assistance.
17. Only the following signals are allowed between the rider/motorcycle and the persons connected with them: data and images from official transponders and on-board cameras, pit-board messages displayed in the appropriate areas and "body language" communication by the rider. Radio communication is forbidden.
18. Any outside assistance on the course is forbidden unless it is by a marshal carrying out his duties.
19. **Marshals may assist riders by lifting motorcycles and moving them to a safe place.** Any repairs or adjustments must be made by the rider, working alone with no outside assistance. Marshals are not allowed to assist riders to restart their motorcycles.
20. Riders should only use the course. However, if they accidentally leave the course, they may continue by safely re-entering the course, without gaining an advantage, from the closest point to where they left the course.
21. Course cutting is forbidden and will result in disqualification.
22. A zone must be reserved for repairs and signaling during the practices and races. Only mechanics, signalers and officials with valid passes are permitted in this area.
23. 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. Refueling is permitted with engine dead.
24. No replacement of safety apparel, refueling or mechanical service may be carried out on the course or outside the repair zone or waiting zone.
25. Riders entering the repair zone must come to a complete stop. Violators will be disqualified from practice or race.
26. Riders who stop their engines in the repair zone may be assisted in restarting them.
27. Riders who enter the paddock during a race will not be permitted to re-join.
28. Riders who return slowly to the signaling and repair zone or paddock should take care to avoid the racing line and not interfere with other riders.
29. Riders may groom their place behind the starting gate, without the use of tools.
30. Once a rider has taken his place at the starting gate he cannot change it, return to the waiting zone or receive assistance prior to the start of the race. Watering of starting lanes by riders or team members is forbidden.
31. Riders who have mechanical problems during the sighting lap and /or failed in bringing their motorcycles to the waiting zone in time, will be disqualified from the race.
32. Riders who have mechanical problems in the waiting zone and failed 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.
33. Riders having mechanical problems at the starting gate must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanics may assist at the gate. The penalty for violation of this regulation is disqualification from the race in question.

34. When crossing the control line, the rider must always be in contact with his motorcycle.

Art. 12 – SIGNALS

1. Flags

It is strictly forbidden for competitors to use flags similar in any way whatsoever to those below.



Green flag – This flag must be shown to indicate course is clear for start of the race.

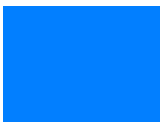


Yellow flag motionless– This flag indicates that there is a **danger ahead**. Ride cautiously.

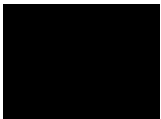
Yellow flag waved– This flag indicates that there is a **great danger ahead**. Prepare to stop, no overtaking. A significant reduction of speed must be observed; jump should not be attempted.



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.**



Blue flag – Warning, you are about to be lapped. Hold your line. **The blue flag must be used by supplementary flag marshals, specialized for this flag only.**



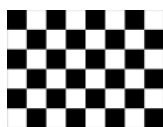
Black flag – Rider in question to stop racing and leave the circuit using the pit lane or access from the circuit to the paddock.

Medical flag – Medical staff on the track, proceed with extreme caution. Riders must roll each jump individually with no overtaking until past the area of concern.

A medical flag must be available at each flag marshal post



Black & White Chequered flag – Race or practice session is finished.



2. Boards:

| Board | Meaning |
|---|---|
| 10 minutes board (10") (In the waiting zone) | <p>All the motorcycles must have entered the waiting zone. The penalty for violation of this regulation is disqualification from the race in question.</p> <p>The entrance from the paddock to the waiting zone is closed</p> <p>Upon the order of an official, the reserve riders (if any), who are not allowed to participate in the race, their motorcycles and team members must leave the reserve area and return to the paddock</p> |
| 4 minutes board (4") (In the waiting zone) | <p>The entrance from the circuit to the waiting zone is closed.</p> <p>All riders should be back from their sighting lap.</p> <p>At the whistle signal, everyone except the riders, one mechanic, and umbrella holder per rider, the TV crew and essential officials must leave the starting zone.</p> <p>The riders prepare for start.</p> |
| 15 Seconds Board (15") (At the start) | 15 seconds until the starting procedure enters its final phase. |
| 5 Seconds Board (5") (At the start) | The starting gate will drop in 5 seconds. |

