



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

FIM TRACK RACING APPENDICES

2012

ANNEXES FIM DE COURSES SUR PISTES

FIM Track Racing Appendices

Annexes de Courses sur Pistes FIM

Articles amended as from 1.1.2012 are in bold type
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070.1 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.

070.1.1 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 World Championship Grand Prix Series (see Regulation 077)
- FIM Speedway World Championship Grand Prix Qualification Meetings
- FIM Speedway World Cup Qualification Meetings
- FIM Speedway World Cup Final Tournament (see Regulation 078)
- 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 Track Racing Sidecar 1000cc World Championship

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 80cc
- FIM Speedway Youth Gold Trophy 250cc
- FIM Grass Track Youth Gold Trophy 125cc
- FIM Long Track Youth Gold Trophy 250cc
- **FIM Speedway Club Championship**
- **FIM Flat Track Cup**

070.1.2 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 an elliptical track 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 10 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.

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.

070.1.3 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, preferably by electronic mail, confirmed by a copy sent by post.

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.

070.1.3.1 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.

070.1.4 Dates of the meetings

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, 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 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.

070.1.5 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.

070.2 OFFICIALS

070.2.1 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 Jury President and the Referee are appointed by the FIM. The other officials are appointed by the FMNR. Each FMN eligible under Art. 070.2.4.13 has the right to appoint an FMN Delegate.

070.2.2 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.2.4.13, been entered into the meeting also as a team manager.

070.2.3 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 & SWC)
- Speedway Director of Sports (SGP & SWC)
- Race Coordinator (LT Finals)
- Clerk of the Course
- **SGP/SWC Clerk of the Course (Super Licence)**
- Technical Steward
- Timekeeper
- Environmental Steward
- Chief Medical Officer (for SGP only)

070.2.4 Terms of Reference of Officials

070.2.4.1 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/**she** is responsible for the communication with the FMN Delegates.

In case of absence of the Jury President, **the position** will be replaced by the other International Jury Member 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 Clerk of the Course, 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.

070.2.4.2 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/**she** 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/**she** 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 Ice or Long Track Race Co-ordinator**), 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/she 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.

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.

070.2.4.3 FMNR Delegate

The FMNR Delegate is a member of the International Jury with voting rights and shall attend all meetings or hearings.

070.2.4.4 Clerk of the Course

The Clerk of the Course is responsible for the conduct and efficient running of the meeting. He/**she** is not a voting member of the International Jury.

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) 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 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.

070.2.4.5 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/**she** must present his report to the International Jury prior and after racing.

070.2.4.6 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 World Championship Grand Prix meetings.

070.2.4.7 Environmental Steward

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

070.2.4.8 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 runner-up 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.

070.2.4.9 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/**she** 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/**she** 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/**she** 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

070.2.4.10 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, walks away from the tapes;
- 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.

070.2.4.11 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.

Should an accident occur, they may, without endangering themselves or the safety of other riders, move a machine to a safe position in the outer area of the track or to the infield.

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

070.2.4.12 Pits' Marshal

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;
- all riders and passengers taking part in the meeting have signed on;
- 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.

070.2.4.13 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 its FMN and the riders entered by that FMN. He/**she** 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.

070.3 INTERNATIONAL JURY

The members of the International Jury for FIM Championships with voting rights consist of the President, the Referee and the FMNR Jury Member. For the FIM Speedway World Championship Grand Prix and the FIM Speedway World Cup the Speedway Director of Sports is also a member of the International Jury with voting rights. In the case of a tie the Jury President has a casting vote.

The following persons are entitled to attend the meetings of the International Jury but without voting rights:

- The Race Director (SGP & SWC)
- The Race Coordinator (Long Track WC Finals)
- The Clerk of the Course
- The Members of the Board of Directors, the Directors of the permanent Commissions and Panels, the FIM Chief Executive Officer and the administrative staff of the sporting Commission concerned
- The Environmental Steward
- The Chief Medical Officer
- The Technical Steward
- The FMN Delegate(s)

070.3.1 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.

070.3.2 Terms of reference of the International Jury

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

070.3.3 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.

070.3.4 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.

070.3.5 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.

070.4 RIDERS

070.4.1 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, Chief Medical Officer or the FIM Medical Representative.

Please refer to the FIM Medical Code.

070.4.2 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 World Championship Grand Prix and Qualification Meetings:	16 years	-
• FIM Speedway World Cup:	16 years	-
• FIM Ice Speedway Gladiators World Championship:	17 years	-
• FIM Team Ice Speedway Gladiators World Championship:	17 years	-
• FIM Long Track World Championship:	17 years	-
• FIM Team Long Track World Championship:	17 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, 80cc:	12 years	16 years
• FIM Speedway Youth Gold Trophy, 250cc:	14 years	17 years
• FIM Grass Track Youth Gold Trophy, 125cc:	12 years	16 years
• FIM Long Track Youth Gold Trophy, 250cc:	14 years	17 years
• FIM Track Racing Sidecar 1000cc World Championship:	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.

070.4.3 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.

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

070.4.4 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.

Entries must be made not later than 1 month before the meeting. If this is impossible, the entries must be sent by fax or 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 telefax or 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 one day after the meeting concerned. Furthermore, **they** shall be considered ineligible for the 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.

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.

070.4.4.1 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.

