



TRACK RACING APPENDICES

2018

Changes 04.04.2018

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70.1 GENERAL

The following Appendices apply to all FIM Track Racing World Championships, Prize Events and International Meetings in addition to the rules laid down in the FIM Sporting Code.

In the following appendices, “He” is used in a non-sexist way and must be understood as “she/he”.

70.1.1 Titles

The FIM recognises the following FIM World Championships in the field of Track Racing. These Championships are run under the authority and jurisdiction of the FIM and shall be organised in accordance with all FIM rules:

- FIM Speedway Grand Prix World Championship Series (**see SGP Regulations**)
- FIM Speedway Grand Prix World Championship Qualification Meetings
- **FIM Speedway of Nations (see SoN Regulations)**
- FIM Speedway Under 21 World Championship
- FIM Team Speedway Under 21 World Championship
- FIM Long Track World Championship
- FIM Team Long Track World Championship
- FIM Ice Speedway Gladiators World Championship
- FIM Team Ice Speedway Gladiators World Championship
- FIM Speedway Youth World Championship (250cc)

The FIM recognises the following Prize Events in the field of Track Racing. These meetings are the sole prerogative of the FIM and shall be organised in accordance with all FIM requirements:

- FIM Speedway Youth Gold Trophy (85cc)
- FIM Track Racing Youth Gold Trophy (125cc)
- FIM Long Track Youth World Cup (250cc)
- FIM Speedway Sidecar World Cup
- FIM World Speedway League
- FIM Flat Track Cup

70.1.2 Definitions

A Track Racing meeting consists of all official activities related to racing, starting with the first administration controls and technical verifications until the settlement of all possible protests which are to be dealt with by the Jury or the Referee, if the Jury does not exist.

The actual racing consists of a series of several heats, between 4 or more Riders or Riders with passengers, referred to hereafter as Rider(s), run on a track **formed by two straights joined by two semi-circles** with a top surface in granite, shale, brick granules or similar unbound material rolled in on the base ground (Speedway), sand, shale or similar unbound material rolled in on the base ground (Long Track), firm, level turf with minor undulations (Grass Track) and ice with a minimum thickness of **20 cm (Ice Racing)**.

These meetings may be run between Riders competing individually, as a pair, or as a team. Each heat will be limited to one class of motorcycles of the same group.

The FIM World Championships, Prize Events and League Cups recognised by the FIM, referred to hereafter as the FIM Championships may be staged in a series of qualifying meetings leading up to a Final, a Final Series or a Grand Prix Series.

In accordance with prevailing circumstance, the CCP/FIM at its sole discretion may cancel, alter, change or amend ANY aspect of the qualification system and/or diagrams (i.e. the selection of wild card Riders, qualified Riders, nominated Riders, etc.) in respect of any FIM Championship/Cup/Trophy competition at any time.

LEAGUE

A league is a Speedway Championship run by an FMNR affiliated to the FIM and or in partnership with any FMNR/s affiliated to FIM.

LEAGUE MEETING

A league meeting that consists of international Riders is, by definition, an International Speedway meeting.

CLUB

Clubs, associations, etc. enter a league tournament directly via registration or from a qualifying system. At the beginning of each season or before the beginning of the tournament, each Club (or association, etc.) will declare to its FMN and/or the FIM the list of Speedway Riders composing its Speedway Team.

The Riders taking part in an International League meeting can be from any nationality but must hold a FIM Speedway League licence issued by their FMN.

70.1.3 Supplementary Regulations

Supplementary Regulations, referred to hereafter as SR, must be issued by the FMNR in accordance with the FIM Sporting Code, the Track Racing Appendices or Regulations.

For all meetings counting towards the FIM Championships, the SR must be published at least in English and must be approved by the FMNR and the FIM, and subsequently ratified by the International Jury. One copy must be sent to the FIM Administration at least two months before the date of the meeting for approval by the FIM, by electronic mail.

After approval, and not later than 1 month before the date of the meeting, the FMNR must send copies of the approved SR to all persons concerned or connected with the meeting (International Jury Members, FIM Officials, FMNs, Riders, etc).

The SR must in no case modify the FIM Sporting Code and must be drawn up in conformity with the standard model established by the FIM Track Racing Commission, referred to hereafter as the CCP.

70.1.3.1 Amendments to the Supplementary Regulations

No amendment may be made to the SR after their approval by the FIM Administration or the FMNR. However, in exceptional circumstances, the International Jury or, if the meeting has not started, the FMNR after approval of the FIM, may authorise, an amendment to the SR, which has to be brought to the attention of all persons concerned.

70.1.4 Dates of the meetings

The Qualification systems, all meeting diagrams and the dates on which the FIM Championship and Prize Event meetings are to be held will be prescribed, according to Art. 20.1.1 of the FIM Sporting Code, by the CCP Bureau, subject to the approval of the FIM Board of Directors. Each meeting will be allocated to a FMN. To provide for postponements which may be necessary (due to bad weather conditions for example), the FMNR must declare a re-staging date, which should always be the day following the original date of the meeting, and notify accordingly in the SR.

In the event that the meeting cannot take place on either of the specified dates, the CCP Bureau will agree an appropriate rerun date and venue.

For Speedway Grand Prix WC Series (except for Temporary Tracks):

To provide for postponements which may be necessary by bad weather conditions for example, the FMNR must declare 2 re-staging dates, which should always be the 2 days following the original date of the meeting, and notify them in the SR.

70.1.5 Responsibility for organisation

The organiser of the meeting, whether an FMNR, an individual, a club, a corporate body or a member of such a club or body, is responsible for the overall staging and organisation of the meeting for which a permit or other authorisation has been granted by the FMNR, and for provision of all equipment required for the efficient running of the meeting.

In accepting these responsibilities, the organiser undertakes to ensure the loyal observance of all rules and provisions of the FIM Sporting Code, its Appendices and Regulations.

70.2 OFFICIALS

70.2.1 Appointment of Officials

For International Meetings, all members of the International Jury are appointed by the FMNR.

For FIM Championships (which comprise an International Jury), the International **Race Director/Coordinator**, Jury President and the Referee are appointed by the FIM. The other officials are appointed by the FMNR. Each FMN eligible under Art. 70.2.4.14 has the right to appoint an FMN Delegate.

70.2.2 Incompatibilities of Officials

An official may not be a competitor, team manager, team member, mechanic, manufacturer's representative or sponsor participating in the meeting.

An FMN delegate may act as a team manager if he has, in accordance with Art. 2.4.14, been entered into the meeting also as a team manager.

70.2.3 Officials who hold a FIM Licence

When on duty at FIM World Championships or Prize Events, any of the following officials must be a holder of the appropriate FIM international official's licence which is valid for the current year:

- International Jury President
- Referee
- FMN Delegate and FMNR Delegate
- Race Director (SGP & SoN) - **U21 series and Youth Speedway World Championship Final**
- **Race Coordinator (Ice, Long Track)**
- Clerk of the Course
- SGP/SoN Clerk of the Course (Super Licence)
- **Technical Director**
- Technical Steward
- Timekeeper*
- Environmental Steward
- Chief Medical Officer (for SGP only)
- Team Manager (**Clerk of the course licence**)

* In respect of the timekeeper position, an organiser may appoint a non FIM licenced timekeeper in which case the recorded times will not be considered official for FIM purposes.

70.2.4 Terms of Reference of Officials

70.2.4.1 International Jury President

The President of the International Jury (Jury President) ensures that the decisions of the International Jury conform to the provisions of the FIM Sporting Code, to the FIM rules and the SR of the meeting.

The Jury President shall, if necessary, convene any extraordinary meetings.

The Jury President has the right to invite any guests to the International Jury meetings, when appropriate for the meeting.

He is responsible for the communication with the FMN Delegates.

In case of absence of the Jury President, the position will be replaced by the **Referee** appointed by the FIM.

A meeting of the International Jury shall be called before the first official practice session and during this meeting the International Jury shall approve, control or reject the following matters:

- Approve the SR and any amendments.
- Report of the Clerk of the Course stipulating that all Riders and participants engaged are in possession of their respective licences as well as all officials with any responsibility for the running of the meeting.
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the meeting.
- Report and control of the safety standards of the meeting.
- Approve, control or reject any amendments of requests for extra safety measures as mentioned in the track inspection report.
- Control, of the official permission from the local authorities to run the meeting and of the third party liability insurance policy of the organiser.

At the end of the official practice, during a session of the International Jury, the President will hear the reports of all the appropriate officials.

At the end of the meeting, during the last session of the International Jury, the President, together with the Referee, must sign the official classification of the meeting. He must also sign, with the Secretary to the International Jury, all minutes of the meetings.

For FIM Championships, he shall send the following documents to the FIM Administration within 72 hours of the finish of the meeting:

- The Jury President's Report and the Minutes of the International Jury Meetings (using the official form),
- The ballot for the Alcohol and Anti-doping controls,
- Details of any protests submitted together with the security deposits collected,
- The Track Racing Accident Report (using the official form).
- Copy of the official programme duly filled in.

70.2.4.1 b Race Director / Coordinator

When considered appropriate the FIM will appoint a **Race Director/Coordinator**, this may be for a single meeting or a series of meetings.

The **Race Director/Coordinator** is responsible for the conduct and efficient running of a specified meeting or meetings. He is a voting member of the International Jury, **and** shall be present at all International Jury meetings.

He has full executive powers and no official, other than the referee when on duty during practice or racing, may contradict his decisions.

However, a resolution passed by the International Jury can contradict his decisions.

He is responsible for holding regular meetings with the Riders and their associations in order to obtain a good cooperation and with the aim of continuously improving the standard of the FIM events.

70.2.4.2 Referee

When on duty, during Practice and Racing, the Referee exercises supreme control over the meeting and he is responsible for ensuring that all regulations are observed. He may consult the Jury President if he considers his advice necessary.

The Referee has no responsibility for the organisation of the meeting and he has no executive duties other than those defined in these regulations.

He is entitled to refuse access to his box to any person other than the Clerk of the Course, and when on duty in his box, no person shall speak to him without permission.

The referee's report, must include details of any penalties imposed, delays which may have occurred, protests received and any other incidents which it is considered should be brought to notice.

Accompanied by the Clerk of the Course and the Jury President (**and the Race Director/Coordinator where appointed**), he must inspect the track and safety fence (barriers) before practice and before the first heat.

He must prohibit any Rider/sidecar team from taking part or any machine from being used in practice or in racing if, in his opinion, other Riders/sidecar teams or the public would be endangered.

He must ensure that all his decisions which may affect or vary from the published programme, such as the rerunning of a heat and the disqualification of a Rider are communicated immediately to the Clerk of the Course for action.

If a degradation of the track or any other such situation occurs during practice or racing which could cause the postponement, stopping or abandonment of the meeting, the Referee should request the Jury President to call an immediate International Jury meeting for an appropriate decision which is to be communicated immediately to the Clerk of the Course for action.

However, the Clerk of the Course and the Riders (or team managers in Team meetings) must be consulted before any decision concerning weather conditions, surface of the track, visibility of Riders or for any other reason which could lead to a dangerous situation for Riders or spectators.

The decisions of the International Jury are to be announced by the speaker to the public.

The Referee may inflict a penalty on any person who fails to comply with any regulation or instruction given, or is guilty of misconduct or disloyalty or unfair behaviour, or who shows by word or action dissent from any decision given by the Referee or other authorised Official.

The penalty may take the form of a warning, a fine or a disqualification of a Rider from one or more heats, removal from the meeting and/or a warning or a report to the FMN of the Rider for action as that body may consider fit.

The Referee shall give the reason for a penalty if the person concerned makes a request for an explanation. Having provided the explanation, the Referee may not discuss it in private or in public.

When on duty, during Practice and Racing, the Referee shall deal immediately with any protest, submitted to him through the Clerk of the Course in accordance with the FIM Disciplinary and Arbitration Code, these present rules, and the SR.

The Referee, in agreement with the International Jury, shall satisfy him/herself as to the correct handling of technical controls of the Riders' machines and safety equipment and also determine, in conformity with the FIM Medical Code and the Anti-Doping Code, what controls of the Riders' physical conditions are to be made, i.e. medical and doping tests.

The Referee must judge in which order the Riders teams crossed the finish line and this decision, once announced, is final and may not be the object of a protest.

At the end of the meeting, during the last session of the referee together with the Jury President, must sign the official classification of the meeting.

The maximum age limit for Referees officiating at FIM Championships is 55 years. The maximum age limit for Referees officiating at International Meeting is 60 years.

The Referee appointed by the FIM to officiate at a FIM Championship cannot act as manager of a National Team or individual Rider in any Track Racing Championship of that year.

70.2.4.3 FMNR Delegate

The FMNR Delegate can attend International Jury meetings without voting rights.

70.2.4.4 Clerk of the Course

The Clerk of the Course is responsible for the conduct and efficient running of the meeting. He is a voting member of the International Jury.

The Clerk of the Course cannot be a Team Manager in a competition while appointed as Clerk of the Course with voting rights.

It is strongly recommended that the Clerk of the Course speak one of the two official FIM languages. If not, a competent translator must be available at all times.

They must ensure that the track receives timely and adequate preparation before practice and before racing and that all facilities are provided to maintain the track in a satisfactory condition during practice and during racing.

They must exercise authority over all Officials of the meeting (with the exception of the International Jury members, the Race Director or the Race Coordinator) and is responsible for ensuring that they are present and ready to carry out their duties properly.

They must verify the identity of the Riders and passengers; the correct numbering of the motorcycles, and that there is nothing to prevent a Rider or passenger from participating in the meeting, e.g. suspension, disqualification or any other ban on riding.

They must ensure that all Riders and passengers taking part in the meeting have signed on and give the signing on list to the Jury President.

They must carry out as soon as possible all instructions received orally (directly or by telephone) or in writing from the Referee.

They must provide any information regarding the organisation and control of the meeting which he considers relevant for the International Jury or the Referee to know or which may be requested by the International Jury or the Referee.

They must prevent any person from communicating directly with the Referee, when he is on duty in his box, (including communicating by telephone), without the Referee's permission.

They must ensure that protests are in order and accompanied by the appropriate security deposit before passing them to the Referee.

They must notify the International Jury and the Referee of all decisions to be taken or already taken, and of any protest addressed to him.

They ensure that the FIM rules are respected. He may propose penalties to the Referee or the International Jury.

They must order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.

They must ensure that no machine or engine is removed from the pits without the authorisation of the Referee until 30 minutes after the last race.

They must ensure that the Speaker has taken notice of his duties as mentioned later in this article.

They must collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the International Jury, and have the provisional results of the meeting approved.

70.2.4.5 FIM Technical Director

- The FIM Technical Director is appointed by the Director of FIM International Technical Commission in consultation with the Director of FIM Track Racing Commission.
- The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical code.
- The FIM Technical Director works in cooperation with the FIM Race Director/Jury President and FIM Delegate/Clerk of the Course .
- The authority and duties of the FIM Technical Director include but are not limited (please, also refer to FIM Technical code):
 - a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Jury President and present proposals to resolve such concerns.
 - b) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
 - c) The FIM Technical Director will examine with the Chief Technical Stewart the motorcycle(s) and the protective equipment of any Rider(s) involved in serious or fatal accidents and present a written report to FIM Jury President.
 - d) The FIM Technical Director will attend all Jury meetings but without voting rights.

70.2.4.6 Technical Steward

The Technical Steward must verify the machines, clothing and helmets in accordance with the FIM rules, Appendix 01 (Track Racing Technical Rules) and the SR.

He must present his report to the International Jury prior to and after racing.

70.2.4.7 Chief Medical Officer (CMO)

The Chief Medical Officer must fulfil the duties required in the FIM Medical Code.

The presence of a FIM-licenced Chief Medical Officer is requested only at FIM Speedway Grand Prix World Championship meetings.

70.2.4.8 Environmental Steward

The Environmental Steward shall be responsible for all environmental aspects. He must fulfil the duties required in the FIM Environmental Code.

70.2.4.9 Timekeeper

The Timekeeper must be qualified to use a timekeeping system.

He must record the times taken in each heat by the winner and the time taken by any other Rider, if so required by the Referee.

The times, but no other information, may be conveyed to the public.

The records of times must be certified by the Timekeeper, retained for scrutiny and not destroyed without the authorisation of the Clerk of the Course.

He must advise the FMNR of all track records established during a meeting.

70.2.4.10 Speaker

The Speaker must give members of the public such information as they may reasonably require to understand the sport they are watching and to enjoy it.

He must promulgate all information as required by the Referee, but may not comment on, give an opinion on or amplify such information or any decision made by the Referee.

He must be strictly impartial in what he says and refrain from any statement which might incite members of the public to demonstrate against or denigrate an official, Rider or team or to encourage any section of the public to be an annoyance or nuisance to another section.

He must not convey to the public, information which is contrary to the FIM Sporting Code or the SR, or which is untrue, or information on any protest or appeal, which may be lodged.

The results must also be communicated in English.

70.2.4.11 Starting Marshal

The Starting Marshal is responsible for ensuring that:

- before the beginning of practice and racing, signalling flags, disqualification discs, spare starting gate tapes and elastics, track marking equipment, rakes and fire extinguishers are readily available and in order, and that the starting gate functions correctly;
- the layout and marking of the starting area complies with regulations, and that all starting positions are raked, graded or swept to give an even surface immediately before each heat;
- the Riders are controlled when they are preparing to start in a heat and that he remains at the tapes until he is satisfied all Riders are in their correct positions and ready to start and when he is satisfied he signals to the Referee and on the showing of the green light, **the Start Marshal must walk clear of the back wheels of the motorcycles before the green light is shown;**
- signals for the stopping of a heat (or the disqualification of a Rider) given by the Referee are repeated by flags (and that the helmet colour disc for a disqualification is displayed);
- flag signals are made to indicate the last lap and the finish of each heat;
- flag signals are made, as directed by the Referee, should the starting gate or signal lamps fail to operate properly.

70.2.4.12 Flag Marshals

There must be at least 3 Flag Marshals on each bend.

Each Flag Marshal is responsible for displaying a red flag upon the signal to do so from the Referee or from the Starting Marshal.

Between heats, Flag Marshals may assist the rakers in restoring the track surface.

70.2.4.13 Pits' Marshal

The Pits Marshal and his assistants must be permanently present in the pits area during the FIM meeting.

The Pits' Marshal is responsible for ensuring that:

- only the Riders and their teams and other persons with appropriate passes (police, fire and medical staff in uniform and doctors, do not need passes for identification) are permitted in the pits;
- all necessary equipment, including fire extinguishers and emergency tools (see Appendix 079, "STRC") are in order;
- machines are positioned in the pits in order according to riding numbers or by nationality so as to facilitate quick identification;
- Riders, passengers and machines carry the correct riding numbers according to the programme and that, if helmet colours are used, Riders and passengers are equipped, before they leave the pits, with the correct colours, properly fitted;
- Riders concerned are marshalled in readiness for the heat in which they are competing immediately after the previous heat has started;
- before authorising Riders and machines to leave the pits for practice or racing, the track is clear of all obstructions;
- the gate between track and pits is opened only when necessary for access for Riders, machines and pusher-off, and that, during racing, the gate is properly closed and all persons in the pits are kept at a safe distance from it;
- instructions from the Referee or Clerk of the Course are clearly understood and carried out.
- Nobody smokes in the pits area.
- During the race and the practice session, with the exception of the Riders, only persons who have reached their age of majority/adulthood can enter the pits with valid accreditations.
- No Rider, mechanic, manager or delegate goes on the track when track maintenance is in progress.
- A race card, placed in the pits area, is filled in and updated according the points scored during the meeting.

70.2.4.14 FMN Delegate

Each FMN which has a Rider or a national team participating in a FIM Championship is entitled to be represented by a national Delegate, holder of a Sporting Steward's licence.

All such nominations must be submitted in writing to the FMNR. The FMNs must inform the FMNR of the name of their Delegate not less than 15 days prior to the meeting.

This national Delegate represents his/her FMN and the Riders entered by that FMN.

He is entitled to:

- attend the open meetings of the International Jury, as observer,
- receive documents, including the International Jury minutes, during the entire meeting,
- submit his queries to the Jury President so that the International Jury is aware of all circumstances,
- receive passes to be present at important places during the meeting.

If necessary, the Jury President will arrange a meeting with all FMN Delegates in order to explain the work of the International Jury and to receive the remarks of the FMN Delegates.

70.3 INTERNATIONAL JURY

- For the Championships/Cups/Prizes/Trophies with a Race Director/Coordinator, the Members of the International Jury with voting rights are: the Jury President, the Referee, the Race Director/Coordinator and the Clerk of the Course.
- For the Championships/Cups/Prizes/Trophies without a Race Director/Coordinator, the Members of the International Jury with voting rights are: the Jury President, the Referee and the Clerk of the Course.

In the case of a tie, the Jury President has the casting vote.

The following persons are entitled to attend the meetings of the International Jury but without the right to vote: the Members of the Board of Directors, the

Directors of the permanent Commissions and Panels, the FIM Chief Executive Officer, the FIM Sports Director and the administrative staff of the Sporting Commission concerned, the Environmental Steward, the Chief Medical Officer, the Technical Director, Technical Steward, the FMN Delegate(s), the Team Managers and any Guests in possession of an FIM licence invited by the Jury President.

70.3.1 Nominations

For International Meetings, all members of the International Jury are appointed by the FMNR.