Art. 13 – COMPULSORY BRIEFING

A compulsory briefing by the Clerk of the Course will take place before the free practice at the starting gate. It is the responsibility of each rider to attend the briefing, be aware of all information given and follow all instructions issued. The start procedure will be demonstrated.

Art. 14 - INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

1. In exceptional circumstances, the Jury or Clerk of the Course may give instructions to competitors by means of special circulars. These circulars will be distributed to all the competitors, who must acknowledge receipt.
2. All classifications and results of practice and the race, as well as all decisions issued by the officials, will be signed and posted on the official notice board.

Art. 15 - DISCIPLINE AND ARBITRATION

1. The Jury has the right to penalize all people involved in any capacity in an event for:
 - Infractions of the regulations
 - Any voluntary or involuntary action accomplished by a person or persons during a meeting, contrary to current regulations or instructions given by an official
 - Any corrupt or fraudulent act or any action prejudicial to the interests of the meeting or sport occurring during an event.
2. a) It shall be at the discretion of the Jury to decide, upon a report or a request by the Clerk of the course, if a rider or riders involved in an incident shall be penalized.
 b) If an incident is under investigation by the Jury, a message will be sent to the team(s) from which rider or riders are involved.
3. The Jury may impose any one of the following penalties (in substitution or in addition to other available penalties):
 - Warnings
 - Fines
 - Change of position
 - Time penalties
 - Disqualification
 - Withdrawal of Championship points
 - Suspension
 - Exclusion
4. The Jury shall give written notification of the penalty which has been imposed to an official of the team concerned and shall make sure that this information is countersigned, with a note of the time, or display it on the timing monitors.
5. Any individual or team affected by a decision has the right to protest or appeal against that decision. However, no appeal may be lodged against a decision entailing or not:
 - Disqualification by means of black flag.

- A penalty for dangerous riding in the refueling area and working area.
 - Being stopped by means of black flag.
 - False start.
6. Riders breaking the rules shall be sanctioned by the Jury as follows:
- Receiving outside assistance, except where authorized: disqualification
 - Cutting the course: from 10 seconds time penalty to disqualification

Art. 16 - FREE PRACTICES, QUALIFYING, & RACES

1. MX1 and MX2 classes may be merged for the practice session.
2. Except where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions and races.

FOR DANGEROUS RIDING WITHIN THE CONFINES OF MX CIRCUIT THE RIDER CAN BE EXCLUDED FROM THE EVENT

3. No rider may start in a race without taking part in practice or qualifying, except in a case of "force majeure" duly recognized as such by the Jury.
4. The maximum number of motorcycles permitted to start a race is set at 40.
5. There will be one free practice sessions of 20 minutes

The **chequered flag** being waved at the finishing line will indicate that the practice session has come to an end. Passing the chequered flag more than once is strictly prohibited.

6. If a motorcycle stops during practice, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the rider is unable to drive the motorcycle from a dangerous position, it shall be the duty of the marshals to assist him.
7. Practices may be interrupted as often and for as long as deemed necessary to clear the track or to allow the recovery of a motorcycle. There will be no prolongation of the practice period after an interruption of this kind. Furthermore if, in the opinion of the Jury, a stoppage is caused deliberately, the rider concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session that day.
8. Should the practice session be interrupted, no protest can be accepted as to the possible effects of the interruption on the race.