070.4.5 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.

070.4.6 Definitions

070.4.6.1 Programmed rider

A rider having programmed heats in the race format.

070.4.6.2 Qualified rider

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

070.4.6.3 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.

070.4.6.4 Nominated rider

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

070.4.6.5 Wild Card rider

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

070.4.6.6 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. 070.10.8.

For the first 4 heats (Speedway and Ice Racing and Track Racing Sidecar 1000cc) 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 his 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 FMNR. From each qualifying meeting the highest point-scorer among those who failed to qualify, shall be a track reserve rider for the following round. The Track reserve must attend the FIM Championship meeting for which they are eligible.

The track reserve rider will be eligible to replace a programmed rider who is unable to compete in a following round and he will become a programmed rider. If time allows, the rider below him from the qualifying meeting concerned becomes the track reserve rider for that round.

070.4.6.7 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.

070.4.6.8 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.

070.4.7 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. 070.10.19).

070.5 RIDERS' EQUIPMENT

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

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.

070.5.1 Race jackets

Riders (for Track Racing Sidecar 1000cc both the rider and the passenger) shall wear their country's flag on the front and their riding number on the front and on the back of their race jacket.

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, racing and Prize-Giving Ceremony. In this case, the FIM and/or the Organisers are permitted to use the race jacket for advertising purposes.

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

Racing numbers typed or stuck on the front or on the back of the racing suits are not allowed. 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. The size of the front numbers, on the left upper corner of the jacket, must be a minimum of 40 x 25 mm for each figure with a width of stroke of 6 mm.

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

070.5.2 Helmet colours

Every rider (for Track Racing Sidecar 1000cc, 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 Track Racing Sidecar 1000cc, 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 and covers shall be according to Diagrams 1 and 1A.

The coloured area or the helmet cover must not be covered by any writing, advertising etc.

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.

070.6 TRACKS

070.6.1 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.

070.7 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.

070.7.1 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 will 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.

The mechanics must be present, with the machines, at the time stipulated in the SR for the machine examination.

070.7.2 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.

070.7.2.1 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.

070.7.2.2 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.

070.7.3 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.

070.7.4 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, a third motorcycle can be parked in the specially provided "standby" area, near to the pits.

070.7.5 Environmental Mat

When bikes are placed in the pits, 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.

070.7.6 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.**

3. Where the use of a specific tyre product has been specified in the Supplementary Regulations.

070.8 PRACTICE

Every Organiser of a FIM Championship meeting must plan a practice session open to all entered riders/sidecar teams, 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.

Speedway

Practice is not compulsory for the riders.

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 5 hours before the 1st heat.

Riders will be divided into two groups, with 9 riders in each group (1-9 and 10-18). Each group will have two free practice sessions and each rider will have three practice runs in each session.

Each practice run will be a maximum of 1 and half minutes, (1.5 minutes) duration determined by the Referee.

A maximum of 4 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 limit of his group. On the order of the Clerk of the Course, he will be allowed to enter the track. Riders must practice according to their race jacket (1-3 / 4-6 / 7-9 and so on). However, if the rider is not ready, he will miss that run.

No machine shall be permitted on the centre green.

It is forbidden to make practice starts on the corners or on the starting straight. No starting practice with the starting gate in operation will be provided. The Clerk of the Course will decide on watering, grading etc. of the track according to the conditions.

Speedway Team Meeting

Practice is not compulsory for the riders.

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 5 hours before the 1st heat.

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

Each team will be provided with two free practice sessions of 10 minutes. Teams may have a maximum of 7 riders participating in the practice. However, up to 5 riders only will be allowed on the track at the same time. Riders must make themselves ready in the lining-up zone, within the time limit of their team. On the order of the Clerk of the Course, they will be allowed to enter the track.

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

A 3rd session of 2 start practices, followed by 2 laps must be provided.

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

Track Racing Sidecar 1000cc

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 5 hours before the 1st heat.

Sidecar riders will be provided with a free practice session of one hour.

A maximum of 4 riders are allowed to practice at the same time

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

A 2nd session of 2 start practices, followed by 2 laps must be provided.

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

Ice Racing

Practice is compulsory for Ice Racing riders.

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

A minimum practice of 3 sessions of 2 minutes per rider must be provided. A 4th session of 2 start practices, followed by 2 laps must be provided.

In case of a *force majeure*, exceptions to compulsory practice for Ice Racing may be authorised by the International Jury.

A rider is considered as having practised if he completed at least 3 laps in one of the practice sessions.

Long Track & Grass Track

Practice is not compulsory for the 500cc riders.

Practice is compulsory for FIM Grass Track Youth Gold Trophy 125cc and FIM Long Track Youth Gold Trophy 250cc riders. 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 one day before racing and must be scheduled to start a minimum of 5 hours before the 1st heat.

Riders will be divided into two equal groups.

Each group will be provided with 2 free practice sessions of 20 minutes each (1 free practice session of 10 minutes for the Grass Track Youth Gold Trophy 125cc) a maximum of 6 riders being allowed out to practice at the same time. Each practice run will be of a maximum 3 minutes. 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, he will be allowed to enter the track.

A 3rd session (2nd session for the Grass Track Youth Gold Trophy 125cc) of 2 start practices, followed by 2 laps must be provided.