For FIM Championships with or without a FIM promoter, the nomination of the International Jury President and the Referee will be decided by the FIM/CCP and confirmed by the FIM Board of Directors.

70.3.2 Terms of reference of the International Jury

Please refer to Art. 50.1 of the FIM Sporting Code.

70.3.3 Procedure at International Jury meetings

Decisions of the International Jury are based on a simple majority. In the case of a tie, the President will exercise a casting vote.

70.3.4 Publication of the International Jury decisions

All decisions of the International Jury necessary for the running of the meeting as well as the results must be published as soon as is reasonably possible. The decisions must be published at least in the English language.

70.3.5 Minutes of the International Jury meetings

The minutes for all FIM Championships must be written at least in the English language. They are to be prepared by the Secretary to the International Jury and must be signed by him/her and the Jury President. A copy of these minutes must be sent to the FIM Administration within 72 hours after the meeting in respect of meetings counting towards a FIM Championship.

The minutes must state in detail any penalty imposed; the decisions taken concerning any protests received (copies of which must be attached); the details of any accidents which may have occurred; any possible irregularities observed, as well as the opinion of the International Jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

70.3.6 International Jury Meeting Room

A special Jury Room fitted with a large table and sufficient chairs must be provided for the Jury to conduct their meetings. A printer must be available in the room and preferably a photocopier. A secure and reliable Wi-Fi internet connection must also be provided. The room must be prepared, available and free at all times prior, during and after the meetings. Coffee, soft drinks, snacks etc. must be available at each Jury meeting. If the room is not manned at all times the Jury President, the Race Director/Coordinator/Clerk of the Course and the Secretary must be given personal keys for entering.

70.4 RIDERS

70.4.1 Medical Certificate and Examination

Every Rider and Passenger taking part in Track Racing meetings must be medically fit.

A special medical examination may be carried out at any time during a meeting by an official doctor or by another doctor nominated by the Chief Medical Officer (CMO) at the request of the Jury President, Referee, Race Director, Race Coordinator or the FIM Medical Representative.

In Respect of all Final Series Competitions (SGP, SoN, Long Track, Ice Racing and U21 Speedway Individual), **any** Rider who has suffered an **injury** requiring hospital treatment and who has not since raced in any official meeting must provide a Medical Certificate in English or French confirming fitness to take part in the meeting.

In addition The International Jury will require the Rider to submit to a full medical examination by the Chief Medical Officer or an approved deputy before being allowed to take part in the meeting or practice.

Furthermore as proof of fitness it is compulsory for the said Rider to take part in the scheduled practice session for the meeting unless excused by express commission of the CCP Bureau.

Please refer to the FIM Medical Code.

70.4.2 Age of Riders and Passengers

Licences for Riders and passengers are issued for FIM Championships, as well as for International Meetings, only when the minimum age has been attained as below:

	Minimum	Maximum
• FIM Speedway Grand Prix World Championship and Qualification Meetings:	16 years	-
• FIM Speedway World Cup:	16 years	-
• FIM Speedway Best Pairs:	16 years	-
• FIM Ice Speedway Gladiators World Championship:	16 years	-
• FIM Team Ice Speedway Gladiators World Championship:	16 years	-
• FIM Long Track World Championship:	16 years	-
• FIM Team Long Track World Championship:	16 years	-
• FIM Speedway Under 21 World Championship:	16 years	21 years
• FIM Team Speedway Under 21 World Championship:	16 years	21 years
• FIM Speedway Youth Gold Trophy:	12 years	15 years
• FIM Track Racing Youth Gold Trophy:	12 years	16 years
• FIM Speedway Youth World Championship:	13 years	16 years
• FIM Long Track Youth World Cup:	13 years	16 years
• FIM Speedway Sidecar World Cup	17 years	-
• International Speedway League meetings:	16 years	-
• International Speedway meetings:	16 years	-
• International Ice Racing meetings:	16 years	-
• International Long & Grass Track meetings:	16 years	-

FIM Flat Track Rounds:

Minimum 16 years (up to 500cc)

Minimum 18 years (more than 500cc).

The minimum age for each and every category of meetings starts on the competitors' minimum age birthday.

The maximum age (when applicable) finishes at the end of the year in which the competitor reaches the maximum age.

For applicants aged over 50 years, please refer to the FIM Medical Code.

70.4.3 Licences

In conformity with the FIM Sporting Code, the Riders and the passengers must be holders of an appropriate and valid FIM World Championship Track Racing licence to be allowed to take part in a FIM Track Racing World Championship. For International Meetings and Prize Events, Riders and passengers must be holders of a valid and appropriate International FIM licence.

For International league meetings each Rider must hold a valid FIM International Speedway League licence.

The FIM Team sporting licence must be implemented according to the Sporting Code Art. 70.2.

Before the meeting, the holders of a FIM licence are required to present their licence to the Clerk of the Course.

70.4.4 Entries

No entry fee may be charged.

All entries must be made by the FMNs concerned to the FMNRs in writing on an entry form on which all information regarding the Rider, passenger and team must be indicated.

In respect of competitions for Individual Riders, once an entry form is submitted and accepted by the FIM, no further entry form is required from the competitor for subsequent qualifications rounds, semi-finals, race offs or finals in the same competition.

Entries must be made not later than **3 weeks** before the meeting.

Failure to comply with the time limit may result in the FMN concerned losing their allocated place/places. If this is impossible, the entries must be sent e-mail immediately (not later than two working days) after receiving the results of the previous round.

Provisional entries made by the Rider's FMN by e-mail must be confirmed with the Rider's signature on the official entry form immediately upon his arrival at the place of the meeting.

Team entries must be made by the FMNs on a collective form.

FMNs failing to send in entry forms, in accordance with the above, will lose their allocated place in that FIM Championship meeting.

A Rider or a team who refuses nomination by their FMN for a FIM Championship, Trophy, League or cup or, having accepted nomination refuses to take part, shall be deemed suspended internationally for a minimum period of one day before to three days after the meeting concerned. Furthermore, they shall be considered ineligible for all FIM Championships for the remainder of the season. The FIM and the CCP Bureau may also pronounce a fine between 10'000 and 100'000 Euros.

A Rider or a team who starts in a FIM Championship and qualifies for the next round (i.e. Semi-Final, Final or Final series) must participate therein unless prevented from doing so by **injury** or illness (certified in writing to that effect by a suitably qualified doctor) or other "force majeure". A decision on the acceptability of other "force majeure" must be taken by the International Jury of the meeting from which the Rider is absent or by the CCP Bureau, if the absence is known one week before the meeting.

A Rider having accepted nomination or has qualified for a next round who is unable to take part having been declared and medically certified unfit to take part to the satisfaction of the FIM or Jury, shall be deemed suspended internationally for a minimum period of one day before (where applicable) to three days after the meeting concerned.

The FIM and the CCP Bureau can withdraw a Rider's/team licence and give a suspension to a Rider or a team who refuse to participate in a FIM Championship to which they have been qualified or in which they have already been entered.

Once a Rider or a team has been entered, no FMN, other body or person may withdraw that competitor/team from the competition without an authorisation from the FIM. Violations of this provision shall be referred to the CDI.

The CCP may refer the case to the CDI pursuant to Article 3.3.2 last paragraph of the FIM Disciplinary and Arbitration Code.

70.4.4.1 Cancellation of an Entry

A penalty of suspension entails the cancellation of all entries made by the sanctioned Rider for any meeting to be held during the period of suspension.

70.4.5 Starting numbers

The starting numbers for every FIM Championship will be balloted. For the 1st meeting, the ballot is only effective according to the FMN of the Riders. A balloted position is open to any nomination from the FMN concerned, up until the Rider signs on or reports to the Clerk of the Course at the meeting. For the following meetings, they will be effective according to the results of the previous meetings or as indicated on the ballot sheets.

Every year, the Riders will be allocated by the CCP Bureau to the next year's rounds counting towards the FIM Championships based upon written applications from FMNs, received by the FIM within the deadline stipulated by the CCP Bureau.

Places made vacant by withdrawals will be filled by CCP Bureau decision and any FMN not honouring its engagements may be penalised after an investigation of the circumstances by the CCP.

70.4.6 Definitions

70.4.6.1 Programmed Rider

A Rider having programmed heats in the race format.

70.4.6.2 Qualified Rider

A Rider who qualifies for the next round or Final series of the FIM Championships.

Note:

The conditions specified below will apply to the following FIM World Championships:

- FIM Individual Speedway World Championship
- FIM Individual Speedway U21 World Championship
- FIM Individual Ice Speedway Gladiators World Championships
- FIM Individual Long Track World Championship

No FMN may have more than five programmed Riders (Qualified and/or permanently Nominated Riders) in any Final or Final Series meeting. A nominated Non-Permanent Wild Card Rider is not included in this total.

Ties:

A tie for an FMN's last qualification place will be solved as follows:

- a) Precedence will be given to the Rider(s) with the highest placed position(s) in their respective qualification round.
- b) If a tie still persists precedence will be given to the Rider(s) with the highest number of points from their respective qualification round,
- c) If a tie still persists precedence will be given to Riders having the most number of 1st 2nd 3rd 4th (5th or 6th if applicable) excluding run offs. (An 0 or last placing being better than M-R-F-T-d-N)
- d) If the above solutions do not resolve the tie the position will be determined by FIM ballot.

The place of the unsuccessful Rider(s) will be taken by the next highest placed Rider from another FMN in the qualification round(s) in which the unsuccessful Rider(s) competed.

70.4.6.3 Qualified substitute Rider

A Rider appearing on the approved list of qualified substitute Riders for the Final series. If an originally qualified or permanently nominated Rider is unable to participate and the time allows, he will be replaced by the next Rider from the list of qualified substitute Riders of that discipline.

A qualified Substitute Rider must take part in any meeting into which they are promoted on the notification/instruction of the CCP.

70.4.6.4 Nominated Rider

A Rider who is selected to participate in a particular meeting or series of meetings.

70.4.6.5 Nominated substitute Rider

A Rider appearing on the approved list of nominated substitute Riders for a Final series. If an originally qualified or permanently nominated Rider is unable to participate and the time allows, they will be replaced by the next Rider from the list of nominated substitute Riders of that discipline.

A nominated Substitute Rider must take part in any meeting into which they are promoted on the notification/instruction of the CCP.

70.4.6.6 Wild Card Rider

A Rider selected to participate in an individual round of a series of the FIM Championships.

70.4.6.7 Track reserve Rider

In individual meetings, a Rider who has no programmed heats in the race format.

The track reserve Riders will replace, in rotation, the disqualified Riders according to **Art. 70.10.7** and **Art. 70.10.8**.

For the first 4 heats (Speedway and Ice Racing and Track Racing Sidecar) or for the first 3 heats (Long Track), a track reserve Rider can refuse to replace a disqualified Rider.

When a programmed Rider or a passenger is injured during their 1st heat and, following confirmation from the chief medical officer, is not in a position to take part in all the subsequent heats (including the re-run heat, from which he must not have been disqualified by the Referee), then the track reserve Rider, who has not ridden so far, will become a programmed Rider.

When a programmed Rider or a passenger is injured after their 1st heat or not in a position to take part in one or more of his subsequent heats (possibly including the re-run heat, in which he was injured but not disqualified by the Referee), the injured Rider will be replaced by the track reserve Riders, in rotation.

Any point gained by the track reserve Rider in replacement of one or more programmed Riders will count towards the results of the meeting and will also count as points towards the respective on-going Championship, if applicable. Conversely, the points gained by the injured or replaced Rider will also count towards the results of the meeting and the respective on-going Championship, if applicable.

A track reserve Rider cannot ride in more heats per day than a programmed Rider.

For the first rounds of a FIM Championship, the track reserve Riders will be nominated by the staging FMNR (Subject to CCP approval).

The track reserve Rider will be eligible to replace a programmed Rider who is unable to compete in a round and he will become a programmed Rider subject to compliance with regulation 71a.2.

70.4.6.8 Team reserve Rider

A team reserve Rider is a Rider without programmed heats in the race format.

He cannot ride more heats than a programmed Rider.

70.4.6.9 Tactical Substitute Rider

In Speedway and Ice Racing team events, a Rider who temporarily replaces another Rider in one single heat when his team is six or more points in arrears of the leading team.

70.4.7 Signing on

All Riders and passengers must sign-on during the period of time stipulated in the SR.

By signing-on, the Rider enters the venue and accepts to be under the jurisdiction of all FIM rules and regulations applicable to the meeting.

The signing-on time shall expire 30 minutes before the first International Jury meeting. If practice is not compulsory and the Rider/passenger is not practicing, he may however sign-on up until two hours before the first heat.

No Rider/passenger or official is allowed to leave the meeting without the authorisation of the referee until the time limit for protests has elapsed. (See also Art. 70.10.19).

When a Rider has signed on they are deemed to have entered the meeting and is not permitted to take part in any other motor cycle meeting until completion of the event.

70.5 RIDERS' EQUIPMENT

Riders' equipment must conform to Appendix 01, Track Racing Technical Rules.

For FIM Championships an on-board/helmet-camera (other than the one from the FIM Championship Promoter or permitted by the FIM Administration) is not allowed during the entire event, from the practice sessions until the end of the event.

70.5.1 Race jackets

Riders (for Track Racing Sidecar both the Rider and the passenger) shall wear their country's flag on the front and their riding number on the back of their race jacket. **For the FIM Speedway World Championship Qualifying meetings (Qualifying Rounds and Challenge) it is permissible as an alternative for a competitor to use a race suit incorporating the national flag (or a team suit in national colours) and riding number providing it complies with the dimensions as specified.**

If it is stated in the SR that the FIM or the Organisers supply the race jackets, it is then compulsory for each Rider and passenger to wear this race jacket at all time during practice, press conferences, **parade**, racing and Prize-Giving Ceremony. In this case, the FIM and/or the Organisers are permitted to use the race jacket for advertising purposes.

When the FIM or FIM contracted partner supplies the race jackets to the Riders and it is mentioned in the SR's the Rider is responsible for his riding number jackets and the cost of any riding number jacket not returned will be charged to the Rider and deducted from the prize monies.

If this is not the case, the Rider is allowed to use his race jacket for his own advertising purposes.

The size of the back numbers on the jacket must be of 200 x 120 mm for each figure with a width of stroke of 30 mm. **It is permissible to use a race suit incorporating the country national flag and the number to the dimensions as specified above.**

When provided by the FIM and/or the Organisers, covering any part of the race jacket apart from the shoulder straps is not allowed.

In respect of any final series meetings (only for SGP, ISG Final Series, **U21 series** and Long Track Final Series), qualified permanent Riders and nominated substitute may request the use of a personal number and font style subject to approval by the CCP. The number must remain clearly identifiable to the referee and race officials.

70.5.2 Helmet colours

Every Rider (for Speedway Sidecar, both the Rider and the passenger) shall have at least one (1) coloured helmet or one (1) helmet cover in each of the prescribed colours ready for use in accordance with the rules in force for the meeting.

Any alterations, additions or changes to the helmet (to the shape of the helmet, colouring, etc...) that may affect the structure or durability of the helmet may be made only in accordance with the manufacturer's precise recommendations and specifications.

In every heat, and according to the allocated gate position, the Riders (for Speedway Sidecar, both the Rider and the passenger) must use the coloured helmet or the helmet cover, in the corresponding colour, for proper identification to the Referee, TV, spectators, etc.

The prescribed helmet colours used are (RAL traffic colours):

RED	3020
BLUE	5017
WHITE	9016
YELLOW	1023
GREEN	6024
BLACK/WHITE	9005/9016

The Rider's and passenger's helmets or covers used must be coloured or produced in these prescribed colours.

The coloured area on helmets shall correspond to the area indicated with parallel lines in Diagram A (if paint is used only) or Diagram B (if a textile helmet cover is used only).

On the coloured area it is permitted to have one advert with maximum area of 50 cm².

Every Rider's and passenger's helmet or helmet cover is considered as a part of his personal equipment and must be presented to the technical scrutineering.

70.5.3 Front fork cover and Riding number stickers

When the FIM or a FIM contracted promoter supplies a set of front fork covers to the Riders or it is mentioned in the SRs, it is compulsory to fit these covers on the motorcycles during machine examination, practice and racing.

The Rider is responsible for his front fork covers and riding number stickers and the cost of any front fork covers not returned will be charged to the Rider and deducted from the prize money.

For the FIM Ice Speedway Gladiators World Championship Final Series, each motorcycle must be equipped with 2 riding number stickers provided by FIM.

The stickers must be fitted on each side of the front mudguard. (Triangle form, Dimension 25 high / 20 cm wide)

It is not permitted to cover or alter any part of the front fork cover or the stickers in any way.

70.6 TRACKS

70.6.1 Standards

The track must comply with Appendix 079 "FIM Standards for Track Racing Circuits" (STRC).

Tracks used for FIM Championships must be homologated by the FIM and have a valid FIM track licence.

70.7 MOTORCYCLES

Specifications of motorcycles, regulations governing fuel and restrictions on noise emission must conform to Appendix 01, Track Racing Technical Rules.

The use of Long Track motorcycles or shock absorbers on the rear frame of a speedway bike is strictly forbidden at Speedway meetings.

70.7.1 Scrutineering

Before practice, a safety check of all engines and machines is required.

Before racing, all engines and machines must be checked for compliance with current regulations.

Engines and machines, which do not comply, are prohibited.

Furthermore, if a machine is not in compliance with the current regulations after any heat, the Rider may be disqualified from that heat.

In all FIM Championship meetings, the cylinder capacity and carburettor-choke size of all engines of all machines, employed by any Rider may be verified immediately after the last heat.

The weight of some machines, chosen at random, may also be checked during and/or immediately after racing.

The Referee may order any engine or machine to be rechecked or re-tested at any time during practice or racing.

At all FIM Championships, Official FIM specification declaration forms are provided by the FIM for machine verification and signed by the Technical Steward.

The Rider or his representative or the mechanics must be present, with the machines, at the time stipulated in the SRs.

As soon as a Rider is known to have completed all heats (including substitutions, semi-final/final where applicable) all motorcycles used in the meeting must be taken immediately to the parc fermé where they must remain until released on instruction from the Jury to the Technical Steward.

70.7.2 Fuel

Only pure methanol, without additives of any description, or petrol according to FIM requirements, must be used.

Sampling of fuel may be ordered by the Referee or the International Jury at any time during the meeting.

70.7.2.1 Fuel Storage

When the fuel is supplied by the organiser, there must be an officially designated and controlled fuel storage and supply area.

This area must be in conformity with the building criteria. The fire fighting equipment, protective devices and the staff must conform to the requirements imposed by the local authorities and by-laws.

70.7.2.2 Refuelling

When it is compulsory for an organiser of a FIM Championship meeting to provide, free of charge, during practice and racing, the methanol for all the Riders, the organiser must provide a fuelling area with all the equipment and manpower necessary to efficiently empty fuel tanks and to refuel the bikes prior to each heat.

An environmental mat must be supplied with the refuelling area by the organiser.

70.7.3 Artificial heating of tyres

The Referee shall immediately disqualify a Rider whose motorcycle's rear tyre has been artificially warmed prior to the start of a heat. This includes the spinning of the rear wheel whilst in contact with the track or any other object. This does not apply to practice starts.

70.7.4 Number of motorcycles

Each Rider will be allowed a maximum of 2 motorcycles in the pits during racing.

These two motorcycles must be placed in the Riders' allocated pits' area immediately after the machine examination has taken place.

Motorcycles taken outside the controlled pits' enclosure or track area shall be re-presented for inspection before they can again be placed in the allocated pits' area.

If needed, **any extra** motorcycle can be parked in the specially provided "standby" area, near to the pits.

70.7.5 Environmental Mat

When bikes are placed in the pits, **parc fermé or other parking area** the use of an Environmental Mat is compulsory for all Riders and all their bikes. It must be used whenever working or parking the bikes, during practice and racing.

The Environmental Mats (one per bike) must be presented at the Technical verification.

70.7.6 Tyres

For CCP disciplines where a homologated tyre is specified in the CCP Technical rules, the use of an appropriately homologated tyre is mandatory.

For disciplines where no homologated tyre is specified, the following will apply:

Here are no restrictions as to the type of tyres which may be used other than as follows:

1. The use of tractor pattern tread tyres is prohibited.
2. The use of chains and any other non-skid device is prohibited (does not apply to disciplines on ice).
3. Where the use of a specific tyre product has been specified in the Supplementary Regulations.
4. The technical rules and restrictions or specific rules for the specific discipline.

70.8 PRACTICE

Every Organiser of a FIM Championship meeting must plan a practice session open to all entered Riders, according to the provisions contained in this article.

Information about the date and time for practising must be clearly stated in the SR.

Weather conditions and accidents may dictate alterations to this procedure, which may only be decided by the International Jury.

If the weather and the track conditions are good, the International Jury may permit an additional practice session for Riders who participate in additional heats.

No machine or mechanic shall be permitted on the infield during any practice run.

Practice is compulsory for the classes under 500cc (FIM Speedway Youth Gold Trophy, FIM Track Racing Youth Gold Trophy, FIM Speedway Youth World Championship and FIM Long Track Youth World Cup).

Practice is not compulsory for the 500cc Riders.

It is forbidden to make practice starts on the corners or on the starting straight.

Speedway

The practice must be arranged not earlier than one day before racing and, if planned on the same day as racing, the practice must be scheduled to start a minimum of 4 hours before the 1st heat.