Art. 17- QUALIFYING (If any)

1. Qualifying in each class will involve a Qualifying Practice.
2. Riders must always start the Qualifying from the waiting zone.
3. Riders will qualify for their starting positions in the Race according to their best results in the qualifying Practice. In case of ties, the second-best time will be taken into consideration.
4. If a rider does not score a qualifying time in the qualifying practice he will be placed last on the grid for the race. If several riders are concerned their free-practice times will be taken into consideration.
5. If the qualifying practice is cancelled the free practice times will be used for the qualifying race.

Art. 18 – 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. |
| 10 minutes before the start | Display of the 10-minute board |
| | The entrance from the paddock to the waiting zone is closed |
| | All riders and their motorcycles must be present in the waiting zone. The penalty for arriving late is disqualification from the race in question. |

Art. 19 – Sighting Lap

1. Before each race, the riders will be given the opportunity to make a sighting lap.
2. Participation is optional.
3. Once a rider has started his sighting lap, he must continue in the direction of the race. Practice starts are forbidden.
4. After the sighting lap, riders must return with their motorcycles directly to the waiting zone using the access gate indicated.

| | |
|-----------------------------|---|
| 7 minutes before the start: | The entrance to the track is closed. No further sighting laps are allowed. |
| | The starting grid should be clear. |
| 4 minutes before the start: | The entrance from the circuit to the waiting zone is closed. |
| | The circuit should be clear |
| | Riders who have mechanical problems during their sighting lap and/or do not succeed in bringing their motorcycles into the waiting zone in time will be disqualified from the race in question. |

Art. 20 – START PROCEDURE

20.1 – The following procedure will be used:

| | |
|----------------------------|---|
| 4 minutes before the start | Display of the 4 minutes board |
| | At the whistle signal everyone, except the riders, two team members per rider, the TV crew and essential officials must leave the waiting zone. |
| | The riders prepare for start. |

| | |
|------------|--|
| As of then | |
| | Once the riders have taken their positions at the starting line a green flag will be displayed, and all riders are under starter's orders. |
| | Team members remain in the waiting zone until the start has been given |
| | Only the riders, TV crew and 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 motorcycles in 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. |
| | Riders having mechanical problems at the starting gate must wait for assistance until |

| | |
|--|--|
| | the start has been given. Once the gate has dropped their mechanics may assist at the starting area. The penalty for violation of this regulation is disqualification. |
|--|--|

20.2 - Starts must take place from one row. Mass starts will be made with engines running.

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

20.4 - When all riders are on the line a green flag will be displayed.

20.5 - A "15 Seconds" sign will be displayed from which moment the riders are under starter's orders. The "15 Seconds" sign will be displayed for a full 15 seconds.

20.6 - AT the end of 15 seconds, a "5 seconds" sign will be display and the gate will drop between 5 and 10 seconds after the "5 seconds" sign is shown.

20.7 - The area in front of the starting gate shall be prepared in a consistent manner. No grooming in this area is allowed.

Art. 21 – STARTING ORDER

1. The riders select their starting position based on the results of qualifying practiced. A race will not be suspended unless the track is blocked, or it is dangerous to continue.
2. If a motorcycle stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the rider is unable to move the motorcycle from a dangerous position, it shall be the duty of the marshals to assist him.

Art. 22 – RACES

1. The event will be run as two races of 20 minutes plus 1 lap. 15 minutes for 65cc & 85cc.
2. The "LAST LAP" board will be shown to the leader at the finish line to indicate that 20 minutes have been completed and one lap remains.

Art. 23- FALSE START

1. In the case of a false start there will be a 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.

- The Jury may exclude the rider(s) deemed being at fault for the false start from taking part in the restart.

Art. 24 STOPPING OF RACE

- The Jury is authorized to prematurely stop any part of the event for urgent and/or safety reasons or other cases of "force major". In that case, a red flag will be displayed to the riders.
- Before 2 laps have been completed**
 - a restart will be given. No change of motorcycle is allowed.
- After 2 laps have been completed**
 - Before 50% of the race, there will be a complete restart.
 - After 50% of the race the classification of the lap preceding the interruption will be valid.