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 accomplished both.

070.9 METHOD OF RUNNING THE MEETING

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

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

070.10 RACES

070.10.1 Direction of racing

All heats are run in an anti-clockwise direction, except for Track Racing Sidecar 1000cc, which is run in a clockwise direction.

070.10.2 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.

070.10.3 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 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 & Grass Track and Track Racing Sidecar 1000cc

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 hereunder.

Should any of the riders not be ready to start 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.

070.10.4 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.

070.10.5 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 (Track Racing Sidecar 1000cc 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 and that the Starting Marshal must walk away from the tapes. After a pause long enough for the riders to fix their attention on the tapes, the Referee must release the gate.

070.10.6 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.

070.10.7 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.

070.10.8 Replacement of disqualified rider

In individual contests, a rider disqualified under the provisions of Art. 070.10.3, 070.10.6 or 070.10.7 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.

070.10.9 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.

070.10.10 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.

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.

070.10.11 Leaving the track

A rider whose machine crosses the inner edge of the track 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.

070.10.12 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.

070.10.13 Foul or dangerous riding

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

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.

070.10.14 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.

070.10.15 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 or teams must be advanced one place.

070.10.16 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 & Grass Track and Track Racing Sidecar 1000cc

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.

070.10.17 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.

070.10.18 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.

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.

070.10.19 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.

070.10.20 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.

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.

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.

070.11 RESULTS

070.11.1 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. 070.10.15 – 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.

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.

070.11.2 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 points 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 points 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 points 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 rules
 R = retired from the race
 F = fall but not disqualified

T = disqualified for false start
 d = disqualified
 N = no start

070.11.3 Ties

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

Individual Speedway and Ice Racing, Track Racing Sidecar 1000cc

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:	2 nd and 3 rd from Heat 1 and 2 nd from Heat 2
Heat 4:	1 st from Heat 1, 1 st from Heat 2, 1 st and 2 nd 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 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 & Grass Track and Grass Track Youth Gold Trophy 125cc and 250cc

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.

Team Long Track

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

- a) Precedence will be given to the Team (tied on points) having the most number of 1st, 2nd, 3rd, 4th, 5th or 6th 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 the tie still persists, precedence will be given to the Team having the best single individual score.
- c) If the tie still persists, precedence will be given to the Team having the second single best individual score etc.
- d) If solutions a), b) and c) cannot be used, the order shall be determined by ballot.

If this heat cannot be held because of *force majeure*, the ties will be solved by ballot.

In case of a tie after a Final heat, precedence will be given to the Team of the rider who has won that Final.

070.11.4 Interruption of a meeting

If a meeting is interrupted or suspended for any reason whatsoever, the following rules will apply:

Speedway, Long & Grass Track, Track Racing Sidecar 1000cc 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.

070.11.5 Communication of results

Immediately after the meeting, the FMNR must send by fax (must be typewritten) or 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 Clerk of the Course 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 Clerk of the Course, publication time of the results

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

070.11.6 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.

070.11.7 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.

070.12 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.

070.12.1 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.

070.12.2 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.

070.12.2.1 Hotel accommodation paid by the organiser

Ice Racing

For the FIM Individual and the FIM Team Ice Racing World Championship Finals held over two days, the hotel accommodation (one double room for 3 nights per rider) must be paid by the organiser without any deductions regarding the overall payment to the riders after the meeting.

070.12.3 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).

070.12.4 FIM Awards

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

070.13 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.

In all FIM Championships, doping test facilities must be provided according to the Medical Code Art. 09.7.4.6.

Alcohol controls may be carried out by an Alcohol Control Officer 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 and FIM Disciplinary and Arbitration Code.

070.14 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 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 300 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...).

070.14.1 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.

070.14.2 Right of protest and appeal

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

070.14.3 Fines

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 €
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 €
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	Disqualification from the meeting + 600 €
11) Any part of the race jacket covered by any object, (1) on practice day, (2) on racing day	(1) 600 € (2) disqualification from the meeting
12) 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.

070.15 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 071a

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

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071a.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, Semi-Finals **or Challenge**) is guaranteed at least one rider from its Federation in this meeting.

071a.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.

071a.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

071a.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	Semi-Final	Challenge
1st	1725	2150	2500
2nd	1350	1800	2150
3rd	1225	1425	1800
4th	1150	1300	1425
5th	1075	1150	1350
6th	1000	1075	1300
7th	800	1000	1225
8th	650	925	1150
9th	575	850	1075
10th	575	800	1000
11th	575	725	925
12th	500	725	850
13th	500	650	800
14th	500	650	725
15th	425	575	725
16th	425	575	725
17th	425	575	725
18th	425	575	725
Total:	13900	17525	21175

APPENDIX 071b

FIM SPEEDWAY WORLD CUP QUALIFICATION MEETINGS (except Final Tournament)

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071b.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.

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

The organiser of a Qualifying Meeting of this Championship is guaranteed to have its national Team competing in this meeting.

The rules of the FIM Sporting Code and Appendices 070 and 079 apply, except where otherwise stated in this Appendix.

071b.1.1 National teams

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

071b.2 PARTICIPANTS

FMNs shall nominate their complete teams (**four** riders) including each rider's starting number no later than 1 month before the meeting. The entries must be made by the FMNs according to Art. 070.4.4.