Riders will be divided into groups of:

4 Riders, (1 - 4, 5 - 8 etc. although the number of groups will be dependent upon the number of Riders wishing to practice (eg. If Riders #6 and #16 do not wish to practice, then there will be only 4 Groups, 1-4, 5-9, 10-13 & 14- 18).

Where the practices and meeting are staged on one day, each Rider will have 2 sessions of 2 minutes.

Where the practices and meeting are staged on two days, each Rider have a minimum of 2 sessions and a maximum of 3 sessions.

Each practice session will be a maximum of two minutes duration determined by the Referee.

Each Rider must make himself ready in the lining-up zone, within the time limit of his group. On the order of the Clerk of the Course or **Race Director/Coordinator (where appointed)**, he will be allowed to enter the track. Riders must practice according to their race jacket, as above. However, if the Rider is not ready, he will miss that run.

No starting practice with the starting gate in operation will be provided.

The Clerk of the Course or **Race Director/Coordinator (where appointed)** will decide on watering, grading etc. of the track according to the conditions.

Speedway Team Meeting

The Practice must be arranged not earlier than one day before racing and, if planned on the same day as racing, the practice must be scheduled to start a minimum of 4 hours before the 1st Heat

Practice is not compulsory for the Riders.

Teams wishing to practice must do so within the official practice time schedule for each team.

Practice will be provided according to the following:

Where the practice and meeting are staged on one day, each Team will have 2 sessions of 2 minutes.

Where the practice session and meeting are held on two consecutive days, two practice sessions where each Rider will have two practice runs in each session.

Teams may have a maximum of 5 Riders participating in the practice.

Each Rider must make themselves ready in the lining-up zone, within the time limit of their teams session. On the order of the Race Director (where appointed) or the Clerk of the Course, they will be allowed to enter the track.

Riders must practice according to their riding number jacket order (1-2 & 3-4 + eventual 5th Rider). However, if the Rider is not ready, they will miss that run.

Each practice run will be of a maximum two (2) minutes duration determined by the Referee.

Team Managers, team members, mechanics or machines etc. are not permitted on the infield.

It is forbidden to make any practice starts on the corners or on the starting gate straight. No starting practice with the starting gate in operation will be provided.

The Race Director (where appointed) or the Clerk of the Course will decide on watering, grading, etc. of the track according to the conditions.

The weather conditions, the conditions of the track surface or other circumstances may dictate alterations to this procedure.

Practice may be partly or totally cancelled, which may be decided only by the FIM Jury in consultation with the Clerk of the Course.

Speedway Sidecar

Practice is not compulsory for the Sidecar Riders.

The practice must be arranged not earlier than one day before racing and must be scheduled to start a minimum of 4 hours before the 1st heat.

Practices will be provided with 2 sessions of 2 minutes for each outfit.

A maximum of 4 **outfits** are allowed to practice at the same time.

Sidecar Riders must make themselves ready in the lining-up zone. On the order of the Clerk of the Course, they will be allowed to enter the track.

It is forbidden to make any practice starts on the corners or on the starting straight.

Ice Racing

Practice must not be scheduled later than 1 day and not earlier than 2 days before racing.

A practice of 2 sessions of 2 minutes per Rider must be provided.

A 3rd session of 1 start practice followed by 2 laps must be provided.

Where meetings are scheduled to take place on natural ice tracks, the Jury may after taking into account prevailing weather conditions and consultation with the Clerk of Course/Race Coordinator, curtail or cancel completely the practice session in circumstances where to hold the session would jeopardise the completion of the race meeting.

Long Track Youth World Cup & Track Racing Youth Gold Trophy

A Rider is considered as having practised if he has completed at least 2 laps during his practice session.

The practice must be arranged not earlier than 1 day before racing and, if planned on the same day as racing, the practice session must be scheduled to start a minimum of 4 hours before the 1st heat.

Each Rider will have 3 free practice runs of 3 minutes.

Long Track World Championship

Each Long Track Rider will have 2 free practice runs + 2 starts/2 laps.

Each practice run will be a maximum of 3 minutes, as determined by the Referee.

A maximum of 6 Riders will be allowed on the track at the same time.

Each Rider must make himself ready in the lining-up zone, within the time schedule of his group. On the order of the Race Coordinator (where appointed) or the Clerk of the Course, they will be allowed to enter the track.

Where a discipline specific format is not described, Riders must practice according to their riding numbers (1-6 / 7-12 / 13-17 and so on). However, if the Riders are not ready for any of their designated practice runs, they will miss that run.

For Long Track Final Series: For the 1st Final of each season Practice and Technical Control will be made according to the ranking order of the **2017** Long Track Riders List. Thereafter, Practice and Technical Control will be made according to the draw made at the previous Final.

Depending on the number of Riders not participating in the practice, groups and number of Riders per group could be modified.

The Race Coordinator (where appointed) or the Clerk of the Course will decide on watering, grading etc. of the track according to the conditions.

Riders, other than those competing in the FIM Championship, will pass through machine verification and be allowed to practice on the track, only after the Riders qualified to compete in the FIM Championship meeting have concluded both.

Where practice sessions are held a day prior to the race then a warm-up session will be organised on race day. The warm up will comprise of a 3 minute session per Rider. Up to a maximum of 6 Riders may take part in each 3 minute session. Groups will be agreed by the Race Coordinator usually following riding number order.

The warm up session must start at the latest 2 hours before the 1st Heat.

Long Track Team

Each Team will have 3 free practices run of 3min.

A 4th session of 2 starts practices following by 2 laps must be provided.

A practice schedule and timetable to be provided by FIM in agreement with the race coordinator.

70.9 METHOD OF RUNNING THE MEETING

For the different race formats, please refer to the specific Appendix of the relevant FIM Championships, **Cups, Trophies, Prizes.**

The format may be varied only by decision of the CCP.

70.10 RACES

70.10.1 Direction of racing

All heats are run in an anti-clockwise direction, except for Speedway Sidecar, which is run in a clockwise direction.

70.10.2 Additional heats and other activities

During a Track Racing FIM Championship meeting, support races may be permitted. However, these support races, as well as any other activities such as the vehicular use of the circuit during the meeting, including demonstrations or exhibitions, must at all times receive prior authorisation from the FIM and the Championship Promoter.

Authorisation from the FIM does not imply nor include any FIM involvement in and/or liability for these support races/activities which are not run under the aegis and the responsibility of the FIM.

Priority must at all times be given to the Track Racing FIM Championship programme.

70.10.3 Punctuality in starting

All heats must start at the time announced and Riders must hold themselves ready for the start when called upon to do so by the appointed Official.

Speedway and Ice Racing

The Referee must indicate the start of a 2 minutes period by means of a warning horn or bell audible in the pits area together with the flashing amber lights if all the Riders are not in the starting area at that time. This warning shall apply to all 4 Riders and can be given only once.

Except when the Referee considers that there are valid reasons for delaying the start of an ensuing heat, the interval between the finish of one heat and the start of the next shall not exceed 4 minutes including the 2 minutes period as mentioned above.

Should any of the Riders not be ready to start or are not under the control of the Start Marshal within the 2 minutes, they shall be disqualified from the heat.

In individual competitions, the disqualified Rider shall be replaced by a track reserve Rider.

Long Track & Track Racing Youth and Speedway Sidecar

The Referee must indicate the start of a 3 minutes period by means of a warning horn or bell audible in the pit area together with the flashing amber lights if all the Riders are not in the starting area at that time. This warning shall apply to all Riders and can be given only once.

Except when the Referee considers that there are valid reasons for delaying the start of an ensuing heat, the interval between the finish of one heat and the start of the next shall not exceed 5 minutes including the 3 minutes period mentioned above.

Should any of the Riders not be ready to start or are not under the control of the Start Marshal within the 3 minutes, they shall be disqualified from the heat.

In individual competitions, the disqualified Rider shall be replaced by a track reserve Rider.

70.10.4 Starting positions

Riders who are members of the same team or pair can change with each other their programmed starting positions in the same heat.

However, the helmet colours must remain as programmed in the race format.

70.10.5 Starts

On the order of the Pits' Marshal (or after a signal in the pits) the required Riders must leave the pits together and proceed under power immediately in an anti-clockwise (Speedway Sidecar in a clockwise) direction to the starting area where they must stop under the control of the Starting Marshal.

Engines must be kept running, machines parallel with the inner edge of the track and front wheels not more than 10 cm from the tapes of the starting gate.

The Referee, when satisfied that the Riders are correctly positioned, must switch on the green light indicating that the start is imminent. **The Starting Marshal must be allowed to walk clear of the back wheel of the motorcycles before the green light is shown.** After a pause long enough for the Riders to fix their attention on the tapes and are standing still, the Referee must release the gate.

70.10.6 Unsatisfactory Starts

Where in the opinion of the referee an improper or incorrect start has occurred, then the heat will be stopped immediately and a restart ordered.

The Referee will give a warning to any Rider deemed to have been the cause of or contributed to the unsatisfactory start. This will be communicated verbally to the rider concerned by the Race Director/ Clerk of the Course before the race is restarted.

Note: A first starting offence involving a disqualification of a rider (i.e. touching the tapes) will also be deemed to be a warning as described above.

In circumstances where the referee is of the opinion that an offence has been committed but the offending rider has gained no advantage and is deemed not to have interfered with any other rider in the same heat, the Referee may allow the heat to continue and issue the warning after the heat is completed. In these circumstances the offending rider must be informed before leaving the pits for his/her next heat.

Any starting offence committed after a warning has been given in the same meeting under this Regulation will result in the disqualification of the rider from that race. This will be signified by the showing of his disqualification light by the Referee. The place of any rider disqualified under this Regulation will be taken by a Reserve rider in accordance with Regulation 70.10.9.

70.10.7 False start

A Rider who allows their motorcycle to move forward and touch or break one or more tapes of the starting gate after the Referee has switched on the green light must be disqualified. The heat must then be started properly.

70.10.8 Delaying the start

A Rider who fails to ride directly and without delay from the pits to the starting line, delays the start in any other manner or who prevents the starting gate from being released properly may be disqualified from the heat at the sole discretion of the Referee.

70.10.9 Replacement of disqualified Rider

In individual contests, a Rider disqualified under the provisions of Art. 70.10.3, 70.10.6, 70.10.7, 70.14.3 or 70.10.8 shall be replaced by a track reserve Rider.

In Pairs and Team meetings, a Rider disqualified under the provision of the same articles may not be replaced by a reserve Rider.

70.10.10 Faulty starting gate

If, because of faulty operation of the starting gate, or for any other reason, the Referee considers a start to have been incorrect, he must immediately stop the heat and order a restart with all Riders competing.

If the starting gate should fail to operate entirely, the Referee may start the heats by using the green light (which would be switched off to indicate the start); alternatively a flag may be used.

70.10.11 Starting assistance

After the green light has been switched on (or other starting warning given), or the start machine being released, no outside assistance may be given to any Rider (except for the Flat Track).

If, at that time, a Rider's machine is not moving under its own power, the Rider concerned is disqualified from the heat and must leave the track with his machine.

70.10.12 Leaving the track

A Rider whose machine crosses the inner edge of the track marking with 2 wheels must be disqualified unless, in the opinion of the Referee, the action was taken in the interest of safety for other Riders or the Rider involved was forced off-course by another Rider.

This rule also applies to the crossing (solo: 2 wheels and Sidecar: Sidecar wheel) of the marking of the outer edge of a track.

70.10.13 Noise disqualification

If any part of the motorcycle's exhaust system during racing or practice becomes displaced, detached or damaged or fails in any other way so that all the exhaust gases do not pass through the silencer in a proper manner, the Rider concerned will be immediately disqualified from the heat or from the practice run.

70.10.14 Foul or dangerous riding

The Referee shall immediately disqualify any Rider team whom he considers indulges in foul, unfair or dangerous riding.

A Rider, who, having started in a heat does not make an honest attempt to ride to the best of their ability, as judged by the Referee, shall be guilty of an offence, which may entail disqualification from the heat or a penalty.

There shall be no protest or appeal against a Referee's decision to declare a heat completed or as to his statement of foul, unfair or dangerous riding.

If, in the opinion of the Referee, such conduct produces an advantage to the Rider (or team) involved or affects the chances of one or more Riders, the Referee may stop the heat and order a re-run.

If any Rider is unable to cross the finish line as a result of foul, unfair or dangerous riding on the part of another Rider who, in consequence, has been disqualified, the disadvantaged Rider shall be deemed to have finished the heat in the placing held immediately before the foul, unfair or dangerous riding and allowing for any advancement in placing following the disqualification of the guilty Rider.

A similar system shall apply for a Rider/sidecar team who, in the opinion of the Referee, has deliberately laid down his machine or has left the course in the interest of safety.

70.10.15 Outside assistance

A Rider must be disqualified from a heat if, after the green light has been switched on (or other starting warning given), or the heat has been properly started, he receives outside assistance except for removing him and/or his machine from the track in the interest of safety.

All contacts by other persons with the Rider or his machine, whether intended to give assistance or not, shall be deemed outside assistance.

70.10.16 Disqualifications

A disqualified Rider must leave the track without delay and return to the pits as soon as possible after the heat is stopped or finished.

If a Rider is disqualified after the finish of a heat, the following Rider must be advanced one place.

70.10.17 Time limit

No protest or appeal is permitted against this rule.

A Rider must be considered as having retired from a heat if he has not started their last lap before the winner has crossed the finish line.

Speedway and Ice Racing

A Rider must also be considered as having retired from a heat if he has not completed the required number of laps within 3 minutes of the start.

Long Track and Track Racing Sidecar

A Rider must also be considered as having retired from a heat if they have not completed the required number of laps within 6 minutes of the start.

70.10.18 Finish of a heat

The finish of a heat shall occur in the case of any of the following circumstances.

- a) when the front part of the front wheel of the motorcycle (whilst attached to the machine) passes over the finishing line after completing the appropriate number of laps provided the Competitor is in contact with his motorcycle.
- b) when the referee has awarded the heat as provided for in these regulations.

- c) If the referee has cause to stop a heat after the leading Rider has passed the start/finish line to commence the last lap, the referee has the sole discretion to award the heat based upon the positions of the competitors at the time the heat was caused to be stopped. The disqualified Rider will be awarded no points and any competitors behind the disqualified Riders being advanced one place.

70.10.19 False finish

When a heat has been indicated as finished by display of the black-and-white chequered flag before the required number of laps has been completed by the leading Rider, the Referee must declare the heat void and order a rerun except when the race has been awarded as allowed for in article 70.10.17.

If the black-and-white chequered flag has not been shown after the completion of the required number of laps, the flag shall be considered to have been shown.

70.10.20 Rerun heat

If an accident on the track occurs and, in the opinion of the Referee, it is dangerous for the heat to continue, he must stop the heat. Only the Referee is empowered to order a heat to be stopped.

Any Rider who, for any reason, is deemed to have been the primary cause of the heat being stopped shall be disqualified from the rerun. A reserve Rider is not permitted to take their place.

The Referee may permit any Rider who has fallen as a result of having been fouled or because they have deliberately laid down their motorcycle or left the course in the interest of safety to take part in the rerun. In such cases any outside assistance may be ignored.

If a Referee declares the heat over after one or more Riders have crossed the finish line, it shall not be re-run. Except in very special circumstances and situations that are beyond the control of the referee and have influenced the heat result. Then a heat can be re-run. Only the referee can take this decision and order a re-run.

Any Rider eligible to take part in a rerun may change their motorcycle for the rerun.

A reserve Rider is permitted to replace a Rider who has injured himself or damaged his motorcycle but who has not been deemed to be the primary cause of the heat being stopped.

When taking part in a rerun, Riders must start from their original starting positions and any permitted reserve Rider must occupy the position of the Rider he is replacing.

When a Rider has been disqualified in Pairs or Team heats, his partner may choose his original start position or that of his disqualified partner.

Any Rider who has failed to start in, has retired from (which includes not proceeding under power when the heat was stopped) or has been disqualified from a heat which has been ordered to be rerun, shall be ineligible to take part in the rerun, except in circumstances where they have retired after being fouled or have stopped in the interest of safety as described above.

70.10.21 Withdrawal of a Rider/Team

Having entered a meeting in the proper manner, any Rider or team who fails to present themselves ready to ride at the time stipulated in the SR, or who refuses without reasonable cause, as determined by the Referee, to ride in any heat in which they are due to ride shall be guilty of an offence for which they may be penalised by the International Jury.

No Rider may leave a meeting, withdraw from or cease to participate in a meeting without permission. Such permission can be given only by the Referee after consultation with the International Jury.

An FMN or an organiser, official or other person withdrawing, or attempting to withdraw any Rider (except in case of injury), Pair or Team from a heat or from a meeting shall be guilty of an offence for which they may be penalised by the International Jury or the CCP Bureau. The penalty can be a fine or an unlimited suspension.

70.11 RESULTS

70.11.1 Calculation of results

Results are normally determined by points related to finishing order. Other methods may be used, but the method must be stated in the SR.

The winner of the heat is the Rider who has completed the required number of laps in the shortest time. The Riders following are placed according to the order of crossing the finish line.

Only the Referee is entitled to determine the points for each Rider in each heat, taking also into consideration the second sentence of Art. 70.10.16 - Disqualifications.

His decision, once announced, is final and may not be the object of protest. Once the Referee has declared a heat over and he has announced the finishing order and respective points, in no case shall that heat be re-run. (see the only exception in Art. 70.10.19)

When two or more Riders cross the finish line together, the combined points for the places must be shared equally between the Riders concerned.

When World Championship points are awarded according to the finishing order of Final heats, a chronological criteria should be used for awarding points (when applicable).

A Rider (for Sidecar, both the Rider and passenger) must be in physical contact with his (their) machine when crossing the finishing line.

70.11.2 Riders' scores

In each heat, points are awarded to Riders as follows:

Heats with 4 Riders:	3 points for 1 st place
	2 points for 2 nd “
	1 point for 3 rd “
	0 point for 4 th “

Heats with 5 Riders:	4 points for 1 st place
	3 points for 2 nd “
	2 points for 3 rd “
	1 point for 4 th “
	0 point for 5 th “

Heats with 6 Riders:	5 points for 1 st place
	4 points for 2 nd “
	3 points for 3 rd “
	2 points for 4 th “
	1 point for 5 th “
	0 point for 6 th “

For Riders who have not completed the required number of laps or, for any other reason have not fulfilled a heat, the following will be noted in the programme:

M = disqualified for 2 or 3 minutes T = disqualified for false start rules

R = retired from the race

d = disqualified

F = fall but not disqualified

N = no start

70.11.3 Ties

In all run-off heats concerning the ties, the starting positions at the gate shall be balloted in presence of the Jury President.

Unless a more specific regulation is applicable to the competition the following will apply:

Individual Speedway and Ice Racing, Speedway Sidecar

For all meetings, after the official programme of heats has been terminated should there be a tie for the first 3 places or for the last qualifying place or substitute position to go forward to the next round, there will be a heat to resolve the tie.

For all other cases, ties will be solved as follows:

- a) Precedence will be given to the Riders (tied on points) having the most number of 1st, 2nd, 3rd, 4th (5th or 6th where applicable) placings. (an “0” for last placing being better than M-R-F-T-d-N).
- b) If the tie still persists and involves only 2 Riders, precedence will be given to the best placed Rider in the heat where the 2 Riders met.
- c) If the tie still persists and involves more than 2 Riders, it shall be checked whether there is a possibility to determine a proper precedence (i.e. 3 Riders tied on points: A, B, C):

Rider A has beaten Rider B

Rider A has beaten Rider C

Rider B has beaten Rider C

Then the precedence will be: best position for Rider A, then Rider B and then Rider C.

- d) If solutions a), b) and c) cannot be used, the order shall be determined by ballot.

When five Riders are tied on points, the following run-off schedule must be used:

Heat 1: Riders A, B and C

Heat 2: Riders D and E

Heat 3: 2nd and 3rd from Heat 1 and 2nd from Heat 2

Heat 4: 1st from Heat 1, 1st from Heat 2, 1st and 2nd from heat 3

The Riders must be balloted to heats 1 and 2.

In case one or more run-offs cannot be held because of force majeure, then precedence will be given to the Riders (tied on points) according to points a), b), c) or d) of this article.

Team Speedway, Team Long Track and Team Ice Racing

For all meetings between Teams, should there be a tie for the first 3 places or the last qualifying place; the tie will be solved by a new heat with one Rider from each Team involved in the tie.

If this heat cannot be held because of force majeure, the ties will be solved as follows:

- a) Precedence will be given to the Team (tied on points) having the most number of 1st, 2nd, 3rd, 4th (5th or 6th where applicable) placings. (an “0” for last placing being better than M-R-F-T-d-N) taking into consideration the placings of all Riders of each Team.
- b) If solution a) cannot be used, the order shall be determined by ballot.

Starting Area

If only two Riders take part in the run-off, the starting area must be divided into two equal parts (outer and inner start position).

If three Riders take part in the run-off, the starting area must be divided into three equal parts.

Individual Long Track & Track Racing Youth Gold Trophy and Long Track Youth World Cup

For all meetings, after the official programme of heats has been terminated should there be a tie for the first 3 places or for the last qualifying place or substitute position to go forward to the next round, there will be a heat to resolve the tie.

In case of one or more ties at the end of the Qualifying Heats, the following will apply:

1. Precedence will be given to the Riders having the most number of 1st, 2nd, 3rd, 4th, 5th or 6th placings where applicable (an “0” for last placing being better than M-R-F-T-d-N).
2. Ballot.