Art. 25 – RESULTS

- All outings of the riders on the track must be timed with the results displayed on monitors and communicated to the competitors and press.
- The winner of a race is the rider who crosses the line first in his class.
- Races 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.
- When crossing control lines, the rider must be in contact with his motorcycle
- All the riders participating in the race will be classified in order of finish and number of laps completed.
- The results will not become official until the time limits for protests have elapsed.
- If a protest is lodged the results will not become official until a decision is taken by the competent body
- If an appeal is taken against a decision of the Jury, the results cannot be considered as definitive until a final decision has been taken by the competent body.

Art. 26 - FINISH – PARC FERMÉ

- The end-of-race signal will be given at the Line as soon as the leading motorcycle has completed the full race distance.
- Should for any reason the end-of-race signal be given before the leading motorcycle completes the scheduled number of laps, the race will be deemed to have finished when the leading motorcycle last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.
- Parc Fermé:** The first 3 placed motorcycles in each class must enter the parc fermé after passing the finish line for each race. Motorcycles in parc fermé will be held for 30 minutes from the time of the signing of the results. Only authorized personnel

may enter the parc fermé. Any additional motorcycles may also be directed to parc fermé at the discretion of the Clerk of the Course.

SMOKING IS STRICTLY FORBIDDEN WITHIN THE PARC FERME. A FINE OF 30 KD WILL BE IMPOSED ON ANY PERSON CAUGHT SMOKING. NON-PAYMENT WILL RESULT IN EXPULSION FROM THE EVENT.

Art. 27 – CLASSIFICATION – PODIUM – PRIZES

1. The rider placed first will be the one having covered the scheduled time and distance in the shortest time. All motorcycles will be classified considering the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.
2. **To be counted as a finisher and be included in the results a rider must:**
 - Complete 75% of the race distance and take the chequered flag.
3. **Podium:** For each race, the riders classified in the 1st, 2nd and 3rd positions in each category must attend the prize-giving ceremony on the podium which will be held after each race.
4. Riders must wear riding equipment for the podium.
5. These riders will receive trophies during the podium ceremony. No children are allowed on the Podium. For each race, the riders classified in the 1st, 2nd and 3rd in each category must attend the prize-giving ceremony on the podium which will be held after each race.

If there are 4 or fewer competitors in a category, the Organizer has the right to merge those competitors into a different category.

Art. 28 – Championship Podium

For the Championship, the riders classified in the 1st, 2nd and 3rd positions in each category must attend the prize-giving ceremony on the podium which will be held after the final race.

Riders will receive trophies during the podium ceremony.

Art. 29 – PROTESTS & APPEAL

- a) Each protest must refer to a single subject only and must be presented in writing to the Clerk of the Course **within 30 minutes** after the publication of the results.
- b) The sum of the protest fee is **KWD 100.00** which shall not be returned if the protest is judged unfounded.

Art. 30 – BRACELETS

Bracelets will be issued to each registered competitor as follows:

- 1 Rider
- 1 Team Manager (if applicable)
- 2 Mechanic

All the bracelets issued by the organizer remain the property of the organizer and must be returned on demand.

Security personnel have the right to examine bracelets at any time.

[Art. 31 – RACE CALENDER](#)

KMTC JR MOTOCROSS CHAMPIONSHIP

| | |
|---------|------------------|
| ROUND 1 | 26 DECEMBER 2025 |
| ROUND 2 | 16 JANUARY 2026 |
| ROUND 3 | 13 FEBRUARY 2026 |
| ROUND 4 | 27 MARCH 2026 |

KMTC MOTOCROSS CHAMPIONSHIP

| | |
|---------|------------------|
| ROUND 1 | 27 DECEMBER 2025 |
| ROUND 2 | 17 JANUARY 2026 |
| ROUND 3 | 14 FEBRUARY 2026 |
| ROUND 4 | 28 MARCH 2026 |