071b.3 TEAM COMPOSITION

The 4 competing teams shall each consist of **4** riders. There shall be no reserve rider.

Team A (Helmet colour Red)	Starting N°	1	2	3	4
Team B (Helmet colour Blue)	Starting N°	1	2	3	4
Team C (Helmet colour White)	Starting N°	1	2	3	4
Team D (Helmet colour Yellow)	Starting N°	1	2	3	4

071b.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.

071b.5 TACTICAL SUBSTITUTE RIDER

When a team is **six** 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 **six** points in arrears.

071b.5.1 Tactical “Joker”

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

When a team is six 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”.

The Team Manager may also nominate a programmed rider as the Tactical “Joker” provided his team is six points in arrears of the leading team.

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. If not, the changes will be declared invalid.

071b.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 a Tactical Substitute or Tactical “Joker” if the circumstances of Art. 071b.5 and 071b.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”.

071b.7 RIDERS' EQUIPMENT

071b.7.1 Rider's team colours

To create a national team identification and feeling, all members of a team, including the riders, should use and incorporate their national colours into uniforms, racing suits, etc.

It is recommended that all the members of the different national teams wear their team colour uniform in the pits and on the track during practice and race day.

The Team Manager must be clearly identifiable. The words Team Manager and the name of the country he represents should be written on the back of his uniform or jacket.

All persons having duties in the pits area shall observe the minimum dress code, which requires overalls or long trousers and jacket.

071b.8 MOTORCYCLES AND EQUIPMENT

Motorcycles and all riders' equipment must conform to Appendix 01, Track Racing - Technical Rules and to all the provisions of Art. 070.7 of the Track Racing Rules.

071b.9 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 SPEEDWAY WORLD CUP QUALIFYING 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 & Interval				
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	4 th Best Scorer / 3	4 th Best Scorer / 4	4 th Best Scorer / 2	4 th Best Scorer / 1
18	3 rd Best Scorer / 4	3 rd Best Scorer / 1	3 rd Best Scorer / 3	3 rd Best Scorer / 2
19	2 nd Best Scorer / 1	2 nd Best Scorer / 2	2 nd Best Scorer / 4	2 nd Best Scorer / 3
20	Top Scorer / 2	Top Scorer / 3	Top Scorer / 1	Top Scorer / 4

If two or more riders in the same team have scored equal points after Heat 16, the Team Manager will decide in which of the heats (17-20) each of those riders will ride in.

071b.10 RESULTS

071b.10.1 Riders' scores

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

4 teams competing:	3 points for 1 st place
	2 points for 2 nd place
	1 point for 3 rd place
	0 points for 4 th 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. 071b.5.1 Tactical "Joker".

071b.10.2 Ties

In case of teams tied on points, Art. 070.11.3 shall apply.

071b.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 €.

Placing	Preliminary Round 4 teams
1 st	2725
2 nd	2000
3 rd	1575
4 th	1300
Total:	7600

APPENDIX 071 C

INTERNATIONAL SPEEDWAY LEAGUE MEETINGS

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071C.1 Definitions

071C.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 FMNs' League rules and the FIM Technical Regulations, Sporting Code, Anti-doping Code and FIM regulations.

071C.1.2 Dates of the meetings

In the interest of each League and in order to harmonise the dates and calendar on which the International Speedway League meetings are to be held, the dates will be in last instance approved by the FIM International Speedway League Bureau (ISLB).

All restaging dates must be approved by the ISLB if there is a conflict between two parties.

071C.1.3 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 Bureau deals with all the international matters related to the different leagues.

The ISLB is also responsible for the management of the FIM Speedway Club Championship competition and is competent to study and approve amendments to the FIM Speedway Club Championship 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 PZM
- One Member from DMU
- One Member from SVEMO
- Two nominated CCP members
- The Chairman is nominated by the CCP Bureau for a 1-year term of office.

The majority voting system shall be applied. In case of a tie, the Chairman of the ISLB has a casting vote.

071C.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.

071C.2.1 Appointment of Officials

The referees for the FIM Speedway Champions League Meetings will be nominated by the ISLB.

071C.3 Riders

Before riders sign a contract with a foreign League not belonging to their FMN, their FMN must be informed and endorse their agreement.

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

071 C.3.1 Age of Riders

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

071C.3.2 Licences

The riders must hold an appropriate and valid FIM International Speedway League Licence for taking part in an International Speedway League Meeting.

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

071C.4 Race Format

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

071C.5 International Speedway League Fund

The ISLB will control the International Speedway League Fund.

APPENDIX 071 D **FIM SPEEDWAY CLUB CHAMPIONSHIP**

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071 D.1 GENERAL

The FIM Speedway Club Championship as a FIM Prize event.

The FIM Speedway Club Championship is a series for Club Teams which finished first and second in the highest International Speedway Leagues of the participating countries the previous year.

The FIM Speedway Club Championship is a knock-out tournament with one "Home" and one "Away" match. The aggregate scores will determine the winner of a round. In case of ties a run-off will take place between one rider from each team nominated by the Team Manager. The starting positions will be determined by ballot.

In case of a postponed meeting, the re-staging date will be decided by the ISLB.

Two teams from different leagues will compete in each meeting (in the Final, two Teams from the same nation can compete, if qualified).