70.11.4 Interruption of a meeting

If a meeting is interrupted or suspended for any reason whatsoever, where no more specific regulation is applicable to the discipline, the following rules will apply:

Speedway, Long Track, Speedway Sidecar and Ice Racing (when run on 1 day):

- a) When a meeting is interrupted before the accomplishment of 50% of the scheduled heats per participant (Rider or team) but can continue the same day, then, only the remaining scheduled heats will be staged after the interruption. The final classification will be established taking into consideration the heats staged before and after the interruption.
- b) When a meeting is interrupted before the accomplishment of 50% of the scheduled heats per participant but cannot continue the same day, then, the results of the staged heats will not be taken into consideration. The meeting will be re-staged from the beginning on the date(s) stipulated in the Supplementary Regulations.
- c) When a meeting is interrupted and cannot continue on the same day, and if 50% or more of the scheduled heats per participant are accomplished, then, the meeting must be considered as valid. The position in the final classification will be established by adding the points scored by each participant (Rider or Team) in the same number of accomplished heats which means that when a participant (Rider or Team) had the opportunity to accomplish one more heat than the other participants, then, that heat must not be taken into consideration (example: an individual meeting is interrupted after heat 14 and cannot continue the same day. The final classification will then be established taking into consideration only heats 1 to 12). This rule applies entirely to each single day of a 2 days Ice Racing meeting.

Ice Racing (when run as “2-day formula”)

- a) When the meeting of the 1st day is interrupted before 50% of the scheduled heats per participant have been accomplished and the remaining heats cannot be staged the same day, then the results are not taken into consideration. Only, the heats of the 2nd day (which must be more than 50% of the scheduled heats per participant will count for the final classification.
- b) When a valid result of the 1st day is accomplished but the 2nd day of racing is interrupted before 50% of the scheduled heats per participant for that day have been accomplished, then the International Jury, taking into consideration the track and weather conditions, will decide if the Organisers can re-stage the 2nd day or consider, for the final classification only the results of the 1st day.

If an FIM Track Racing Championship meeting comprising a qualifying round, semifinal, Race Off or Challenge cannot be staged or restaged or reallocated to an alternative venue or FMN for exceptional circumstances (i.e. Weather) that are acceptable to the CCP Bureau, the CCP Bureau at its sole discretion will nominate a list of appropriate Riders to be seeded into the next qualification round, Challenge or Final Series. The Riders will be selected from original scheduled line up of the cancelled meeting.

The Riders for the official “Nominated Substitute Riders list” will be nominated by the CCP Bureau.

70.11.5 Communication of results

Immediately after the meeting, the FMNR must send by e-mail to the FIM the complete results of all participants who competed in their meeting. The original of all documents sent by fax or e-mail must also be signed by the Jury President and the Referee and sent to the FIM by mail.

The results must contain at least the following information:

- FIM, FMNR, Organiser/Moto Club, Championship Logos
- Title, venue, date, FMNR, IMN N° of the meeting
- Position, number, surname(s), first name(s), nationality, FMN of the Rider
- Points obtained
- Name and signature of the Jury President and the Referee, publication time of the results

The Jury President is responsible for organising the transmission of the results to the FIM within the hour that follows the approval of the results. This transmission will be made by e-mail to the FIM.

It is compulsory for Organisers to make available an appropriate internet connection for use by the Jury throughout the period of event.

70.11.6 Alteration of results

No alteration to the list of results may be made after the expiry of the time limit, which is set for protests. This does not place any restriction on the right of protest according to the FIM Disciplinary and Arbitration Code.

70.11.7 Prize-Giving Ceremony

In all meetings, after the official programme of heats is terminated, there shall be a Prize-Giving Ceremony.

The Riders or teams placed first, second and third shall attend the official Prize-Giving Ceremony.

The presence of the FMNR or FIM Officials at the Prize-Giving Ceremony is not a confirmation of the official results.

70.12 RIDERS' AND TEAMS' EXPENSE REIMBURSEMENT

The expense reimbursement due to the Riders or teams shall be in accordance with the agreement between the Riders or teams and the organiser or as laid down in the SR.

For the FIM World Championships, the expense reimbursement due to the Riders or teams is indicated in the scales of the different Championships under the relevant Appendices.

The place and time of the expense reimbursement to the Riders or teams, must be stated in the SR.

70.12.1 Special agreements between FMNs

FMNs are allowed to make special agreements with regard to the Riders' and teams' expense reimbursement for a specific meeting.

Organisers are allowed to pay a different expense reimbursement than the relevant FIM scales, subject to agreement between the FMNs and organisers involved.

Organisers are allowed to reimburse airfares or other expenses subject to agreement between FMNs and organisers involved. Travel between continents is subject to agreement between FMNs involved, or to be decided by the FIM.

In special cases, when travelling includes long distance flights, travel arrangements can be settled by the CCP with the FMNs concerned.

70.12.2 Hotel accommodation

The organiser is responsible for the possibility of the Riders and officials to book an appropriate number of rooms within the specified deadline. The Riders, the FIM and FMN officials etc. are responsible for booking or reserving their own hotel requirements directly or with one of the official hotels specified in the SR, according to the given deadline.

The name, address, telephone and fax number/e-mail address, price of rooms, deadline for booking etc. of a minimum of 2 official hotels must be clearly specified in the SR.

70.12.2.1 Hotel accommodation paid by the organiser

Ice Racing (For Finals only)

For the FIM Individual and the FIM Team Ice Racing World Championship Finals held over two days, the organisers have the following two options:

- The hotel accommodation (one double room for 3 nights per Rider) must be paid by the organiser.

Or

- The organiser shall give 250 euros to the Riders for their own accommodation arrangements when they sign on.

These two options apply without any deductions regarding the overall payment to the Riders after the meeting.

70.12.3 Expense reimbursement in case of cancellation or interruption of a meeting

In the FIM World Championships without a FIM Promoter, in the case where a meeting is interrupted, suspended or cancelled for any reason whatsoever so that a proper classification cannot be obtained and the meeting cannot be restaged on the dates given in the SR, the Riders and teams are entitled to receive 50% of the amount shown in the scale of expense reimbursement divided by the number of Riders (Reserve Riders included).

70.12.4 FIM Awards

FIM medals and diplomas are awarded to winners in accordance with the FIM Sporting Code.

70.13 ALCOHOL AND DOPING CONTROLS

Tests may be carried out at any FIM Championships or International Meetings to detect alcohol and prohibited substances, according to the provisions laid down in the FIM Anti-Doping Code.

Where alcohol controls are carried out at FIM Championships or International Meetings, this must be done according to the FIM Medical Code.

Alcohol controls may be carried out by an **Alcohol Control Officer** or **FIM Race Director/Coordinator** before the start of the practice, or at any time during the meeting.

The sanctions for a positive doping and/or alcohol test will be pronounced according to the rules and proceedings laid down in the FIM Anti-Doping Code, FIM Medical Code and FIM Disciplinary and Arbitration Code.

70.14 PROTESTS AND PENALTIES

Protests and appeals are subject to the rules and proceedings provided for in the FIM Disciplinary and Arbitration Code.

Any protest must be lodged immediately after the reason for the protest is known. They must be in writing, stating the article numbers relevant to the protest, and accompanied by the fee stipulated in the SR and submitted to the Clerk of the Course who in turn will submit them to the Referee.

If the protest requires a measurement of the capacity of an engine which proves to be in order, then the protesting party must pay the actual labour costs for dismantling and reassembling the engine, up to a maximum of 600 Euros.-.

Any irregularity, error or fraudulent action on the part of the Rider (and/or the machine concerned) that could influence on the result of a heat or the race would be followed by sanctions (cancellation of the points of the heat or the meeting, disqualification, suspension, etc...).

70.14.1 Time limit

Protests relating to an error, irregularity or fraudulent action on the part of the Rider (and/or the machine concerned) that could influence the result of a subsequent heat must be lodged before those concerned leave the pits for that subsequent heat.

If the protest relates to an incident during racing, it must be lodged before the Riders leave the pits for their next heat.

Should the reason for the protest occur in the last heat of the meeting, the protest must be lodged within 10 minutes of the finish of that heat.

If a protest has been lodged verbally, it must be confirmed in writing not more than 15 minutes later.

70.14.2 Right of protest and appeal

No protest or appeal may be made against a decision by a Referee or Technical Steward on a statement of fact.

70.14.3 Fines

Every breach of the rule shall be penalised with a fine or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the Rider. Riders breaking the Rules shall be sanctioned by the International Jury as follows:

	Maximum amount:
1) Arriving after the start of Heat N° 1	600 € Disqualification from the meeting
2) Arriving after the signing-on time stated in the SR	300 €
3) Ungentlemanly conduct (1) with words or signs, (2) with violence	(1) 300 € * (2) 600 €*
	*And up to disqualification from the meeting
4) Absence without having advised the organisers in writing (fax or letter) or absence after having advised the organisers in writing (fax or letter) but for a reason not accepted by the International Jury	1'200 €

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|---|--|
| 5) Absence or arriving late at the prize-giving ceremony | 300 € |
| 6) Absence or arriving late at the parade | 300 € |
| 7) Absence or arriving late at the press conference | 300 € |
| 8) Absence or arriving late at the Riders' briefing | 300 € |
| 9) Motorcycles absence or late arrival at machine examination | 300 € |
| 10) Race jacket not worn + Front Fork Cover not fixed on the bike | Disqualification from the meeting + 600 € |
| 11) Any part of the race jacket /Front Fork Cover covered by any object, (1) on practice day, (2) on racing day | (1) 600 €
(2) disqualification from the meeting |
| 12) Helmet covers or helmet colours not conform (Art. 70.5.2 and diagram helmet colours) | (1) First Offence 600€
(2) Second Offence Disqualification from the meeting |
| 13) Not using an Environmental Mat in the pits | Per Mat 70 € |

All other offences to the Rules will be penalised according to the FIM Disciplinary and Arbitration Code. Riders are responsible for their mechanics.

70.15 RESPECT OF THE ENVIRONMENTAL CODE

Riders and their teams are reminded that the Environmental Code of the FIM has been set up to ensure the future use of the track racing circuits. The provisions of the Code must be respected at all times.



APPENDIX 71a
FIM SPEEDWAY GRAND PRIX WORLD CHAMPIONSHIP
QUALIFICATION MEETINGS
 (except FIM Speedway Grand Prix World Championship Series)

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Speedway

71a.1 GENERAL

Competitions for individual Riders:

16 Riders (plus 2 reserve Riders) will compete in each meeting.

Each FMNR of a FIM Speedway World Championship meeting (Qualifying rounds or Challenge) is guaranteed at least one Rider from its Federation in this meeting.

71a.2 PARTICIPANTS

For this Championship each FMN must nominate its own Riders. The Riders must hold a World Championship licence issued by their FMN. The number of Riders from each FMN will be allocated by the CCP to the qualifying meetings.

The CCP will decide the number of qualified Riders from each qualification round before the first qualification meeting.

Riders qualifying for the FIM Speedway Grand Prix Qualification Meetings Challenge:

- **The top 3 from each of the four FIM Speedway Grand Prix World Championship Qualification Meetings, will qualify for the FIM Speedway Grand Prix World Championship Challenge.**
- Any additional Riders that might be required for the FIM Speedway WC Grand Prix Challenge will be elevated from the FIM Speedway WC Grand Prix **Qualifying Rounds**. The first will be the next highest placed Rider from **Qualifying Round 1** and alternate between the **Qualifying Rounds** thereafter.
- As soon as possible after the completion of the **four** Grand Prix Qualification meetings, the CCP Bureau will publish the order of precedence for the additional Riders to be elevated to the FIM Speedway Grand Prix WC Challenge.

In addition

- **3 Wild Card Riders will be nominated by the CCP Bureau.**
- 1 Wild Card Rider will be nominated by the FMNR subject to acceptance by the CCP Bureau. Nominations must be made in writing to the FIM not later than **2 months** prior to the meeting.

Time Limit - Replacement Riders

In circumstances where a qualified Rider cannot take part in any meeting as specified above, for a reason accepted by the CCP Bureau they will be replaced in accordance with the above subject to official communication being communicated to the replacement Rider up to 48 hours prior to the start time of the first heat as per the supplementary regulations. Thereafter any vacant position at the discretion of the CCP Bureau may be taken by a track reserve in accordance with the order of their nomination (ie 17, then 18 etc).

71a.3 RACE FORMAT

Heats will consist of 4 laps.

Helmet colour	Red (inside)	Blue	White	Yellow (outside)
Heat N°	Riders' starting N°			
1	1	2	3	4
2	5	7	6	8
3	10	11	9	12
4	15	14	16	13
5	13	1	5	9
6	14	10	2	6
7	11	15	7	3
8	4	8	12	16
9	6	16	1	11
10	12	5	15	2
11	8	9	3	14
12	13	4	10	7
INTERVAL				
13	7	12	14	1
14	2	13	8	11
15	16	3	10	5
16	9	6	4	15
17	1	8	15	10
18	9	2	7	16
19	3	12	13	6
20	5	14	11	4

71a.4 SCALE OF EXPENSE REIMBURSEMENT

Travel expenses, as well as long distance and ferry costs, are included in the scale of expense reimbursement of each Championship meeting.

All amounts indicated in the scale of expense reimbursement are shown in Euros and are net amounts. All amounts can only be paid to the Riders in Euros €.

Placing	Qualifying Round	Challenge
1 st	1725	2500
2 nd	1350	2150
3 rd	1225	1800
4 th	1150	1425
5 th	1075	1350
6 th	1000	1300
7 th	800	1225
8 th	650	1150
9 th	575	1075
10 th	575	1000
11 th	575	925
12 th	500	850
13 th	500	800
14 th	500	725
15 th	425	725
16 th	425	725
17 th	425	725
18 th	425	725
Total:	13900	21175



**APPENDIX 71b
INTERNATIONAL SPEEDWAY LEAGUE MEETINGS**

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Speedway

71b.1 DEFINITIONS

71b.1.1 Speedway League meeting

An International Speedway League meeting consists of all official activities related to racing, starting with the first administration controls and technical verifications until the settlement of all admissible protests which are to be dealt with by the Jury or the Referee.

The meeting must be held according to the relevant FMNs' League rules and the FIM Technical Regulations, Sporting Code, Anti-doping Code and FIM regulations.

71b.1.2 Dates of the meetings

In the best interest of each country where International Speedway League meetings are being held, an International Speedway League Calendar is created each year in order to harmonise the dates. **The calendar is based on a Weekly Slot System where each of the four major countries for League Speedway (BSPA, DMU, PZM and SVEMO) has its own priority day or days. The calendar is created in cooperation with the FIM and FIM Europe Track Racing Commissions to find the best possible solutions for all parties. The Calendar is in the last instance approved by the FIM International Speedway League Bureau (ISLB) together with the FIM and FIM Europe Track Racing Director/Chairman.**

There must also be one weekend stated in the weekly Slot System Calendar (middle of July to the middle of August) free of any League, FIM and FIM Europe meetings for each FMN to run their National Championships without interruption. On the chosen weekend the riders FMN have full priority on their riders. Should any FMN choose another date/weekend for their National Championship this FMN has no priority on their riders. FIM and FIM Europe Track Racing agree together with their respective promoters on a suitable weekend during the above 4-week period from year to year.

The Riders own FMNs National Championship as well as FIM and FIM Europe Championship meetings take priority over any League meetings.

A League **Championship** meeting **always** take priority over any challenge/cup matches and open meetings.

71b.1.3 Weekly slot system

The following priority days has been agreed between all involved parties for the Weekly Slot System Calendar.

BSPA, Premiership = Monday & Thursday

SVEMO, Elitserien = Tuesday

SVEMO, Allsvenskan = Thursday (BSPA Premiership meetings has priority)

DMU, DSL = Wednesday

PZM, Ekstraliga = Sunday & Friday

PZM, Liga 1 = Sunday & Saturday

FIM/FIM Europe = Saturday (FIM/FIM Europe has priority over any League Championship meetings on this day, including the re-staging dates).

During these days stated in the Weekly Slot System Calendar this league has priority on all their contracted riders, regardless of nationality.

Each League must also list some official re-staging dates on their priority day in the League Calendar where eventual postponed meetings must be held. Should any other days be needed for postponed meetings and the chosen date clashes with another Leagues priority day, this League will have priority on all their contracted riders, regardless of nationality.

Agreements can be made between two FMNs for the use of “their priority day” concerning both League and re-staging dates. Such agreements must be communicated to all ISLB Bureau members.

With the introduction of the Weekly Slot System to resolve problems concerning availability of the riders, no FMN are allowed to make National restrictions concerning priority of riders.

71b.1.4 FIM International Speedway League Bureau

The FIM International Speedway League Bureau (ISLB) is an International body and a part of the FIM Track Racing Commission. The ISLB deals with all the International matters related to the different Leagues.

The ISLB is competent to study and approve amendments to the FIM Speedway World League proposed by the CCP or other parties involved in the competition.

The FIM International Speedway League Bureau shall consist of:

- One member from BSPA
- One member from DMU
- One member from PZM
- One member from SVEMO

The ISLB Chairman is nominated by the ISLB Members with the majority of votes; including the vote of the CCP Director (CCP Director has a casting vote).

71b.2 DUTY OF THE FIM INTERNATIONAL SPEEDWAY LEAGUE BUREAU

The ISLB shall consider all CCP decisions that may inflict on the International League activity, also including technical changes, calendar etc.

The ISLB takes a final decision when two or more FMNs/Leagues cannot agree.

71b.3 RIDERS

To compete in a foreign League the Rider must be holder of an appropriate and valid FIM International Speedway League Licence.

The licences are supplied by the FIM and issued by each FMN, which is also responsible for the Riders insurance according to Art. 110.2 Sporting Code and the cost of the licences.

71b.3.1 Start Permission

After signing a foreign Rider, the Riders FMN must issue a Start Permission according to these rules for the Rider to be able to compete in the relevant League.

The FIM Start Permission template “Start Permission for International Speedway Leagues” (updated 2017-11-17) must be used. Start Permissions can only be issued for a minimum of one year at the time or for the same length of time as of the contract between the club and the Rider. It is not allowed for any FMN to enter shorter terms or make any other changes to this start permission document.

The start permission must be issued within 5 working days of being requested by the FMN concerned or the Rider.

Start Permissions can only be withdrawn by the issuing FMN for disciplinary reasons or if the foreign club has been guilty of breach of contract towards the Rider.

If a conflict occurs between a Rider and/or the Leagues, the ISLB will decide upon any issue.

71b.3.2 Age of Riders

The age of the Riders shall be determined in accordance with the FIM Track Racing Appendices.

71b.4 RACE FORMAT

Each FMN/League decides its race format according to its own league system.



**APPENDIX 72
FIM SPEEDWAY UNDER 21 WORLD CHAMPIONSHIP**

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Speedway

72.1 GENERAL

The FIM Speedway Under 21 World Championship will start with qualifying meetings and/or Semi-finals leading up to a Final Series of two or more final meetings.

16 Riders (plus 2 track reserve Riders) will compete in each meeting.

Each FMNR of a FIM Speedway Under 21 World Championship qualifying meeting (Qualifying Round and/or Semi-Final) is guaranteed at least one programmed Rider from its federation in this qualifying meeting.

The CCP decides the number of qualified Riders from each Qualifying Round and/or Semi-Final before the first Qualifying Meeting.

Meetings will be conducted in accordance with the FIM Track Racing Appendices unless as specified below.

72.2 PARTICIPANTS

For this championship each FMN must nominate its own Riders. The Riders must hold a FIM World Championship licence issued by their FMN. The number of Riders from each FMN will be allocated by the CCP to the qualifying meetings.

The CCP will decide the number of qualified Riders from each qualification round before the first qualification meeting.

Should a qualified Rider be unable to take part in any subsequent round (semi - final/race off/final series etc) any additional Riders that may be required will be elevated from the previous round of qualification meetings. He first will be the next highest placed Rider from Qualification Meeting No:1 and alternate between the other qualification rounds in numbered sequence order.

Time Limit - Replacement Riders

As soon as possible after the completion of each full World Championship U21 Qualification tier in any one year, the CCP Bureau will publish the order of precedence for additional Riders to be elevated to the next round or tier of rounds.

In circumstances where a qualified Rider cannot take part in any meeting as specified above, for a reason accepted by the CCP Bureau they will be replaced in accordance with the above subject to official communication being communicated to the replacement Rider up to 48 hours prior to the start time of the first heat as per the supplementary regulations. Thereafter any vacant position at the discretion of the CCP Bureau may be taken by a track reserve in accordance with the order of their nomination (ie 17, then 18 etc).

72.2.1 Eligibility

The limit for the minimum age (16 years) starts on the date of the Rider's birthday and the limit for the maximum age (21 years) finishes at the end of the year in which they reach 21 years, pursuant to the FIM Medical Code.

72.3 RE-STAGING OR ABANDONMENT OF A MEETING

If a FIM Speedway Under 21 Final meeting is interrupted or suspended for any reason whatsoever, the following rules will apply:

1. If the meeting is interrupted before heat 16 is accomplished, and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole meeting must be re-staged.
2. If the meeting is interrupted before heat 20 is accomplished and the remaining heats cannot be completed, then the race points scored at the completion of heat 16 (whichever applies) will determine the result.

In the event of a tie in the points scored at the completion of Heat 16 (whichever applies) the finishing order will be determined by the formula set out in Art. 72.6.1.