Before the season, the ISLB will decide the calendar and qualifying diagram and the ballot for the tournament.

The Leagues and their Teams taking part in the FIM tournament will be listed in the CCP Appendices distributed before the beginning of the season.

071D.1.1 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 also responsible for the management of the FIM Speedway Club Championship competition and is competent to study and approve amendments to the FIM Speedway Club Championship proposed by CCP or other parties involved in the competition.

The FIM International Speedway League Bureau shall consist of:

- One member from BSPA
- One Member from PZM
- One Member from DMU
- One Member from SVEMO
- Two nominated CCP members
- The Chairman is nominated by the CCP Bureau for a 1 year term of office

The majority voting system shall be applied. In case of a tie, the Chairman of the ISLB has a casting vote.

071 D.2 PARTICIPANTS

Every rider must hold a FIM international Speedway League Licence issued by his FMN.

No later than 1st of March the participating clubs must declare their squad to ISLB.

A rider can only compete for one team per year in the FIM Speedway Club Championship. If a rider has a contract and competes for more than one team participating in the FIM Speedway Club Championship, the following order will apply:

1. Precedence is given to the nationality of the rider, (i.e. a Swedish rider will compete for his Swedish team, regardless of what contract he may have with other clubs in the competition).
2. If nationality is not applicable, precedence is given to the team where the rider currently has been contracted the longest.
3. If the length of the contract is not decisive, precedence will be given to the team where the rider rode in more than half of the teams league matches the previous year, excluding eventual Play Offs.
4. If more than half of the teams league matches is not decisive precedence is given to the team where the rider has his highest official league average, based on minimum 25 heats and calculated on points divided by heats, excluding any bonus points from the previous year.
5. If none of the above is decisive the ISLB will make the decision.

A team losing out on a rider due to the above can use a guest rider and the following applies:

1. The guest rider cannot have a higher average (in the same league) as the rider he replaces.
2. The guest rider cannot be a squad member for another team taking part in the competition.

3. The team does not have to use the same guest rider in each of the meetings the team participates in.
4. A guest rider can ride for a maximum of two teams during the competition.

071 D.3 TEAM COMPOSITIONS

The 2 competing teams shall consist of 7 riders.

Riders No: 1 - 5 are the main body of the team and Riders No: 6 - 7 are the reserve riders.

Points scored in the heats by each rider of a team will be added to determine the first and second team of the meeting.

Team line-ups must adhere to the following, unless an exception is detailed on the ISLB approval of a team line-up:

Rider's official league point average at the time of entering the team for each round will determine the team line-up. The clubs must declare their team line-up to the ISLB, no later than 7 days before each meeting.

The top rider must ride at #1

The 2nd to 5th riders may ride in any position at # 2 to 5

The 6th and 7th riders must ride at # 6 or 7 (Team Managers discretion)

Each team must have a licensed Team Manager.

071 D.4 RACE FORMAT

(R = rider) (a = gate 1) (b = gate 2) (c = gate 3) (d = gate 4)

Heat	Home		Away	
1	R1	d	R2	b
2	R6	a	R7	c
3	R3	d	R4	b
4	R5	d	R7	b
5	R3	a	R4	c
6	R1	b	R2	d
7	R5	a	R6	c
8	R2	c	R7	a
9	R3	c	R4	a
10	R1	c	R2	a
11	R5	b	R6	d
12	R3	b	R7	d
13	R1	a	R5	c
14	R4	d	R6	b
15	Top		Scorers	Heat

For heat 15 the 2 highest scorers on the night from each team must be nominated. If for any reason either of the 2 highest scorers is not available due to injury on the night, the 3rd highest scorer will replace. In case of a tie between two or more riders the Team Manager will decide. The home team will choose gate positions, 1 & 3 or 2 & 4.

Tactical substitutions are permitted after heat 4 when a team is 6 points in arrears. A tactical ride can only be taken once by a rider during the meeting.

Each rider is required to start in a minimum of 3 heats and permitted a maximum of 6 heats during a meeting.

Rider Replacement is not permitted.

If a meeting is abandoned at any time after Heat 9 has been completed the results will be considered valid and the team with the higher number of points will be declared the winner. If the completion of 9 heats has not been accomplished then the meeting will be re-staged from the beginning on a date to be decided by ISLB.

071 D.5 SCALE OF EXPENSE REIMBURSEMENT

Each team will receive 10'000 Euros per away match of the competition they participate in. All payments will be paid to the Club in Euros €.

In the case of an abandoned meeting, the “away” team will receive an expense compensation that will be decided by the ISLB. The winning team will be awarded a FIM Trophy.

APPENDIX 072

FIM SPEEDWAY UNDER 21 WORLD CHAMPIONSHIP

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072.1 GENERAL

The FIM Speedway Under 21 World Championship will start with qualifying meetings and 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 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 Semi-Final before the first Qualifying Meeting.

072.2 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 decides the number of qualified riders from each Qualification Round before the first qualifying meeting. If a rider is not able to take part in the Semi Finals, he will be replaced by the next-placed rider from his Qualifying Round.

072.2.1 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.

072.3 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

072.4 FINAL SERIES

072.4.1 Qualified riders

Riders placed 1st to 7th in both semi finals will automatically qualify for all Final meetings.

072.4.2 Wild Card riders

Two Wild Card riders will be nominated to each final meeting. 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.

The CCP Bureau will make the final approval and nomination.

072.4.3 Qualified Substitute riders

In case of the absence of one or more riders in the final meetings, the first available Qualified Substitute rider or riders, according to their placing on the FIM Speedway Under 21 World Championship "Qualified Substitutes list", will be elevated for that meeting, and take the place(s) of the relevant missing rider(s). The list of Qualified Substitute riders will be published by the CCP after the Semi Finals.

072.4.4 Track Reserve riders

The FMNR will nominate two Track Reserve riders to each final meeting.

072.4.5 Starting position draw

A starting position draw for each final meeting will be balloted by the FIM.

072.5 RESULTS

The meeting classification will be according to the points scored during the meeting (heats 1-20).

In case of ties, Art. 070.11.3 will apply.

The total points scored by each rider during each final meeting (heat 1 – 20) will be credited also as World Championship points.

After each final meeting an intermediate classification list will be made. In case of ties on the intermediate classification, the best placed rider in the last final meeting will be the better-placed rider.

The FIM Speedway Under 21 World Champion will be the rider having collected most 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.

072.6 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	Semi-Final	Final
1st	800	1175	1650
2nd	700	1025	1350
3rd	625	950	1250
4th	600	875	1100
5th	550	800	1025
6th	550	700	1000
7th	525	625	950
8th	525	600	875
9th	400	525	625
10th	400	525	625
11th	350	475	600
12th	350	475	600
13th	325	450	550
14th	325	450	550
15th	325	400	475
16th	325	400	475
17th	325	400	475
18th	325	400	475
Total:	8325	11250	14650

APPENDIX 072b

FIM TEAM SPEEDWAY UNDER 21 WORLD CHAMPIONSHIP

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072b.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 will be decided upon by the CCP according to the applications received for this Championship.

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

The FMNR of a Qualifying Meeting 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 070 and 079 apply, except where otherwise stated in this Appendix.

072b.1.1 National teams

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

072b.2 PARTICIPANTS

FMNs shall nominate their complete teams (five riders) including each rider's starting number no later than 1 month before the meeting. The entries must be made by the FMNs according to Art. 070.4.4.

072b.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.

072b.3 TEAM COMPOSITION

The 4 competing teams shall each consist of 5 riders. There shall be no reserve rider.

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

072b.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.

072b.5 TACTICAL SUBSTITUTE RIDER

When a team is 6 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 6 points in arrears.

072b.6 RIDERS' EQUIPMENT

072b.6.1 Rider's team colours

To create a national team identification and feeling, all members of a team, including the riders, should use and incorporate their national colours into uniforms, racing suits, etc.

It is recommended that all the members of the different national teams wear their team colour uniform in the pits and on the track during practice and race day.

The Team Manager must be clearly identifiable. The words Team Manager and the name of the country he represents should be written on the back of his uniform or jacket.

All persons having duties in the pits area shall observe the minimum dress code, which requires overalls or long trousers and jacket.

072b.7 MOTORCYCLES AND EQUIPMENT

Motorcycles and all riders' equipment must conform to Appendix 01, Track Racing - Technical Rules and to all the provisions of Art. 070.7 of the Track Racing Rules.

072b.8 RACE FORMAT

4 teams will compete in each meeting.

A meeting comprises 25 heats, run respectively with 4 riders according to the format. All heats will be raced over 4 laps.

HEAT NUMBER	RED TEAM Riding N°/ Gate	BLUE TEAM Riding N°/ Gate	WHITE TEAM Riding N°/ Gate	YELLOW TEAM Riding N°/Gate
1	1/3	1/1	1/2	1/4
2	2/1	2/2	2/3	2/4
3	3/1	3/4	3/2	3/3
4	4/4	4/1	4/2	4/3
5	5/3	5/4	5/2	5/1
Track Grading				
6	1/4	5/1	4/3	3/2
7	2/4	1/1	5/3	4/2
8	3/2	2/1	1/4	5/3
9	4/1	3/2	2/4	1/3
10	5/4	4/3	3/2	2/1
Track Grading				
11	1/2	2/3	3/1	4/4
12	2/3	3/1	4/2	5/4
13	3/3	4/4	5/1	1/2
14	4/3	5/2	1/1	2/4
15	5/1	1/3	2/2	3/4
Track Grading & Interval				
16	1/1	3/3	5/4	2/2
17	2/1	4/3	1/4	3/2
18	3/2	5/4	2/1	4/3
19	4/1	1/4	3/3	5/2
20	5/2	2/3	4/4	1/1
Track Grading				
21	1/3	4/2	2/1	5/4
22	2/2	5/3	3/4	1/1
23	3/4	1/2	4/1	2/3
24	4/2	2/4	5/3	3/1
25	5/4	3/2	1/3	4/1

072b.9 RESULTS**072b.9.1 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 case of teams tied on points, Art. 070.11.3 shall apply.

072b.10 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	Final
1st	2575	3575
2nd	1850	2850
3rd	1425	2150
4th	1300	1800
Total:	7150	10375

APPENDIX 073

FIM LONG TRACK WORLD CHAMPIONSHIP

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073.1 GENERAL

Competitions for individual riders:

18 riders (plus 2 standby riders) will compete in each meeting.