3. If the meeting is interrupted before heat 21, heat 22 or heat 23 is accomplished and the remaining heats cannot be completed, then the results will be considered valid and the following will determine the final meeting Classification and FIM Speedway Under 21 Final points:

Before heat 21 or 22: The Riders' total race points scored at the completion of heat 20 will determine the final meeting Classification.

Before heat 23: The Riders' total race points scored at the completion of heat 21 and heat 22 will determine the final meeting Classification.

4. In exceptional circumstances the U21 Commission may authorise a departure from this formula for a specific event. In this event the changes must be set out in the Supplementary Regulations for the event. Only the U21 Commission may approve such changes.

72.4 RACE FORMAT

Helmet colour	Red (inside)	Blue	White	Yellow (outside)
Heat N°	Riders' starting N°			
1	1	2	3	4
2	5	7	6	8
3	10	11	9	12
4	15	14	16	13
5	13	1	5	9
6	14	10	2	6
7	11	15	7	3
8	4	8	12	16
9	6	16	1	11
10	12	5	15	2
11	8	9	3	14
12	13	4	10	7
INTERVAL				
13	7	12	14	1
14	2	13	8	11
15	16	3	10	5
16	9	6	4	15
17	1	8	15	10
18	9	2	7	16
19	3	12	13	6
20	5	14	11	4

72.5 FINAL SERIES

72.5.1 Qualified Riders

Qualification places for the final series meetings will be confirmed by the CCP in depending upon the format of the qualification meetings scheduled.

16 Riders (plus 2 Track Reserves) will compete in each meeting.

72.5.2 Wild Card Riders

Three Wild Card Riders will be nominated for the final series meetings by the U21 Working Group. All FMNs may propose suitable Wild Card Riders. These proposals must be made in writing to the FIM not later than 1 month prior to the meeting.

72.5.3 Nominated Substitute Riders

In case of the absence of one or more Riders, the first available Nominated Substitute Rider or Riders, according to their placing in the official Under 21 “Nominated Substitutes Rider list”, will be elevated for that meeting, and take the place(s) of the relevant missing Rider(s).

The Riders for the official “Nominated Substitute Riders list” will be nominated by the Under 21 Working Group.

All Nominated Substitute Riders must submit the official FIM Entry Form to the FIM before the deadline required by the Under 21 Working Group. This entry form must be duly completed and signed by the Rider and his FMN.

72.5.4 Entries

On agreeing to enter the Final Series, a Rider will participate into all the Under 21 World Championship Final Series Meetings he may be called up to do unless prevented from doing so by **injury** or other “force majeure”.

In the case of injury or illness a suitably qualified medical practitioner must certify injury or illness in writing to that effect.

A Rider's FMN is responsible for the completion of this entry form and submitting it to the FIM/CCP Administration, furthermore, the Rider commits himself by his signature to be fully aware of all the FIM rules; to accept them all and to compete in the FIM Speedway Under 21 World Championship meeting for which he has been nominated.

A Nominated Substitute Rider, who without a reason accepted by the Under 21 Working Group refuses to take part in a meeting, may be removed from the Nominated Substitute Riders list for the rest of the season.

In the event that no “Nominated Substitutes” are available, the Under 21 Working Group or the International Jury may select one or more substitute Riders.

72.5.5 Track Reserve Riders

In each Final Series meeting, 2 Track Reserve Riders will be nominated by the staging FMNR to take part.

72.5.6 Races

Each meeting will be composed of 23 heats:

- Main event - 20 heats (heats 1-20)
- Semi-Finals - 2 heats (heats 21-22)
- The Great Final - (heat 23)

Riders will be awarded race points according to their finishing position in each race: 3 points for first place, 2 points for second place, 1 point for third place and 0 point for the fourth place.

After heat 20, there will be an intermediate classification from the 1st to 18th place according to the total Race points each Rider has scored during the Main Event.

The 8 top-scoring Riders from the Main Event (the Intermediate Classification) will qualify for the Semi-Finals. The winner and second placed Riders in each Semi-Final will qualify for the Great Final.

Riders placed 1st, 4th, 6th and 7th in the intermediate classification will take part in Semi-final 1 (Heat 21).

Riders placed 2nd, 3rd, 5th and 8th in the intermediate classification will take part in Semi-final 2 (Heat 22).

Positions 1 to 4 in the final classification will be according to the result of the Great Final (heat 23).

Riders' gate positions for each Semi-Final (Heats 21 and 22) will be chosen by the Riders, in the order determined by their position in the Intermediate Classification.

In Heat 21 the Rider in 1st position will have first choice of gate position, followed

consecutively by the Riders in 4th and 6th positions. In Heat 22 the Rider in 2nd position will have first choice, followed consecutively by Riders in 3rd and 5th positions.

Riders' gate positions for The Great Final (Heat 23) will be chosen by the participating Riders prior to the Heat in the order of their finishing place in the Semi-Finals. The two winners will have first and second choice and the two second placed Riders will have third and fourth choice. The draw order of the two winners and the two second placed Riders shall be determined by their total race points scored including the points they scored in the Semi-Finals. The Rider with the highest number of points having the first choice, and so on.

All other heats have pre-fixed starting positions in accordance with the Race Format.

Meeting points are awarded according to the total race points scored in the whole Event (Heats 1 - 23).

FIM Speedway Under 21 World Championship Final Series Format

Helmet colour	Red (inside)	Blue	White	Yellow (outside)
Heat N°	Riders' starting N°			
1	1	2	3	4
2	5	7	6	8
3	10	11	9	12
4	15	14	16	13
5	13	1	5	9
6	14	10	2	6
7	11	15	7	3
8	4	8	12	16
9	6	16	1	11
10	12	5	15	2
11	8	9	3	14
12	13	4	10	7
INTERVAL				
13	7	12	14	1
14	2	13	8	11
15	16	3	10	5
16	9	6	4	15
17	1	8	15	10
18	9	2	7	16
19	3	12	13	6
20	5	14	11	4

- 21 Riders placed 1st, 4th, 6th, & 7th in the intermediate classification
- 22 Riders placed 2nd, 3rd, 5th & 8th in the intermediate classification
- 23 The first and second placed Riders in each of the Semi-Finals (heats 21 and 22)

725.7 Riding numbers jackets

Each Rider accepted for the FIM U21 World Championship will be allocated a number between 1 and 15, which will be valid for the FIM U21 World Championship of that year. This number will follow the draw made in FIM HQ before each final Meeting. In each Final Meeting riding number 16 will be allocated to the Wild Card Rider and riding numbers 17 and 18 to the Track Reserve Riders. The allocated number will be used to resolve any eventual ties where the lowest riding number is deemed to be the better placed Rider. Additionally, the 15 permanent and 3 substitute U21 Riders may apply to use their own personal racing numbers on their race jacket and bikes. They may choose any riding number with a maximum of 3 digits provided that it has not previously been allocated to another Rider, the number cannot start with a 0. Riding numbers 1 to 22 are reserved for the use of FIM only. To request a specific personal racing number the Rider must send an application to FIM within a set deadline. Should more than one Rider request the same number, preference will be given to either the Rider who has a clear history of adopting that number, or if this is not the case for either Rider, then the higher ranked Rider will be allocated this number. Other Riders will then need to select an alternative number. Riders who have not requested a specific personal riding number within the deadline will be required to use their allocated U21 number. The FIM U21 Promoter will supply the riding number jackets and it is compulsory for each Rider to wear this riding number jacket at all times during TV Interviews, Draws, Practice, Parade, Press Conferences, Racing, Prize-Giving Ceremony and in the pits area. The covering of any part of the riding number jacket in any way is not permitted. All Riding Number Jackets will need to be signed out when received and signed back in when returned by the Riders mechanic or representative to a collection point to be confirmed by the Race Director at each event. The Rider is responsible for his riding number jacket and the cost of any riding number jacket not returned will be charged to the Rider and deducted from the Prize Monies.

72.6 RESULTS

72.6.1 Ties

After the completion of Heat 20, 21 or 22

When establishing the order between the Riders in the list of Intermediate Classification at the conclusion of Heat 20, or following the completion of the Semi-Final Heats 21 and 22, any ties will be solved as follows:

- a) Precedence will be given to the Riders (tied on race points) having the most number of 1st, 2nd, 3rd or 4th placings (a “0” for last placing is better than being disqualified for whatever reason).
- b) If the tie still persists and involves only 2 Riders, precedence will be given to the better placed Rider in the heat or heats where the 2 Riders met.
- c) If the tie still persists and involves more than 2 Riders, it shall be checked whether there is a possibility to determine a proper precedence (e.g. 3 Riders tied on points: A, B, C:
 - Rider A has beaten Rider B
 - Rider A has beaten Rider C
 - Rider B has beaten Rider C

Then the precedence will be: best position for Rider A, then Rider B and then Rider C.

- d) If solutions a), b) and c) cannot resolve the tie, then the order will be determined by ballot.

The Intermediate Final Series Classification

In case of Riders tied on final series points in the Intermediate Classification, the Rider with highest position in the last staged round will be deemed the better-placed Rider.

The Final Overall Series Classification

In case of Riders involved in a tie on the Final Overall Series Classification, at the end of the Series, the following will apply:

1. Run-off for 1st, 2nd and 3rd place.

For all other placings, the Rider with the highest position in the last staged round will be deemed the better-placed Rider.

Results and Final Series Points

At the end of each Final Series meeting, points equivalent to the Race points scored during heats 1 to 23 will be awarded to the Riders.

The U21 World Champion will be the Rider having collected the most Final Series points at the end of the Series (Final Overall Series Classification). In case of Riders tied on points, Art.72.5.1 will apply.

72.7 SCALE OF EXPENSE REIMBURSEMENT

Travel expenses, as well as long distance and ferry costs, are included in the scale of expense reimbursement of each Championship meeting.

All amounts indicated in the scale of expense reimbursement are shown in Euros and are net amounts. All amounts can only be paid to the Riders in Euros €.

Placing	Qualifying Round	Final
1st	530	2'500
2nd	470	2'000
3rd	420	1'800
4th	340	1'500
5th	320	1'400
6th	300	1'300
7th	280	1'200
8th	280	1'150
9th	260	1'100
10th	260	1'000
11th	240	900
12th	240	800
13th	220	750
14th	220	700
15th	200	600
16th	200	500
17th	200	400
18th	200	400
Total:	5'180	20'000



APPENDIX 72b
FIM TEAM SPEEDWAY UNDER 21 WORLD CHAMPIONSHIP

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Speedway

72b.1 GENERAL

Competition for national Teams:

4 Teams from different nations (FMNs) will compete in each meeting. The Riders from each team must be of the same nationality as the FMN that has nominated them.

Possible Qualifying Meetings/Semi-Final will be decided upon by the CCP according to the applications received for this Championship.

The competing FMNs for the qualifying meetings/Semi-Final will be decided upon by the CCP Bureau and announced at the General Assembly.

The FMN Rofa Qualifying Meeting/Semi-Final and the Final of this Championship is guaranteed to have its national Team compete in this meeting.

The rules of the FIM Sporting Code and Appendices 70 and 079 apply, except where otherwise stated in this Appendix.

72b.1.1 National teams

National teams (e.g. Danish team, British team) are nominated exclusively by their respective FMN. Riders of a national team must be holders of a passport of the country which they represent.

72b.2 PARTICIPANTS

FMNs shall nominate their complete teams including each Rider's starting number no later than 1 month before the meeting.

72b.2.1 Eligibility

The limit for the minimum age (16 years) starts on the date of the Rider's birthday and the limit for the maximum age (21 years) finishes at the end of the year in which they reach 21 years, pursuant to the FIM Medical Code.

72b.3 TEAM COMPOSITION

The 4 competing Teams shall each consist of 4 or 5 Riders. There shall be no reserve Rider.

TEAM A	(Red)	Starting N°	1	2	3	4	5
TEAM B	(Blue)	Starting N°	1	2	3	4	5
TEAM C	(White)	Starting N°	1	2	3	4	5
TEAM D	(Yellow)	Starting N°	1	2	3	4	5

FMN's may nominate an additional Rider who is the same nationality as FMN for each event. This Rider will be allocated starting number 5, allowed to practice and will be a Reserve, permitted to take the place of a Rider 1 - 4 at any time during the meeting. The nomination and use of an additional Rider is not compulsory.

The additional Rider reserve will be entitled to be used in a maximum of 5 heats (Including heats 17-20) plus one additional heat as a Tactical Substitute or Tactical Joker.

If replacing the injured Rider in the rerun of a heat, the reserve Rider will also assume the status of the replaced Rider (ie. programmed ride, Joker, or Tactical Substitute).

No changes to any declared Team will be permitted except in the case of **injury** or illness, supported by a Medical Certificate where necessary, and approved by the International Jury. Where such changes are approved by the International Jury, the replacement Rider will occupy the original Rider's place in the nominated Team.

72b.4 TEAM MANAGERS' BRIEFING MEETING

A Team Managers' briefing meeting will be held prior to the practice and the race, according to the time schedule.

72b.5 TACTICAL SUBSTITUTE Rider

When a team is 8 or more points in arrears of the leading team, the team manager may substitute a Rider in the next or succeeding heats with another Rider in his team, However, each Rider may be used as a substitute once only.

Substitutions must stop when the team is less than 8 points in arrears.

Use of the Tactical Substitute is not permitted in the nominated heats 17-20.

72b.5.1 Tactical “Joker”

Points scored by a tactical “Joker” will be doubled.

When a team is 8 or more points in arrears of the leading team, the Team Manager may substitute a Rider in the next heat with another Rider who will ride as the Tactical “Joker”.

Tactical “Joker” is not permitted in the nominated heats 17 - 20.

The Team Manager may also nominate a programmed Rider as the Tactical “Joker”.

Each team can use a Tactical “Joker” once only in the entire meeting.

No Rider will be permitted more than one nomination, either as a Tactical substitute or as a Tactical “Joker”.

When deciding to use a Tactical substitute or the Tactical “Joker”, the Team Manager shall immediately inform the Clerk of the Course of the changes.

This information shall, at the latest, be given before the Riders are cleared to enter the track.

72b.6 REPLACING AN INJURED RIDER

In the event of a Rider being injured but not disqualified from the re-run of a heat, his place may be taken by the reserve Rider if available, a Tactical Substitute or Tactical “Joker” if the circumstances of Art. 71b.5 and 71b.5.1 are satisfied. Should the substitute Rider be injured in the re-run heat in similar circumstances without disqualification, he may be replaced by the original Rider if fit or another Tactical Substitute or Tactical “Joker”.

72b.7 RACE FORMAT

4 teams will compete in each meeting.

A meeting comprises of 20 heats, run respectively with 4 Riders according to the format. All heats will be raced over 4 laps.

FIM TEAM SPEEDWAY UNDER 21 WORLD CHAMPIONSHIP RACE FORMAT

HEAT N°	RED TEAM Riding N° /Gate	BLUE TEAM Riding N° /Gate	WHITE TEAM Riding N° /Gate	YELLOW TEAM Riding N° /Gate
1	4 / 3	1 / 2	4 / 1	2 / 4
2	3 / 2	2 / 1	3 / 4	1 / 3
3	2 / 1	4 / 3	1 / 2	3 / 4
4	1 / 2	3 / 1	2 / 4	4 / 3
Track Grading				
5	4 / 4	2 / 3	1 / 1	4 / 2
6	3 / 1	1 / 4	2 / 2	3 / 3
7	2 / 4	3 / 3	4 / 2	1 / 1
8	1 / 3	4 / 4	3 / 1	2 / 2
Track Grading				
9	4 / 2	4 / 1	2 / 3	1 / 4
10	3 / 4	3 / 2	1 / 3	2 / 1
11	2 / 3	1 / 1	3 / 2	4 / 4
12	1 / 4	2 / 2	4 / 3	3 / 1
Track Grading				
13	3 / 3	4 / 2	4 / 4	4 / 1
14	4 / 1	3 / 4	3 / 3	3 / 2
15	2 / 2	2 / 4	2 / 1	2 / 3
16	1 / 1	1 / 3	1 / 4	1 / 2
Track Grading				
17	Choice of TM / 3	Choice of TM / 4	Choice of TM / 2	Choice of TM / 1
18	Choice of TM / 4	Choice of TM / 1	Choice of TM / 3	Choice of TM / 2
19	Choice of TM / 1	Choice of TM / 2	Choice of TM / 4	Choice of TM / 3
20	Choice of TM / 2	Choice of TM / 3	Choice of TM / 1	Choice of TM / 4

Nominations for heats 17-20 will be at the choice of each Team Manager. The team in 4th position after heat 16 will select their 4 Riders first, then the team in 3rd position followed by the teams in 2nd and 1st position.

In the case of teams tied on points, precedence will be given to the team having the greatest number of first, second, third or fourth places. If ties still persist, then precedence shall be given to the better-ranked team (see Art. SoN 8.1).

72b.8 RESULTS

72b.8.1 Riders' scores

The team having collected the most points at the end of the race shall be the winner, the second highest point scoring team placed 2nd and so on.

In each heat, points are awarded to the Riders and teams as follows:

4 teams competing: 3 points for 1st place
 2 points for 2nd place
 1 point for 3rd place
 0 point for 4th place

In the case of a dead heat, the combined points for the places must be shared equally between the Riders concerned. In the event of a dead heat when one or more of the Riders is riding as a Tactical “Joker”, the points scored will be awarded as follows:

Tie for:	“Normal” Rider	“Joker” Rider
1 st / 2 nd place	2½ points	5 points (2½ x 2)
2 nd / 3 rd place	1½ points	3 points (1½ x 2)
3 rd / 4 th place	½ point	1 point (½ x 2)

Each Rider is entitled to race in a maximum of 5 heats plus one additional heat as a Tactical Substitute or Tactical “Joker”.

When the Tactical “Joker” is used, the points scored in that heat only by the Rider and team will be multiplied by two (2). Refer to Art. 72b.5.1 Tactical “Joker”.

72b.8.2 Ties

Rule 70.11.3 will apply except in the following circumstances;

When there is a tie between two teams to take part in separate qualification rounds, on points total to determine progress to the next round of the competition (i.e. from semi-final to final) the higher placed team from the official FIM ranking list will determine progress to the next round.

72b.8.3 Abandoned meeting

Depending on the qualification system as decided by the CCP, progress to the final meeting (or next round) may depend on scores achieved by teams in separate qualification rounds (for example when progress will be by the highest scoring second placed team from the semi-finals and/or qualification rounds).

When a meeting has been abandoned after the necessary number of heats have been completed for a result to be declared, to determine progress the points scored by teams in such a meeting will be increased by the average points scored per heat over the completed heats added for each heat not completed. All Joker points scored for the purpose of this calculation will only count as normal points, not double.

72b.9 SCALE OF EXPENSE REIMBURSEMENT

Travel expenses, as well as long distance and ferry costs, are included in the scale of expense reimbursement of each Championship meeting.

All amounts indicated in the scale of expense reimbursement are shown in Euros and are net amounts. All amounts can only be paid to the Riders in Euros €.

Placing	Qualifying Meeting/ Semi-Final	Final
1 st	2575	3575
2 nd	1850	2850
3 rd	1425	2150
4 th	1300	1800
Total:	7150	10375



**APPENDIX 73
FIM LONG TRACK WORLD CHAMPIONSHIP**

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73.1 GENERAL

Competitions for individual Riders:

25 Riders (plus 2 standby Riders) for the Qualifying Round and 15 Riders (plus 2 standby Riders) for the Challenge and Final Series, will compete in each meeting.

Each FMNR of a FIM Long Track World Championship meeting (Qualifying Rounds and Long Track Challenge) is guaranteed at least one Rider from its federation included in this meeting.

73.2 PARTICIPANTS

73.2.1 Qualifying Round

For this championship, each FMN will nominate its own Riders who must hold a World Championship licence issued by that FMN. The number of Riders from each FMN will be allocated by the CCP to the qualifying meetings.

Two track reserve Riders will be nominated by the FMNR.

73.2.2 Challenge

The participants in the Challenge will comprise of Riders as follows;

Qualified Riders:

The 12 top placed Riders from the Qualification Round.

Any Rider from this criteria unable to take part in the Long Track Challenge, will be replaced by the next highest placed Rider from the Qualification Meeting.

Should a Rider who has qualified from the qualifying system also be in the top **seven (7)** of the **2018** final overall WC classification of the previous year, his place will be taken by the next available Rider from the FIM Long Track qualification system.

Track reserve Riders: will be nominated by the FMNR.

In addition:

The CCP will nominate 2 Wild Card Riders for the Challenge. The FMNR will nominate one Wild Card Rider and two Track Reserves.

Any Rider from this criteria unable to take part in the Long Track Challenge, will be replaced by the next highest placed Rider from the Qualifying Round.

73.2.3 Final Meetings

The participants in the Final Meetings will comprise of Riders as follows;

2018 Qualified Riders:

The top 8 placed Riders from **2017 FIM Long Track World Championship Final Classification** and the top 3 Riders as classified from **2017 FIM Long Track World Championship Challenge**.

2019 Qualified Riders:

The top 7 placed Riders from **2018 FIM Long Track Final World Championship Classification** and the top 4 Riders as classified from the **2018 Long Track Challenge**.

Nominated Riders:

3 Riders will be permanently nominated by the CCP for all Final Meetings of the coming season.

The nomination of these Riders will be decided and announced by the FIM/CCP Bureau

Wild Card Riders:

For each separate Final Meeting, the organising FMN (FMNR) is permitted to nominate one wild card Rider.

Track Reserves:

Each FMNR will nominate two track reserve Riders for its Final Meeting.

Should a qualified Rider withdraw after the publication of the official Rider line up for the following years World Long Track final series, then the first Rider available on the official Long Track Final Nominated substitutes list shall replace them.

Nominated Substitute Riders: nominated by CCP Bureau.

If a qualified or permanently nominated Rider is unable to take part in an FIM Long Track World Championship Final meeting, he will be replaced by the next Rider from the FIM Long Track World Championship List of nominated substitutes. If this is not possible, the first track reserve Rider will replace the absent Rider as a scheduled Rider in that Final Meeting only.

Track Reserves:

The track reserve Riders must always be ready to take part in a heat immediately when called upon by the Referee.

The track reserve Riders may have their tanks filled up during the races and do not need to empty fuel tanks and refuel the bikes prior to each heat.

No track reserve Rider can take part in Semi-Finals or Finals unless they have qualified from the Qualifying heats.

When a track reserve Rider takes part in the Qualifying Heats in replacement for one or more scheduled Riders, then the points he scores will count for qualifying to Semi-finals or Final Heats. They are not allowed to take part in more qualifying heats than programmed Riders.

73.3 RACE JACKETS

73.3.1 Riding numbers

Permanent riding numbers for the **2018** FIM Long Track World Championship Final Meetings will be:

No: 1-8 according to the result of the previous LT WC Final Classification

No: 9-11 according to the result of the previous Long Track Challenge placing one to three

No: 12-14 permanent Riders nominated by CCP

No: 15 FMN Wild Card

No: 16-17 track reserve Riders

73.3.2 Starting positions draw

For the 1st Final, the Riders starting position draw will be done by the FIM. The Riders starting positions draw for 2nd and next Finals will be made on the previous Final. The FIM Jury President must be present to witness the draw.

In case of a Nominated Substitute Rider or Track Reserve Rider taking the place of an absent Rider, he will be given the starting position draw for the Rider he is replacing in that meeting.

73.3.3 Riding number jackets

Each Rider accepted for the FIM Long Track World Championship will be allocated a Long Track Final number between 1 and 14, which will be valid for the whole Championship of that year. In general, this Long Track Final number will reflect the Final result of the previous year's FIM Long track World Championship.

In each Long Track World Championship Final meeting riding number 15 to 17 will be allocated to the FIM Long Track wild card and reserve Riders.

The allocated Long Track Final number will be used to resolve any eventual ties where the lowest riding number is deemed to be the better placed Rider.

Additionally, the 14 permanent Long Track Riders and Nominated Substitute Riders may apply to use their own personal racing numbers on their Race Jacket and bikes. They may choose any riding number with a maximum of 3 digits provided that it has not previously been allocated to another Rider, or reserved by FIM. Riding numbers 1 to 17 are reserved for the use of FIM only.

To request a specific personal racing number the Rider must send an application to FIM within a set deadline. Should more than one Rider request the same number, preference will be given to either the Rider who has a clear history of adopting that number, or if this is not the case for either Rider, then the higher ranked Rider will be allocated this number. Other Riders will then need to select an alternative number. FIM will be responsible for resolving any dispute which might arise. Riders who have not requested a specific personal riding number within the deadline will be required to use their allocated Long Track Final number.

The FIM will supply the riding number jackets and it is compulsory for each Rider to wear this riding number jacket at all times during Practice, Parade, Press Conferences, Racing, Prize-Giving Ceremony, Draws, Interviews and in the pits' area. The Riders must also ensure the colour on the back of the race jacket corresponds to the helmet colour worn in each race.

The covering of any part of the riding number jacket in any way is not permitted.

The riding number jackets **and the meeting passes (5)** must be returned to the Clerk of the Course or his nominated deputy immediately after the last heat or after the Press Conference for the Riders concerned. The Rider is responsible for his riding number jackets **and the meeting passes (5)** and the cost of any riding number jacket not returned will be charged to the Rider and deducted from the Prize Monies.

73.4 MOTORCYCLES

73.4.1 Fuel

It is compulsory for every organiser of a FIM Long Track World Championship meeting to provide, free of charge (during practice and racing) the methanol for all the Riders.

73.5 RACE FORMAT

Qualifying round must be organised comprising 25 heats with 5 Riders in each heat.

Heats will consist of 4 laps.

The Rider having collected the most points at the end of the meeting shall be the winner, the second highest point scoring placed 2nd and so on.

HELMET COLOUR	Red	Blue	White	Yellow	Green
HEAT N°	Rider's starting N°				
1	21	11	6	16	1
2	2	7	12	17	22
3	3	23	18	8	13
4	9	24	19	4	14
5	20	15	5	25	10
Track Grading *					
6	10	22	14	1	18
7	6	19	23	2	15
8	7	3	20	24	11
9	4	25	16	12	8
10	17	13	21	5	9
Track Grading *					
11	13	1	25	19	7
12	8	14	2	21	20
13	15	16	22	9	3
14	11	10	4	23	17
15	5	12	24	18	6
Track Grading *					
16	1	17	8	15	24
17	25	18	9	11	2
18	12	21	3	10	19
19	22	20	13	6	4
20	16	5	7	14	23
Track Grading *					
21	23	9	1	20	12
22	24	2	10	13	16
23	14	6	17	3	25
24	18	4	15	7	21
25	19	8	11	22	5

* If necessary the frequency of the Track Grading can be modified by the Jury.

Each Long Track Challenge or Final Round must be organised comprising of 18 heats with 5 Riders in each heat.

Heats will consist of 4 laps.

Heats 1 to 15 are called Qualifying Heats and must be conducted according to the following schedule of heats:

HELMET COLOUR	Red	Blue	White	Yellow	Green
HEAT N°	Rider's starting N°				
1	2	1	3	4	10
2	9	6	5	14	13
3	15	7	12	11	8
Track Grading					
4	1	5	14	2	11
5	6	13	4	10	7
6	8	12	9	15	3
Track Grading					
7	13	4	1	8	15
8	3	2	6	12	14
9	11	10	7	9	5
Track Grading					
10	12	15	10	1	6
11	7	3	2	13	9
12	14	11	8	5	4
Track Grading					
13	5	9	15	3	1
14	10	8	11	6	2
15	4	14	13	7	12

After heat 15, there will be an intermediate classification from the 1st to the 17th place according to the total race points each Rider has scored during the Qualifying heats.

The 10 top-scoring Riders from the Qualifying heats will qualify for the Semi-Finals.

Riders placed 1st, 4th, 5th, 8th, and 9th in the intermediate classification will take part in Semi-final 1 (Heat 16).

Riders placed 2nd, 3rd, 6th, 7th, and 10th in the intermediate classification will take part in Semi-final 2 (Heat 17).

Riders' gate positions for each Semi-Final (Heats 16 and 17) will be chosen by the Riders, in the order determined by their position in the Classification after qualifying heats (1 - 15).

In Heat 16, the Rider in 1st position will have first choice of gate position, followed consecutively by the Riders in 4th, 5th, 8th and 9th positions.

In Heat 17, the Rider in 2nd position will have first choice, followed consecutively by Riders in 3rd, 6th, 7th and 10th positions.

The 5 top-scoring Riders from the second intermediate classification after the Qualifying Heats and Semi-finals will qualify for the Final (Heat 18).

Riders' gate position selections for the Final heat (Heat 18) will be chosen by the Riders.

The draw order shall be determined by the second intermediate classification (after the Qualifying and Semi-Final Heats).

Riders' gate positions shall be chosen in presence of the Race Coordinator.

If a Rider cannot take part in a Semi-Final or Final heat for which he has already qualified, he will automatically be considered placed in the last position of the heat and will be not replaced by a following Rider in the Intermediate Classification list.

73.5.1 Re-staging or abandonment of a meeting

If a Long Track Individual World Championship meeting is interrupted or suspended for any reason whatsoever, the following rules will apply:

1. If the meeting is interrupted before heat 9 is accomplished, and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole meeting must be re-staged in accordance with Art. 70.1.4 - Dates of the meeting.
2. If the meeting is interrupted before heat 15 is accomplished and the remaining heats cannot be completed, then the race points scored at the completion of heat 9 or 12 (whichever applies) will determine the result.

3. If the meeting is interrupted before heat 16, heat 17 or heat 18 is completed and the remaining heats cannot be completed, then the results will be considered valid and the following will determine the final meeting Classification and World Championship points:

Before heat 16 or 17: The Riders' total race points scored at the completion of heat 15 will determine the final meeting Classification.

Before heat 18: The Riders' total race points scored at the completion of heat 16 and heat 17 will determine the final meeting Classification.

In the event of a tie in the points scored at the completion of Heat 9, 12, 15, 16 or 17 as specified above the finishing order will be determined by:

1. Precedence will be given to the Riders (tied on points) having the most number of 1st, 2nd, 3rd, 4th or 5th placing where applicable (a "0" for last placing being better than M - R - F - T - d - N).
2. If solution 1 does not resolve the situation, the order shall be determined by ballot.

73.6 RESULTS

73.6.1 FIM Long Track World Championship Qualifying Round

The total points scored by each Rider in all the heats will determine the final classification for the meeting.

73.6.2 FIM Long Track World Championship Challenge

The total points scored by each Rider from the Qualifying heats, Semi-Final heats and Final heat (Heats 1 - 18) will determine the final classification for the meeting.

73.6.2 FIM Long Track World Championship Finale

The total points scored by each Rider from the Qualifying heats, Semi-final and Final heats (Heats 1 - 18) in a Final Meeting will be credited as World Championship points in the overall championship and the Intermediate World Championship Classification will be according to these credited points.

Positions 1 to 5 in the Final Meeting Classification will be according to the result of the final heat (Heat 18) irrespective of the total race points scored.

The remaining positions (6 - 17) will be determined in accordance with total points scored in the meeting.

At the end of each Final meeting, World Championship points equivalent to the Race points scored during the whole event (Heats 1 - 18) will be awarded to the Riders and a Final Meeting Classification will be produced, showing the World Championship points achieved by each participating Rider.

The FIM Long Track World Champion will be the Rider having collected the most points at the end of the Long Track World Championship Final Meeting series.

73.7 TIES

Classification - FIM Long Track World Championship Qualifying Round

After the official programme of heats has been concluded, should there be a tie for any of the first 3 places or the last qualifying place in the meeting classification, there will be a run-off heat to resolve the tie.

Classification - FIM Long Track World Championship Challenge.

For all meetings after the official programme of heats has been concluded, should there be a tie for any of the first 3 places in the meeting classification, the result of the final (race 18) shall determine the ranking. Should there be a tie for the last qualifying place, there will be a run-off heat to resolve the tie.

FIM Long Track World Championship

In case of Riders involved in a tie on the Final Overall World Championship Classification, the following will apply:

1. Run-off for 1st, 2nd and 3rd place.
2. Run-off for 7th place, which is the last qualifying place for the following year's Final rounds.
3. For all other placing, the better placed Rider in the last Final meeting will be considered the better placed Rider.

In case of Riders tied on World Championship points in the Intermediate Classification, the better placed Rider in the last Final Meeting will be considered the better placed Rider.

For all other cases, ties will be solved as follows:

1. Precedence will be given to the Riders (tied on points) having the most number of 1st, 2nd, 3rd, 4th, and 5th placings where applicable (a “0” for last placing being better than M - R - F - T - d - N).
2. Ballot.

73.8 AWARDS

- a) FIM Long Track World Championship Qualifying Round and Challenge.
Riders in positions 1st, 2nd and 3rd in the final meeting Classification will be awarded trophies.
- b) FIM Long Track World Championship
Riders in positions 1st, 2nd and 3rd in the final heat will be awarded trophies.

73.9 SCALE OF EXPENSE REIMBURSEMENT

Travel expenses, as well as long distance and ferry costs, are included in the scale of expense reimbursement of each Championship meeting.

All amounts indicated in the scale of expense reimbursement are shown in Euros and are net amounts. All amounts can only be paid to the Riders in Euros €.

Placing	Qualifying Round	Placing	Qualifying Round
1 st	850	2 nd	750
3 rd	700	4 th	600
5 th	550	6 th	500
7 th	480	8 th	460
9 th	450	10 th	440
11 th	430	12 th	410
13 th	390	14 th	390
15 th	380	16 th	380
17 th	370	18 th	370
19 th	370	20 th	360
21 th	360	22 th	360
23 th	350	24 th	350
25 th	350	26 th	300
27 th	300		
		Total:	12000

Placing	Long Track Challenge	Final
1st	1600	2500
2nd	1500	2250
3rd	1300	2100
4th	1100	1800
5th	1000	1700
6th	900	1500
7th	800	1400
8th	700	1300
9th	650	1200
10th	600	1100
11th	550	950
12th	500	900
13th	475	800
14th	450	700
15th	400	700
16th	350	450
17th	350	450
Total:	13225	21800



APPENDIX 73b FIM TEAM LONG TRACK WORLD CHAMPIONSHIP

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73b.1 GENERAL

Competition for national Teams:

6 or 7 Teams from different nations (FMNs) will compete in the meeting. The Riders from each team must be of the same nationality as the FMN that has nominated them.

The FMNR of the Final of this Championship is guaranteed to have its national Team compete in this meeting.

The rules of the FIM Sporting Code and Appendices apply, except where otherwise stated in this Appendix.

73b.1.1 National teams

National teams (e.g. German team, British team) are nominated exclusively by their respective FMN. Riders of a national team must be holders of a passport of the country which they represent.

73b.2 PARTICIPANTS

FMNs shall nominate their complete teams including each Rider's starting number no later than 1 month before the meeting.

73b.3 TEAM COMPOSITION

The **6 or 7** competing teams shall each consist of 4 Riders: 3 Riders having programmed rides and the fourth Rider being a team reserve Rider, as follows:

Team A	Starting N°	1	2	3	22	(Team reserve Rider)
Team B	Starting N°	4	5	6	23	(Team reserve Rider)
Team C	Starting N°	7	8	9	24	(Team reserve Rider)
Team D	Starting N°	10	11	12	25	(Team reserve Rider)
Team E	Starting N°	13	14	15	26	(Team reserve Rider)
Team F	Starting N°	16	17	18	27	(Team reserve Rider)
Team G	Starting N°	19	20	21	28	(Team reserve Rider)

73b.4 TEAM RESERVE RIDER

The team reserve Rider may take the place of any programmed Rider from their team , at any time, within the maximum number of permitted heats (6).

Except in circumstances as specified in regulation 70.10.8.

73b.5 FUEL

It is compulsory for every Organiser of a Team Long Track World Championship meeting to provide, free of charge, during practice and racing, the methanol for all the Riders.

73b.6 RACE FORMAT

Each team will practice with 3 practice runs.

A 4th session of 2 starts practices following by 2 laps must be provided.

7 teams will compete in each meeting. Two teams meet in each heat. Heats will consist of 4 laps.

The starting positions draw for each team will be balloted by the CCP.

A meeting comprises 21 heats, run respectively with 6 Riders according to the format. All heats will be raced over 4 laps.

FORMAT FOR 6 TEAMS

HELMET COLOUR	Red	Blue	White	Yellow	Green	Black & White
HEAT N°	Rider's starting N°					
1	1	4	2	5	3	6
2	7	10	8	11	9	12
3	13	16	14	17	15	18
Track Grading						
4	16	1	17	2	18	3
5	10	13	11	14	12	15
6	4	7	5	8	6	9
Track Grading						
7	8	14	9	15	7	13
8	5	17	6	18	4	16
9	2	11	3	12	1	10
Track Grading						
10	11	5	12	6	10	4
11	14	2	15	3	13	1
12	17	8	18	9	16	7
Track Grading						
13	12	18	10	16	11	17
14	9	3	7	1	8	2
15	6	15	4	13	5	14

FORMAT FOR 7 TEAMS

HELMET COLOUR	Red	Blue	White	Yellow	Green	Black & White
HEAT N°	Rider's starting N°					
1	1	4	2	5	3	6
2	7	10	8	11	9	12
3	13	16	14	17	15	18
Track Grading						
4	3	19	1	21	2	20
5	6	9	5	8	4	7
6	12	15	11	14	10	13
Track Grading						
7	8	1	9	2	7	3
8	10	5	12	6	11	4
9	17	21	18	20	16	19
Track Grading						
10	14	2	15	3	13	1
11	9	18	7	16	8	17
12	20	6	19	4	21	5
Track Grading						
13	2	12	3	10	1	11
14	5	17	4	18	6	16
15	21	13	20	15	19	14
Track Grading						
16	18	3	16	1	17	2
17	11	20	10	19	12	21
18	15	7	13	9	14	8
Track Grading						
19	16	11	17	12	18	10
20	19	8	21	7	20	9
21	4	14	6	13	5	15

The team having collected the most points at the end of the meeting shall be the winner, the second highest point scoring team placed 2nd and so on.

73b.8.1 Ties

In case of teams tied on points, Art. 70.11.3 shall apply.

73b.9 RESULTS

73b.9.1 Teams' scores

In each heat, points are awarded to the Riders and teams as follows:

2 teams competing:	5 points for 1 st place
	4 points for 2 nd place
	3 points for 3 rd place
	2 points for 4 th place
	1 point for 5 th place
	0 point for 4 th place

73b.10 RE-STAGING DATE OR ABANDONMENT OF A MEETING

For a meeting with 6 Teams:

- If the meeting is interrupted before heat 9 is accomplished, and the remaining heats cannot be completed the same day, then the results are not taken in consideration and the whole meeting must be re-staged in accordance with Art. 70.1.4.
- If the meeting is interrupted before heat 12 is accomplished, and the remaining heats cannot be completed the same day, then the race points at the completion of 3 heats for each Team will determine the result.

For a meeting with 7 Teams:

- If the meeting is interrupted before heat 12 is accomplished, and the remaining heats cannot be completed the same day, then the results are not taken in consideration and the whole meeting must be re-staged in accordance with Art. 70.1.4.
- If the meeting is interrupted before heat 16 is accomplished, and the remaining heats cannot be completed the same day, then the race points at the completion of 4 heats for each Team will determine the result.
- In the event of a tie in the points scored at the completion of Heat 21.
- In the case of a tie for the 3 first places, then there will be a run off.

73b.11 SCALE OF EXPENSE REIMBURSEMENT

Travel expenses, as well as long distance and ferry costs, are included in the scale of expense reimbursement of each Championship meeting.

All amounts indicated in the scale of expense reimbursement are shown in Euros and are net amounts. All amounts can only be paid to the Riders in Euros €.

For a meeting with 6 Teams:

Team Placing	Final
1 st	5'000
2 nd	4'400
3 rd	3'800
4 th	3'300
5 th	3'000
6 th	2'700
Total:	22'200

For a meeting with 7 Teams:

Team Placing	Final
1 st	5'000
2 nd	4'400
3 rd	3'800
4 th	3'300
5 th	3'000
6 th	2'700
7 th	2'500
Total:	24'700

73b.12 RESULTS AND PRIZE-GIVING CEREMONY

The meeting classification will be according to the points scored during the meeting.

In case of ties, Art. 70.11.3 will apply.

The total points scored by each Rider during will be credited also as FIM Team Long Track World Championship points.

The FIM Team Long Track World Championship winner will be the team having collected most FIM Team Long Track World Championship points at the end of the meeting.

The teams placed first, second and third shall attend the official Prize-Giving Ceremony.



APPENDIX 74
FIM ICE SPEEDWAY GLADIATORS WORLD CHAMPIONSHIP

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74.1 GENERAL

The FIM Ice Speedway Gladiators World Championship will start with a qualifying meeting or a series of meetings leading to a Final Series.

Sixteen (16) programmed Riders plus two staging FMNR Track Reserve Riders will participate in each meeting.

Each FMNR staging an FIM Ice Speedway Gladiators World Championship meeting (Qualifying Round, Semi-Final meeting, a Challenge or a Final Series meeting) is guaranteed a minimum at least one programmed FMNR Rider in that meeting.

The qualifying format will be published by the CCP prior to the start of each Ice Speedway Gladiators season.

74.2 PARTICIPANTS

The number of programmed Riders from each FMN will be allocated by the CCP to the qualifying meetings. Each FMN may only nominate its own Riders who must hold a FIM World Championship license issued by that FMN.

Where a series of qualifying meetings are held, a Rider who has qualified but unable to take part in any subsequent Qualifying Meeting for any reason will be replaced by the next best placed Rider from his/her Qualifying Round.

Each FMNR staging an Ice Gladiators meeting must nominate two of its Riders as Track Reserve Riders.

74.2.1 Qualified Riders

Six (6) Riders from each Qualification Round, plus the **2017** World Champion will qualify for the Final Series.

The qualifying system will be determined through a qualifying system determined by the CCP (Q-rounds and/or semi-finals and/or the Challenge).

No FMN may have more than five programmed Riders (Qualified and/or permanently Nominated Riders) in any Final Series meeting. A nominated non-permanent Wild Card Rider is not included in this total.

74.2.2 Nominated Rider

Two (2) Riders will be permanently nominated to the Final Series by the CCP.

The nomination of these Riders will be decided and announced as soon as practical after the conclusion of the final qualifying meeting or Challenge.

74.2.3 Wild Card Rider

One Wild Card Rider will be nominated to each Final Series meeting. Any FMN may propose suitable Wild Card Riders. These proposals must be made in writing to the FIM not later than 1 month prior to the meeting.

The CCP Bureau will make the final approval and nomination.