Each FMNR of a FIM Long Track World Championship meeting (Qualifying Rounds, Semi-Finals and Long Track Challenge) is guaranteed at least one rider from its federation in this meeting.

073.2 OFFICIALS

073.2.1 Race Coordinator

The Race Coordinator is responsible for the conduct and efficient running of the FIM Long Track World Championship Final Rounds. He is not a voting member of the International Jury, but 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 Long Track World Championship Final Rounds.

073.3 PARTICIPANTS

073.3.1 Qualifying Rounds

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.

073.3.2 Challenge

Qualified riders:

The 12 top placed riders from the Qualification rounds.

If a rider is not able to take part in the Long Track Challenge, he will be replaced by the next placed rider from his last Qualification Meeting. The CCP decides the number of qualified riders from each Qualification Round before the first qualifying meeting.

Riders placed eight to thirteen from the current year's final classification. If a rider is not able to take part in the Long Track Challenge, he will be replaced by the next

placed rider on the Final Classification list.

Track reserve riders: Two riders nominated by the FMNR.

073.3.3 Final Meetings

Qualified riders:

The top seven placed riders from the previous year's Final World Championship Classification and top seven riders from the Long Track Challenge are qualified for all of the coming season's Final Meetings.

Nominated riders:

Three 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 for the following season.

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.

Qualified Substitute riders:

Riders appearing on the FIM Long Track World Championship list of qualified substitutes approved and published by the CCP. If any of the permanently qualified or nominated riders are unable to participate and the time allows, they will be replaced by the next rider from the FIM Long Track World Championship List of qualified substitutes. If this is not possible, the first track reserve rider will replace this rider as a scheduled rider in this Final Meeting only.

When a rider retires for the whole of the following year's Final Meetings, he will be replaced for all of the Final Meetings by the next rider from the Long Track World Championship list of qualified substitutes.

FIM Long Track World Championship list of qualified substitutes:

Place	Qualified Substitute Riders
1	8 th from previous year's LT Challenge
2	9 th from previous year's LT Challenge
3	10 th from previous year's LT Challenge
4	11 th from previous year's LT Challenge
5	12 th from previous year's LT Challenge
6	13 th from previous year's LT Challenge

Track Reserves:

The track reserve riders must always be ready to enter the track 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.

The methanol samples may be taken at random.

No track reserve rider can take part in Semi-Finals or Finals unless he has already qualified from the Qualifying heats.

When a track reserve rider takes part in the Qualifying Heats in replacement of one or more scheduled riders, then the points he scores will count for qualifying to Semi-finals or Final Heats. He is allowed to take part in a maximum of 4 Qualifying Heats.

073.4 RACE JACKETS

073.4.1 Riding numbers

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

1-7 according to the result of the previous LT WC Final Classification

8-14 according to the result of the previous Long Track Challenge placing one to seven

15-17 for the CCP permanent nominated riders

18 for the FMNR nominated Wild Card rider

19-20 for the FMNR nominated track reserve riders

The riders' starting position draw will be balloted before each Final Meeting by the CCP.

073.5 MOTORCYCLES

073.5.1 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.

073.6 RACE FORMAT

Each Qualifying Round, Semi-Final, Long Track Challenge or Final Round must be organised in 15 heats with 6 riders in each heat.

Heats will consist of 4 laps.

Heats 1 to 12 are called Qualifying Heats and must be conducted according to the following schedule of heats:

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

After heat 12, there will be an intermediate classification from the 1st to the 20th place according to the total race points each rider has scored during the Qualifying heats.

The 12 top-scoring riders from the Qualifying heats will qualify for the Semi-Finals.

Riders placed 1st, 4th, 5th, 8th, 9th and 12th in the intermediate classification will take part in Semi-final 1 (Heat 13).

Riders placed 2nd, 3rd, 6th, 7th, 10th and 11th in the intermediate classification will take part in Semi-final 2 (Heat 14).

Riders' gate positions for each Semi-Final (Heats 13 and 14) will be chosen by the riders, in the order determined by their position in the Classification after qualifying heats (1 – 12).

In Heat 13, the rider in 1st position will have first choice of gate position, followed consecutively by the riders in 4th, 5th, 8th, 9th and 12th positions.

In Heat 14, the rider in 2nd position will have first choice, followed consecutively by riders in 3rd, 6th, 7th, 10th and 11th positions.

The 6 top-scoring riders from the second intermediate classification after the Qualifying Heats and Semi-finals will qualify for the Final (Heat 15).

Riders' gate positions for the Final heat (Heat 15) 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.

073.7 RESULTS

073.7.1 FIM Long Track World Championship Qualifying Rounds, Semi-Finals and Challenge

The total points scored by each rider from the Qualifying heats, Semi-Final heats and Final heat (Heats 1 – 15) will determine the final classification for the meeting.

073.7.2 Final Meetings and FIM Long Track World Championship

The total points scored by each rider from the Qualifying heats, Semi-final and Final heats (Heats 1 – 15) 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.

The total race points scored by each rider during the whole event (Heats 1 – 15) will determine the final classification for the Final Meeting.

Positions 1 to 6 in the Final Meeting Classification will be according to the result of the final heat (Heat 15) irrespective of the total race points scored.

At the end of each Final meeting, World Championship points equivalent to the Race points scored during the whole event (Heats 1-15) 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.