74.2.4 Track Reserve Riders

When a Track Reserve Rider takes part in the qualification heats having replaced one or more programmed Riders, then the points they score will count for qualification towards Semi-final heats or a Final heat of that meeting. A Track Reserve is allowed to take part in a maximum of 5 qualification heats.

No track reserve Rider will take part in Semi-Final or Final heats unless he has already qualified from the qualification heats.

The Track Reserve Riders may have their fuel tank filled up during the race meeting and do not need to empty fuel tanks and refuel the bikes prior to each heat.

74.2.5 Nominated Substitute Riders

If any of the permanently Qualified or Nominated Riders is unable to participate in any one or more Final Series meeting (s) and the time allows, he will be replaced by the next Rider from the FIM Ice Speedway Gladiators World Championship list of Qualified Substitutes, approved and published by the CCP. If this is not possible, the first Track Reserve Rider will replace the missing Rider as a programmed Rider in the specific Final Series Meeting(s) concerned.

If a permanently Qualified or Nominated Rider retires for the whole or the remaining of the Final Series, he will be permanently replaced by the next Rider from the list of Nominated Substitutes. This is subject to the conditions as per 74.3.1.

74.3 RIDING NUMBERS

For the Final series the permanent riding numbers are:

No: 1-15 will be decided by the CCP according to the previous year's World Championship classification and the qualifying meetings

No: 16 is the Wild Card Rider

No: 17-18 are the FMNR nominated Track Reserve Riders

74.3.1 Riding number jackets

Each Rider accepted for the FIM Ice Speedway Gladiators World Championship Final Series will be allocated an Ice Speedway Gladiators Final number between 1 and 15, which will be valid for the whole Championship of that year. In general, this Ice Speedway Gladiators Final number will reflect the Final result of the previous year's FIM Ice Speedway Gladiators World Championship.

In each Ice Speedway Gladiators World Championship Final meeting, riding number 16 to 18 will be allocated to the FIM Ice Speedway Gladiators wild card, reserve Riders.

The allocated Ice Speedway Gladiators Final number will be used to resolve any eventual ties where the lowest riding number is deemed to be the better placed Rider.

Additionally, the 15 permanent Ice Speedway Gladiators Riders and Nominated Substitute Riders may apply to use their own personal racing numbers on their Race Jacket and bikes. They may choose any riding number with a maximum of 3 digits provided that it has not previously been allocated to another Rider, or reserved by FIM. Riding numbers 1 to 18 are reserved for the use of FIM only.

To request a specific personal racing number the Rider must send an application to FIM within a set deadline. Should more than one Rider request the same number, preference will be given to either the Rider who has a clear history of adopting that number, or if this is not the case for either Rider, then the higher ranked Rider will be allocated this number. Other Riders will then need to select an alternative number. FIM will be responsible for resolving any dispute which might arise. Riders who have not requested a specific personal riding number within the deadline will be required to use their allocated Ice Speedway Gladiators Final number.

The FIM will supply the riding number jackets and it is compulsory for each Rider to wear this riding number jacket at all times during Practice, Parade, Press Conferences, Rider's Briefing, Photo Session, Autograph Session, Racing, Prize-Giving Ceremony, Interviews and in the pits' area. The Riders must also ensure the colour on the back of the race jacket corresponds to the helmet colour worn in each race.

The covering of any part of the riding number jacket in any way is not permitted.

74.4 TEAM ENTRIES

Any Team which holds a FIM sporting Team License is entitled to enter up to three Riders under its team's name into the Final Series and have its team's name mentioned in the results.

74.5 FUEL

It is compulsory for every organizer of a FIM Ice Speedway Gladiators World Championship **Final meeting** to provide, free of charge (during practice and racing) the methanol for all the Riders.

It is compulsory for the Riders to use this fuel **provided**.

Methanol samples may be taken at random.

74.6 STARTING POSITION DRAW

The Riders' starting position draw will be balloted before each Meeting (Qualifying or Final Series) by the CCP.

74.7 RACE FORMAT

All heats will be run with a maximum of 4 Riders over 4 laps.

Riders will be awarded race points according to their finishing position in each race: 3 points for first place, 2 points for second place, 1 point for third place and 0 point for the fourth place.

After heat 20, there will be an intermediate classification from the 1st to 18th place according to the total Race points each Rider has scored.

Qualifying meetings including the Challenge will be organized in a 20 heat meeting. There will be no Semi Final or Final.

The Final Series meetings must always be organised as a 2 day meeting each of 23 heats (20 Classification heats + 2 Semi-final heats and a Grand Final heat) each day will count as a separate Final Series meeting.

The one-day meeting and Day 1 of a Final Series meeting will be conducted according to the schedule 1 of 1 to 20 Classification heats.



Helmet colour	Red (inside)	Blue	White	Yellow (outside)
Heat N°	Riders' starting N°			
1	1	2	3	4
2	5	7	6	8
3	10	11	9	12
4	15	14	16	13
5	13	1	5	9
6	14	10	2	6
7	11	15	7	3
8	4	8	12	16
9	6	16	1	11
10	12	5	15	2
11	8	9	3	14
12	13	4	10	7
INTERVAL				
13	7	12	14	1
14	2	13	8	11
15	16	3	10	5
16	9	6	4	15
17	1	8	15	10
18	9	2	7	16
19	3	12	13	6
20	5	14	11	4

Day 2 of a Final Series meeting will be conducted according to the schedule/
2 of 1 to 20 Classification heats:

Helmet colour	Red (inside)	Blue	White	Yellow (outside)
Heat N°	Riders' starting N°			
1	3	6	8	10
2	4	12	16	15
3	2	1	14	13
4	5	7	11	9
5	9	3	4	14
6	7	2	6	16
7	1	5	12	8
8	10	15	13	11
9	16	11	3	1
10	13	4	5	6
11	8	14	15	7
12	12	10	9	2
INTERVAL				
13	3	13	7	12
14	6	9	1	15
15	11	8	2	4
16	14	16	10	5
17	4	7	1	10
18	12	14	6	11
19	8	13	9	16
20	15	5	2	3

For final series meetings, after heats 1-20, there will be an intermediate classification from the 1st to the 18th place according to the total race points each Rider has scored during the Classification heats. Based on this classification, the 8 top-scoring Riders will qualify for the Semi-final heats as follows:

Riders placed 1st, 4th, 6th, 7th will take part in Semi-final heat 1.

Riders placed 2nd, 3rd, 5th, 8th will take part in Semi-final heat 2.

For each Semi Final: 1st on point = gate red, 2nd on point = gate blue, 3rd on point = gate white and 4th on point = gate yellow.

The Riders placed first and second in each Semi-final heat will qualify for the Grand Final heat.

Riders' gate positions for The Final (Heat 23) will be chosen by the participating Riders prior to the Heat in the order of their finishing place in the Semi-Finals. The two winners will have first and second choice and the two second placed Riders will have third and fourth choice.

The draw order of the two winners and the two second placed Riders shall be determined by their total race points scored, including the points they scored in the Semi-Finals. The Rider with the highest number of points having the first choice and so on. In the event of a tie the highest placed Rider in the intermediate classification will take precedence.

Riders' gate positions shall be chosen in presence of the Race Coordinator or the Jury President.

All other heats have pre-fixed starting positions in accordance with the Race Format.

If a Rider(s) cannot take part in a Semi-final heat or a Grand Final heat for which he has already qualified for, he will automatically be considered placed in the last position of the heat and will not be replaced.

74.8 RESULTS

The final meeting classification will be according to the points scored during the whole meeting (heats 1-20 + semi-final heat + Grand Final heat) with the following exceptions:

Positions 1 to 4 will be according to the result in the Grand Final heat irrespective of the total points scored.

Final Series Meetings:

The total points scored by each Rider during each Final Series meeting (heats 1-23) will be credited also as World Championship points in the overall Ice Speedway Gladiator World Championship classification. The FIM Ice Speedway Gladiators World Champion will be the Rider having collected most World Championship points at the end of the Final Series.

After each Ice Speedway Gladiator Final Series meeting an intermediate classification list will be made.

In case of ties on the intermediate Ice Speedway Gladiator classification list in a Final Series meeting the lowest riding number jacket will be deemed the better placed Rider.

74.8.1 Ties

After the completion of Heat 20, 21 or 22

When establishing the order between the Riders in the list of Intermediate Classification at the conclusion of Heat 20, or following the completion of the Semi-Final Heats 21 and 22, any ties will be solved as follows:

- a) Precedence will be given to the Riders (tied on race points) having the most number of 1st, 2nd, 3rd or 4th places (a “0” for last place is better than being disqualified for whatever reason).
- b) If the tie still persists and involves only 2 Riders, precedence will be given to the better placed Rider in the heat or heats where the 2 Riders met.
- c) If the tie still persists and involves more than 2 Riders, it shall be checked whether there is a possibility to determine a proper precedence. e.g. 3 Riders tied on points: A, B, C:
 - Rider A has beaten Rider B
 - Rider A has beaten Rider C
 - Rider B has beaten Rider C

Then the precedence will be: best position for Rider A, then Rider B and then Rider C.

d) If solutions A), B) and C) cannot resolve the tie:

In the case of a final Series Meeting - the lowest riding number jacket will be deemed the better placed Rider.

In the case of a qualifying meeting (s) - A ballot.

The Intermediate Ice Gladiator Classification

In case of Riders tied on World Championship points in the Intermediate Classification, the lowest riding number jacket will be deemed the better-placed Rider.

The Final Overall Ice Gladiators World Championship Classification

In case of Riders involved in a tie on the Final Overall Classification, at the end of the Ice Gladiators Series, the following will apply:

1. Run-off for 1st, 2nd and 3rd place.
2. Run-off for the last qualifying place for the following year's Final Series.
3. For all other places, the lowest **allocated number** will be considered the better placed Rider.

74.9 SCALE OF EXPENSE REIMBURSEMENT

Travel expenses, as well as long distance and ferry costs, are included in the scale of expense reimbursement of each Championship meeting.

All amounts indicated in the scale of expense reimbursement are shown in Euros and are net amounts. All amounts can only be paid to the Riders in Euros €.

For the Final Series meetings, the amounts are shown per day.

Placing	Qualification Round	Qualification Round (if no Challenge)	Challenge	Final
1 st	300	400	1025	1750
2 nd	250	350	850	1350
3 rd	200	300	775	1200
4 th	180	280	700	1000
5 th	160	260	600	950
6 th	150	250	600	900
7 th	140	240	600	850
8 th	135	235	525	800
9 th	130	230	525	750
10 th	125	225	425	700
11 th	115	215	425	650
12 th	110	210	350	600
13 th	105	205	350	600
14 th	100	200	350	600
15 th	100	200	350	600
16 th	100	200	350	550
17 th	50	100	350	500
18 th	50	100	350	500
Total:	2500	4200	9500	14850 per day

APPENDIX 74b
FIM TEAM ICE SPEEDWAY GLADIATORS WORLD CHAMPIONSHIP

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74b.1 GENERAL

Competitions for national teams:

Six Teams, from different nations will compete in each meeting.

The CCP Bureau will decide the teams' allocations and/or the possible qualifying system for the Final meeting.

The FMNR of a World Final is guaranteed to have its national team compete in this meeting.

Fuel

It is compulsory for every Organiser of a FIM Team Ice Speedway Gladiators World Championship **final** meeting to provide, free of charge, during practice and racing, the methanol for all the Riders.

74b.2 PARTICIPANTS

The Riders from each team must be of the same nationality as the FMN, which has nominated them.

The **Six** competing teams shall each consist of 2 ordinary Riders and a team reserve Rider. The team reserve Rider can replace an ordinary Rider any time, but cannot ride in more than **5** heats per day.

74b.3 RACE FORMAT

The Final may be organised in a 1 day (**15** heats) or 2 day meeting (**30** heats).

74b.3.1 Heat Format for a meeting with 6 Teams

Heats will consist of 4 laps. Starting position are free between the Team members but the helmet colours stay as programmed.

No Rider shall ride in more than 6 heats per day.

Start N° in a **6** Teams' meeting:

TEAM A	Start no	1	2	(15 team reserve Rider)
TEAM B	Start no	3	4	(16 team reserve Rider)
TEAM C	Start no	5	6	(17 team reserve Rider)
TEAM D	Start no	7	8	(18 team reserve Rider)
TEAM E	Start no	9	10	(19 team reserve Rider)
TEAM F	Start no	11	12	(20 team reserve Rider)

Heat format for a meeting with 6 Teams:

The 1st day of the meeting is conducted according to the schedule of heats 1 to 15 as below:

Helmet colour	Red (inside)	White	Blue	Yellow (outside)
Heat N°	Riders' starting N°			
1	1	3	2	4
2	5	7	6	8
3	9	11	10	12
INTERVAL				
4	8	2	7	1
5	12	6	11	5
6	4	10	3	9
INTERVAL				
7	5	9	6	10
8	7	3	8	4
9	1	11	2	12
INTERVAL				
10	11	7	12	8
11	9	1	10	2
12	5	3	6	4
INTERVAL				
13	7	9	8	10
14	11	3	12	4
15	1	5	2	6

The 2nd day of the meeting is conducted according to the schedule of heats 16 to 30 as below:

Helmet colour	Red (inside)	White	Blue	Yellow (outside)
Heat N°	Riders' starting N°			
16	1	5	2	6
17	11	3	12	4
18	7	9	8	10
INTERVAL				
19	5	3	6	4
20	9	9	10	2
21	11	7	12	8
INTERVAL				
22	1	2	11	12
23	7	3	8	4
24	5	9	6	10
INTERVAL				
25	4	10	3	9
26	12	6	11	5
27	8	2	7	1
INTERVAL				
28	9	1	10	12
29	5	7	6	8
30	1	3	2	4

74b.4 SCALE OF EXPENSE REIMBURSEMENT

Travel expenses, as well as long distance and ferry costs, are included in the scale of expense reimbursement of each Championship meeting.

All amounts indicated in the scale of expense reimbursement are shown in Euros and are net amounts. All amounts can only be paid to the Riders in Euros €.

Placing	Final meeting 6 Teams
1 st	4'650
2 nd	3'850
3 rd	3'000
4 th	2'650
5 th	2'425
6 th	2'150
Total:	18'725



**APPENDIX 75
FIM SPEEDWAY SIDECAR WORLD CUP**

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75.1 GENERAL

Competition for Sidecar Riders:

16 Riders (plus 2 track reserve Riders) will compete in each meeting.

Note: In this Appendix, the word “Sidecar Riders” comprises the Rider with the passenger.

75.2 PARTICIPANTS

For this Cup, each FMN must nominate its own Sidecar Rider. The number of Sidecar Riders from each FMN will be allocated by the CCP.

The Riders and passengers can be from different nationalities and have licences from different FMNs.

The Riders and passengers must hold a FIM Track Racing World Championship licence issued by their FMN.

It is forbidden to change passenger during the meeting.

75.3 RACE FORMAT

To be agreed by the CCP and the Organiser.

75.4 SCALE OF EXPENSE REIMBURSEMENT

Travel expenses, as well as long distance and ferry costs, are included in the scale of expense reimbursement of each Championship meeting.

All amounts indicated in the scale of expense reimbursement are shown in Euros and are net amounts. All amounts can only be paid to the Riders in Euros €.

The Scale of prize money to be as agreed by the CCP with the Organiser.



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FIM SPEEDWAY YOUTH GOLD TROPHY**

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7A.1 GENERAL

Competitions for individual Riders:

Each FMNR of an 85cc Speedway meeting (Semi-Finals and Final) is guaranteed at least one Rider from its Federation in this meeting.

The format of the competition will comprise of two Semi Final meetings and one Final meeting.

The Semi Final meetings will be held one day before the final meeting.

The staging FMNR of this competition is guaranteed to have at least one Rider from its Federation in each meeting (Semi-finals and Final).

In the case of the staging FMNR being required to nominate a Rider for the final, the chosen Rider must have competed in one of the semi-final rounds.

7A.2 PARTICIPANTS

For this Championship each interested FMN must apply for its Riders in writing to the CCP Secretariat 2 months before the date of the final meeting. The CCP Bureau will advise the allocation of places to the participating FMN's.

The Riders must hold a valid FIM Track Racing Youth Gold Trophies Licence issued by their FMN.

7A.2.1 Eligibility

The limit for the minimum age (12 years) starts on the date of the Rider's birthday and the limit for the maximum age (15 years) finishes at the end of the year in which they reach 15 years, pursuant to the FIM Medical Code.

7A.3 RACE FORMAT

The race format and the ballot of riding numbers will be made by the CCP Bureau according to the number of Riders requested by the FMNs.

Heats will consist of 4 laps.

Qualifying Heats when held will be held and must be conducted according to the race format provided by the CCP Bureau.

7A.4 EXPENSE REIMBURSEMENT

No travel expenses or prize money will be paid to the Riders.

It is the responsibility of the FMNs to possibly cover the expenses of their Riders.



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FIM TRACK RACING YOUTH GOLD TROPHY**

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Youth

7B.1 GENERAL

Competitions for individual Riders:

The number of Riders in each meeting will be determined by the CCP Bureau according to the request of the FMNs.

Each FMNR of a 125 cc Track Racing meeting (Qualifying Rounds, Semi-Finals and Final) is guaranteed at least one Rider from its Federation in this meeting.

One or more qualifying meetings or heats will lead up to the final meeting; the number of qualifying meetings or heats will be decided by the CCP Bureau at least one month before the final meeting.

The qualifying meetings or heats will be held before the final meeting.

7B.2 PARTICIPANTS

For this Championship each interested FMN must apply for their Riders in writing to the FIM Administration 2 months before the date of the final meeting.

The Riders must hold a FIM Track Racing Youth Gold Trophies Licence issued by their FMN.

7B.2.1 Eligibility

The limit for the minimum age (12 years) starts on the date of the Rider's birthday and the limit for the maximum age (16 years) finishes at the end of the year in which they reach 16 years, pursuant to the FIM Medical Code.

7B.3 RACE FORMAT

The race format and the ballot of riding numbers will be made by the CCP Bureau according to the number of Riders requested by the FMNs.

Heats will consist of 3 laps.

Qualifying Heats will be held and must be conducted according to the race format provided by the CCP Bureau.



7B.4 EXPENSE REIMBURSEMENT

No travel expenses or prize money will be paid to the Riders.

It is the responsibility of the FMNs to possibly cover the expenses of their Riders.

APPENDIX 7C FIM SPEEDWAY YOUTH WORLD CHAMPIONSHIP

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7C.1 GENERAL

Competitions for individual Riders:

The number of Riders in each meeting will be determined by the CCP Bureau according to the request of the FMNs.

The competition depending on the number of competitors may comprise of qualifying meetings or heats held prior to the final meeting.

Each staging FMNR of this competition is guaranteed to have at least one Rider from its Federation in each meeting (Qualifying rounds, Semi-finals and Final).

In the case of the staging FMNR being required to nominate a Rider for the final, the chosen Rider must have competed in one of the qualifying rounds or semi-final rounds.

7C.2 PARTICIPANTS

For this Championship, each interested FMN must send the application for its Riders in writing to the CCP Administration 2 months before the date of the final meeting.

The Riders must hold a FIM Track Racing Youth World Cup Licence issued by their FMN.

7C.2.1 Eligibility

The limit for the minimum age (13 years) starts on the date of the Rider's birthday and the limit for the maximum age (16 years) finishes at the end of the year in which they reach 16 years, pursuant to the FIM Medical Code.

7C.3 RACE FORMAT

7C.3.1 Qualifying rounds and Semi-Finals

Heats will consist of 4 laps.

The race format and the ballot of riding numbers will be made by the CCP Bureau according to the number of Riders requested by the FMNs.

Qualifying Heats will be held and must be conducted according to the race format provided by the CCP Bureau.

7C.3.2 The Grand Final

7C 3.2.1 Qualifying rounds and Semi-Finals

16 Riders (plus 2 Track Reserves) will compete in each meeting.

Each staging FMNR of this competition is guaranteed to have at least one Rider from its Federation in the Final.

7C.3.2.2 Track Reserve Riders

In the Grand Final meeting, 2 Track Reserve Riders will be nominated by the staging FMNR.

7C.3.2.3 Races

Each meeting will be composed of 23 heats:

- Main event - 20 heats (heats 1-20)
- Semi-Finals - 2 heats (heats 21-22)
- The Great Final - (heat 23)

Riders will be awarded race points according to their finishing position in each race: 3 points for first place, 2 points for second place, 1 point for third place and 0 point for the fourth place.

After heat 20, there will be an intermediate classification from the 1st to 18th place according to the total Race points each Rider has scored during the Main Event.

The 8 top-scoring Riders from the Main Event (the Intermediate Classification) will qualify for the Semi-Finals. The winner and second placed Riders in each Semi-Final will qualify for the Great Final.

Riders placed 1st, 4th, 6th and 7th in the intermediate classification will take part in Semi-final 1 (Heat 21).

Riders placed 2nd, 3rd, 5th and 8th in the intermediate classification will take part in Semi-final 2 (Heat 22).

Positions 1 to 4 in the final classification will be according to the result of the Great Final (heat 23).

Riders' gate positions for each Semi-Final (Heats 21 and 22) will be chosen by the Riders, in the order determined by their position in the Intermediate Classification.

In Heat 21 the Rider in 1st position will have first choice of gate position, followed

consecutively by the Riders in 4th and 6th positions. In Heat 22 the Rider in 2nd position will have first choice, followed consecutively by Riders in 3rd and 5th positions.

Riders' gate positions for The Great Final (Heat 23) will be chosen by the participating Riders prior to the Heat in the order of their finishing place in the Semi-Finals. The two winners will have first and second choice and the two second placed Riders will have third and fourth choice. The draw order of the two winners and the two second placed Riders shall be determined by their total race points scored including the points they scored in the Semi-Finals. The Rider with the highest number of points having the first choice, and so on.

All other heats have pre-fixed starting positions in accordance with the Race Format.

Meeting points are awarded according to the total race points scored in the whole Event (Heats 1 - 23).

FIM Speedway Youth World Championship Final Series Format

Helmet colour	Red (inside)	Blue	White	Yellow (outside)
Heat N°	Riders' starting N°			
1	1	2	3	4
2	5	7	6	8
3	10	11	9	12
4	15	14	16	13
5	13	1	5	9
6	14	10	2	6
7	11	15	7	3
8	4	8	12	16
9	6	16	1	11
10	12	5	15	2
11	8	9	3	14
12	13	4	10	7
INTERVAL				
13	7	12	14	1
14	2	13	8	11
15	16	3	10	5
16	9	6	4	15
17	1	8	15	10
18	9	2	7	16
19	3	12	13	6
20	5	14	11	4

- 21 Riders placed 1st, 4th, 6th, & 7th in the intermediate classification
- 22 Riders placed 2nd, 3rd, 5th & 8th in the intermediate classification
- 23 The first and second placed Riders in each of the Semi-Finals (heats 21 and 22)

7C.4 RESULTS

7C.4.1 Ties

After the completion of Heat 20, 21 or 22

When establishing the order between the Riders in the list of Intermediate Classification at the conclusion of Heat 20, or following the completion of the Semi-Final Heats 21 and 22, any ties will be solved as follows:

- a) Precedence will be given to the Riders (tied on race points) having the most number of 1st, 2nd, 3rd or 4th placings (a “0” for last placing is better than being disqualified for whatever reason).
- b) If the tie still persists and involves only 2 Riders, precedence will be given to the better placed Rider in the heat or heats where the 2 Riders met.
- c) If the tie still persists and involves more than 2 Riders, it shall be checked whether there is a possibility to determine a proper precedence (e.g. 3 Riders tied on points: A, B, C:
 - Rider A has beaten Rider B
 - Rider A has beaten Rider C
 - Rider B has beaten Rider C

Then the precedence will be: best position for Rider A, then Rider B and then Rider C.

- d) If solutions a), b) and c) cannot resolve the tie, then the order will be determined by ballot.

The Grand Final Overall Classification

In case of Riders involved in a tie on the Final Overall Series Classification, the following will apply:

1. Run-off for 1st, 2nd and 3rd place.

7C.5 EXPENSE REIMBURSEMENT

Travel expenses, as well as long distance and ferry costs, are included in the scale of expense reimbursement.

All amounts indicated in the scale of expense reimbursement are shown in Euros and are net amounts. All amounts can only be paid to the Riders in Euros €.

Placing	Final meeting
1 st	150
2 nd	150
3 rd	150
4 th	150
5 th	150
6 th	150
7 th	150
8 th	150
9 th	150
10 th	150
11 th	150
12 th	150
13 th	150
14 th	150
15 th	150
16 th	150
17 th	50
18 th	50
Total:	2'500

7C.6 RESULTS AND PRIZE-GIVING CEREMONY

The meeting classification will be according to the points scored during the meeting.

In case of ties, Art. 70.11.3 will apply.

The total points scored by each Rider during each FIM Speedway Youth World Championship meeting will be credited also as FIM Speedway Youth World Championship points.

After each final meeting an intermediate classification list will be made. In case of ties in the intermediate classification, the best placed Rider in the FIM Speedway Youth World Championship meeting will be the better-placed Rider.

The FIM Speedway Youth World Championship winner will be the Rider having collected most FIM Speedway Youth World Championship points at the end of the series.

In case of a tie between one or more Riders in the final overall classification, a run-off will decide the 1st, 2nd and 3rd place. For all other placings, the better-placed Rider in the last final meeting will be the better-placed Rider.

The Riders placed first, second and third shall attend the official Prize-Giving Ceremony.



**APPENDIX 7D
FIM LONG TRACK YOUTH WORLD CUP**

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7D.1 GENERAL

Competitions for individual Riders:

The number of Riders in each meeting will be determined by the CCP Bureau according to the request of the FMNs.

Each FMNR of a **Youth** Long Track meeting (Qualifying Rounds, Semi-Finals and Final) is guaranteed at least one Rider from its federation in this meeting.

One or more qualifying meetings or heats will lead up to the final meeting; the number of qualifying meetings or heats will be decided by the CCP Bureau at least one month before the final meeting.

The qualifying meetings or heats will be held before the final meeting.

7D.2 PARTICIPANTS

For this Championship, each interested FMN must send the application for their Riders in writing to the CCP Secretariat 2 months before the date of the final meeting.

The Riders must hold a FIM Track Racing Youth World Cup Licence issued by their FMN.

7D.2.1 Eligibility

The limit for the minimum age (13 years) starts on the date of the Rider's birthday and the limit for the maximum age (**16** years) finishes at the end of the year in which they reach **16** years, pursuant to the FIM Medical Code.

7D.3 RACE FORMAT

The race format and the ballot of riding numbers will be made by the CCP Bureau according to the number of Riders requested by the FMNs.

Heats will consist of 4 laps.

Qualifying Heats will be held and must be conducted according to the race format provided by the CCP Bureau.

After these Qualifying Heats, an intermediate classification will be established, according to the total of points scored by each Rider during their Qualifying Heats. Finals will then be held, according to the race format provided.

The highest scorer qualified in each Final has the choice of his gate position, then the 2nd highest scorer and so on.

The gate position must be chosen and announced immediately by the Rider to the Clerk of the Course.

The final classification of the meeting will be established after the Final Heats (without taking into account the points scored during the Qualifying Heats). Points will be awarded to the Riders according to the race format provided.

7D.4 EXPENSE REIMBURSEMENT

No travel expenses or prize money will be paid to the Riders.

It is the responsibility of the FMNs to possibly cover the expenses of their Riders.

**APPENDIX 7E FIM
FLAT TRACK CUP**

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7.E1 GENERAL

The FIM recognises the Flat Track Cup meetings as Prize Events in the field of Track racing. These meetings are the sole prerogative of the FIM and shall be organised in accordance with all the FIM requirements:

7.E2 ENTRIES

Licences for Riders are issued for FIM Championships, as well as for international Meetings, only when the minimum age has been attained as below:

FIM Flat Track Rounds: Minimum 16 years (up to 500cc), 18 years (more than 500cc).

The minimum age starts on the birthday of the competitor's minimum age.

For applicants over 50 years, please refer to the FIM Medical Code.

The Riders must be holders of a FIM Flat Track Cup Licence issued by their FMN.

7.E3 DIRECTION OF RACING

FIM Flat Track meetings will run on a circuit in an anti-clockwise direction.

7.E4 NUMBER OF RIDERS

Each FMN must nominate its own Riders. The number of Riders from each FMN will be allocated by the CCP.

There will be a maximum of twelve Riders on the track in any race or practice.

The number of Riders participating in the qualifying heats and semi-final races will be divided into equal groups of 5 (minimum) to 12 Riders (maximum).

7.E5 PRACTICE

Practice is compulsory and Riders will be divided into groups of maximum twelve Riders each. Each group will be provided with four free sessions of 5 minutes.

7.E6 RACE FORMAT

The Qualifying Heats shall be run over a minimum of 6 laps. The Last Chance/Semi-finals shall be run over a minimum of 6 laps Riders' gate positions for the Last Chance heat and the Final heat will be chosen by the Riders in the pits with the CoC, in the order determined by their position in the intermediate classification.

The Finals shall be run over a minimum of 10/12 laps.

The race format and the ballot of racing numbers will be made by the CCP after receiving the entries from the FMNs.

7.E7 RIDERS' SCORE

The scoring system to determine the intermediate classification and to determine how many Riders qualify for the Final Heat will be agreed by the FIM Jury in accordance with the number of Riders entered into the event.

The finishing positions in the meeting for those Riders who have qualified for the Final Heat will determine the winner and subsequent places in the meeting irrespective of points scored in the other heats.

The FIM Flat Track Cup winner will be the Rider having winning the meeting Final.

7.E8 INTERRUPTION OF A MEETING Reference to

70.11.4 of the general section.

7.E9 PUNCTUALITY IN STARTING

If any Rider is not ready to start within two minutes (for **Speedway tracks**) or 3 minutes (for **Long Track tracks**) of being called, he will be disqualified from the race.

7.E10 INFRINGEMENTS

If a Rider allows any part of his motorcycle to touch or break the tapes, or delays the start in any manner or jumps the start, the referee will stop the race and order a re-run. The offending Rider will receive a handicap by starting 15 meters behind the first row, measured rearwards from the start line.

CCP rule 70.10.11 applies:

Riders whose motorcycle crosses the inner edge (white line) of the track with both wheels during racing will be disqualified from that race, unless in the referee's opinion it was to avoid another Rider.

CCP rule 70.10.13 applies:

The referee has the right to disqualify a Rider from a race who he deems to be riding dangerously, in a foul or unfair manner regardless of whether a stoppage has been caused or not.

7.E11 RACE STOPPAGE

At the sole discretion of the referee, any competitor who causes a race to be stopped will either be disqualified from the re-run or if reinstated will be handicapped by 15 meters (measured rearwards from the start line).

N.B. Handicapped Riders will always occupy the outside lane) and will go to the back of the grid or be placed 15 m from the back of the grid if a re-start.

In the case of a race stoppage

6 lap race:

1 or 2 laps completed by all Riders still competing at the time of the stoppage
- re-run from original start positions

3 or 4 laps completed by all Riders still competing at the time of the stoppage
- line out with the remaining number of laps to be completed.

5 or 6 laps completed by all Riders still competing - result to stand based on the positions at the time of the stoppage.

8 lap race:

1 or 2 laps completed by all Riders still competing at the time of the stoppage
- re-run from original start positions

3 to 6 laps completed by all Riders still competing at the time of the stoppage
- line out with the remaining number of laps to be completed.

7 or 8 laps completed by all Riders still competing - result to stand based on the positions at the time of the stoppage

12 lap race:

1 or 2 laps completed by all Riders still competing at the time of the stoppage
- re-run from original start positions

3 to 10 laps completed by all Riders still competing at the time of the stoppage - line out with the remaining number of laps to be completed.

11 or 12 laps completed by all Riders still competing - result to stand based on the positions at the time of the stoppage

Line Outs

Riders will start in single-file, in the same order as the last complete lap before the race was stopped. (Referee/Clerk of the Course's word is final and no protest or appeal is permitted.)

In the event of a re-run during the qualifying races, the 2 minute time allowance will commence within 2 minutes after the stoppage of that race. Except if, in the opinion of the referee, it is necessary to delay the restart of the race i.e. for safety reasons.

In the event of a re-run during the semi finals, last chance and finals when 4 minutes will be allowed.

7.E12 RESULTS AND PRIZE-GIVING CEREMONY

The Riders placed first, second and third shall attend the official Prize-Giving Ceremony.

7.E13 ALCOHOL TEST AND ANTI-DOPING TEST

An Alcohol Test may be carried out anytime during the meeting. An Anti-doping test could be organised by the FMNR or FIM.



TRACK RACING COMMISSION

S U P P L E M E N T A R Y R E G U L A T I O N S (S R)

The SR must be issued by the FMNR in accordance with the FIM Sporting Code.
 Copies of the SR must be sent to the FIM Secretariat (**ccp@fim.ch**) at least two months before the date of the meeting for approval by the FIM before being sent to all the persons concerned (riders, officials, etc...).

The meeting will be held in conformity with the FIM Sporting Code

FMNR:	IMN N°:
Organising Club:	Telephone:
Address:	Email:
Postcode:	Track phone:
Name of the contact:	Email:
Title of the meeting:	
Date of the meeting:	Time:
Restaging date: (1)	(2)

ACCESS
Motorway:
National Road:
Nearest town:
Nearest Airport:
Coordinates:

TRACK	
Name of the track:	
Length:	
Width of straight:	
Width of bends:	
FIM Licence N°:	Validity:
Public Liability Insurance, Amount of cover:	



ENTRIES: (Reserves from FMNR)

STARTING NUMBERS: Draw by FIM or:

<p>RACE JACKETS: Supplied by the organisers YES NO <i>When the organisers supply the race jackets, all riders must wear them during practice, press conferences, racing and the Prize-Giving Ceremony. The riders' sponsors or any other advertisement must not cover any part of the race jacket (except the shoulder straps).</i></p> <p>FUEL: Will be available at the track YES NO Against payment YES NO</p>

MEETING TIME SCHEDULE		
Signing on	Date:	Time:
Machines Examination for the practice	Date:	Time:
1 st Jury meeting	Date:	Time:
Rider's Briefing practice	Date:	Time:
Practice in accordance with Art.	Date:	Time:
Machines Examination for the meeting	Date:	Time:
2 nd Jury meeting	Date:	Time:
Rider's Briefing Meeting	Date:	Time:
Parade	Date:	Time:
1 st heat	Date:	Time:
3 rd Jury meeting	Date:	Time:
Payment of expense reimbursement		



Leaving the meeting: No rider may leave the pits, and no machine or engine shall be removed from there, until after the conclusion of the last race of the meeting, and then only with the permission of the Clerk of the Course / Race Director.

OFFICIALS

	FIM Representative		FMN		Licence n°	
JURY VOTING	FIM Jury President		FMN		Licence n°	
	FIM Referee		FMN		Licence n°	
	FIM Race Director		FMN		Licence n°	
	Clerk of the Course		FMN		Licence n°	
	FMNR Delegate		FMN		Licence n°	
	Technical Steward		FMN		Licence n°	
	Chief Medical Officer		FMN		Licence n°	
	Environmental Steward		FMN		Licence n°	
	Jury Secretary		FMN		Licence n°	

PROTESTS AND APPEAL

Any person or group of persons - rider, passenger, entrant, manufacturer, official, etc., recognised by the FIM and concerned by a decision taken under the authority of the FIM, has the right to protest against that decision before the International Jury, except in the case of statement of fact.

Protests against the eligibility of a rider, passenger, team or a motorcycle entered, must be made before the start of the official practice.

Protests against results must be presented to the International Jury within 30 minutes following the publication of the results.

An appeal may be made against a decision of the International Jury to the International Disciplinary Court (CDI).

All protests to the International Jury must be made in accordance with the requirement of the Disciplinary and Arbitration Code of the FIM and be accompanied by a fee of **660** Euros.- or _____ (equivalent amount in local currency) returnable if the protest is justified or forfeited if the Disciplinary body considers the protest to be groundless, or if it is withdrawn without a hearing.



HOTELS			
Name of the hotel:			
Address:		Email:	
Contact person:		Phone Number:	
Price of the Rooms	Single Room: €	Double Room: €	
Name of the hotel:			
Address:		Email:	
Contact person:		Phone Number:	
Price of the Rooms	Single Room: €	Double Room: €	

Environmental Management Map:

To support the Environmental Management Plan, organisers are required to provide a map of the venue showing clearly the location of the following facilities:

- a. Waste oil containers
- b. Bike washing area
- c. Domestic and contaminated waste containers
- d. Refuelling location
- e. Toilets and showers
- f. Disposal point for used tyres (if provided)

This document must be sent to the FIM Administration, through the National Federation, together with the Supplementary Regulations.

The map must be displayed in a visible place for participants and teams.

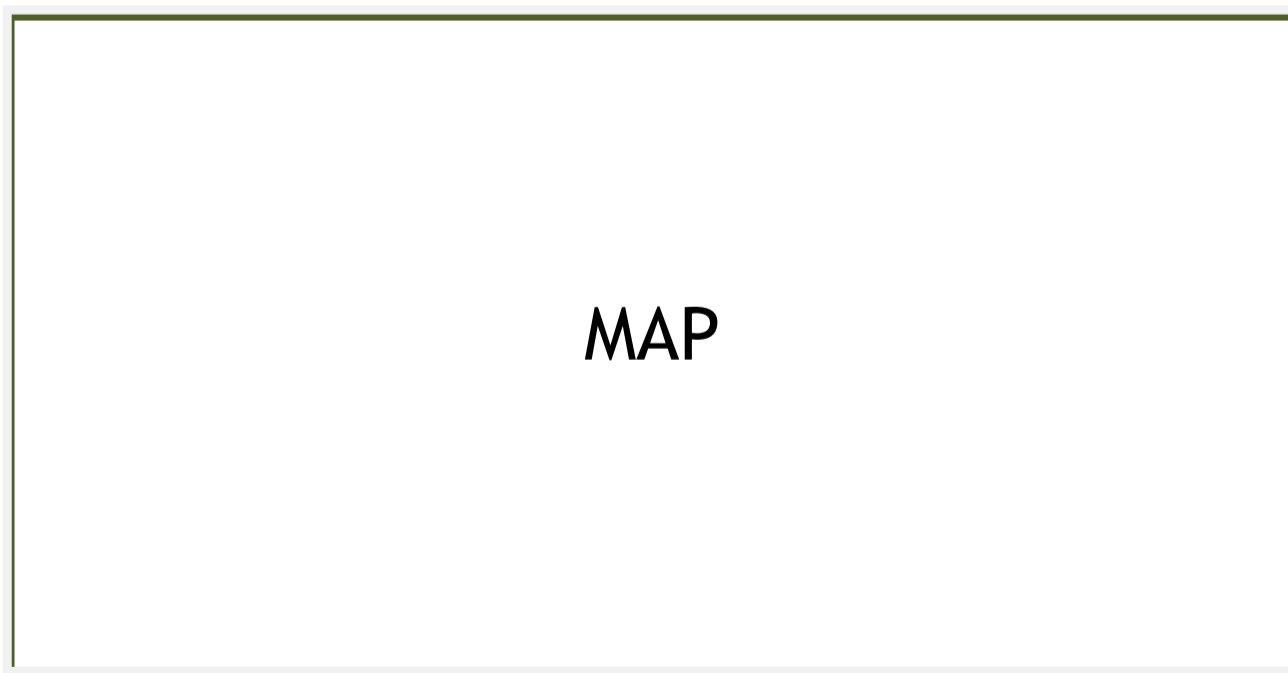
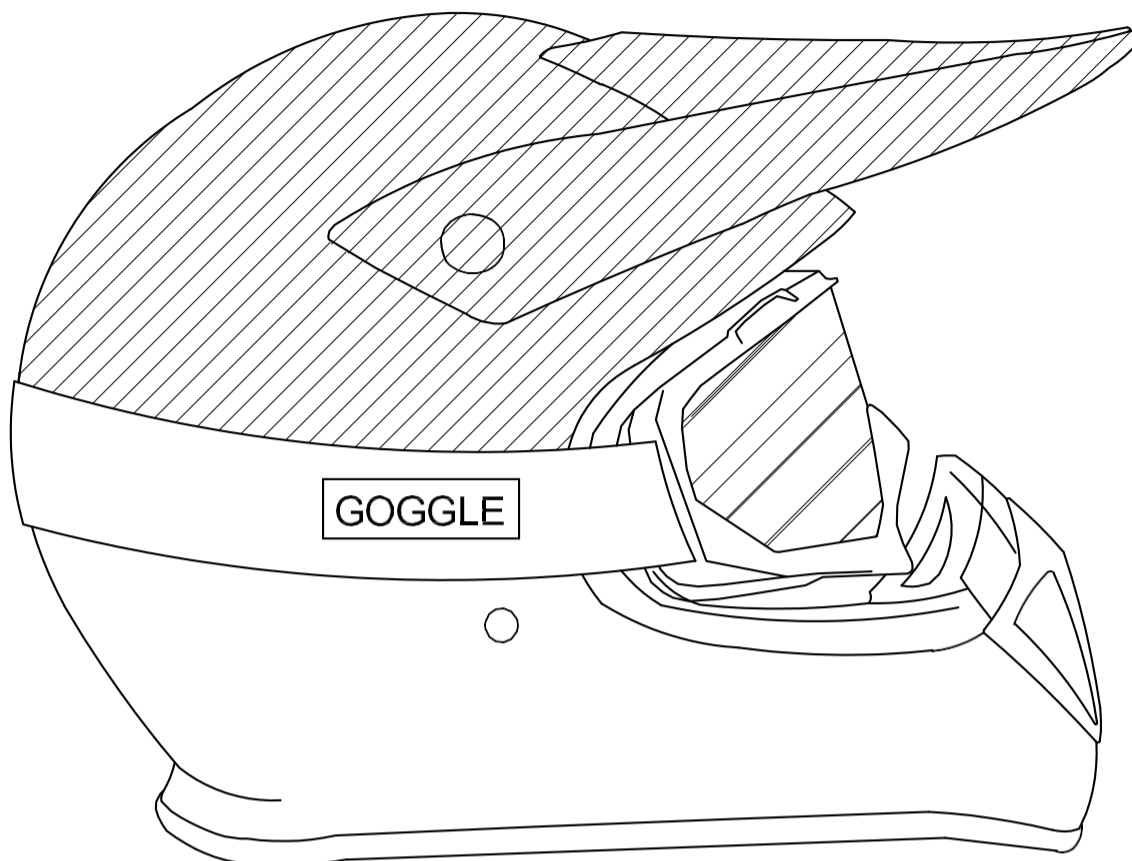


DIAGRAM 1 HELMET COLOURS

A



B