073.8 TIES

Meeting classification

For all meetings after the official programme of heats has been terminated, should there be a tie for the first 3 places in the meeting classification or 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, 5th or 6th placings where applicable (a "0" for last placing being better than M – R – F – T – d – N).
2. Ballot.

073.9 AWARDS

- a) FIM Long Track World Championship Qualifying Rounds, Semi-Finals and Challenge.

Riders in positions 1, 2 and 3 in the final meeting Classification will be awarded trophies.

- b) FIM Long Track World Championship

Riders in positions 1, 2 and 3 in the final heat will be awarded trophies.

073.10 ADDITIONAL HEATS

Organisers may include additional heats in the programme of a meeting provided the total number of heats does not exceed 20.

Additional heats may be staged only between heats 3 and 4, 6 and 7, 9 and 10, 12 and 13, 14 and 15 and only if track conditions are satisfactory.

No competitor in the World Championship is allowed to take part in any additional heat until after all World Championship heats have been held.

However, an attempt of the lap record is not considered as a heat and can be arranged also before the first WC heat.

073.11 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 €.

Placing	Qualifying Round	Semi-Final or Long Track Challenge	Final
1 st	1250	2150	3225
2 nd	1175	2000	2850
3 rd	1100	1800	2500
4 th	900	1425	2350
5 th	850	1150	2075
6 th	800	1075	1800
7 th	675	850	1725
8 th	650	725	1500
9 th	350	675	1225
10 th	350	650	1150
11 th	325	575	1075
12 th	325	575	1000
13 th	325	550	925
14 th	325	550	850
15 th	300	500	800
16 th	300	500	725
17 th	300	475	575
18 th	275	475	575
19 th	275	350	425
20 th	275	350	425
Total:	11125	17400	27775

APPENDIX 073b

FIM TEAM LONG TRACK WORLD CHAMPIONSHIP

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073b.1 GENERAL

Competition for Long Track national teams:

6 Teams from different nations (FMNs) will compete in each meeting.

The organiser of a Qualifying Meeting (or Final if there are no Qualifying Meetings) of this Championship is guaranteed to have its national Team compete in this meeting.

073b.1.1 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.

073b.2 PARTICIPANTS

The riders of each team must have the same nationality as the FMN which has nominated them.

073b.3 TEAM COMPOSITION

The 6 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	19	(Team reserve rider)
Team B	Starting N°	4	5	6	20	(Team reserve rider)
Team C	Starting N°	7	8	9	21	(Team reserve rider)
Team D	Starting N°	10	11	12	22	(Team reserve rider)
Team E	Starting N°	13	14	15	23	(Team reserve rider)
Team F	Starting N°	16	17	18	24	(Team reserve rider)

073b.4 TEAM RESERVE RIDER

The team reserve rider may take the place of any programmed rider, at any time, within the maximum number of permitted heats (5 + 1 Final heat)

073b.5 RACE FORMAT

6 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.

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

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

After heat 15 there will be an intermediate classification to decide the teams in the Final heats. The points scored in the first 15 heats do not count towards the final classification.

There will be three Final heats, an A Final for the first and second placed points scoring teams, a B Final for the third and fourth placed points scoring teams and a C Final for the fifth and sixth placed teams in the intermediate classification. Points scored in the Final heats by each single rider of a Team will be added to determine the first and second Team of that Final.

For the Finals, the Team manager of the highest scoring team has priority for choosing the start positions: 1) one, three, five or 2) two, four, six.

073b.6 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 €.

Team Placing	Final
1st	5350
2nd	4650
3rd	3925
4th	3575
5th	3225
6th	2850
Total:	23575

APPENDIX 074

FIM ICE SPEEDWAY GLADIATORS WORLD CHAMPIONSHIP

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074.1 GENERAL

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

Sixteen (16) programmed riders (plus two FMNR Track Reserve riders) will compete in each meeting.

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

The CCP will decide the qualifying format before the first Qualifying Meeting.

074.2 OFFICIALS

074.2.1 Race Coordinator

The Race Coordinator (where appointed) is responsible for the conduct and efficient running of the FIM Ice Speedway Gladiators World Championship Final Series. The official is not a voting member of the International Jury, but shall be present at all International Jury meetings.

The position has full executive powers and the decisions made by the nominated official cannot be overturned by any other official, other than in the following circumstances:

- a. By the meeting referee, when on duty whether during practice or racing.**
- b. A resolution passed by the International Jury.**

The official is responsible for holding regular meetings with the riders and their associates in order to obtain a good cooperation and with the aim of continuously improving the standard of the FIM Ice Speedway Gladiators World Championship Final Series.

074.3 PARTICIPANTS

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

A rider who is not able to take part in the Semi Final meeting for any reason will be replaced by the next-placed rider from his/her Qualifying Round.

Two Track Reserve riders are nominated by the FMNR.

074.3.1 Qualified riders

Fourteen (14) riders from the qualifying meetings will qualify for the Final Series. No FMN may have more than six programmed riders in any Final meeting.

074.3.2 Nominated rider

One rider will be permanently nominated to the Final Series by the CCP. The nomination of this rider must be decided upon and announced within a week after the last qualifying meeting.

074.3.3 Wild Card rider

One Wild Card rider will be nominated to each Final 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.

074.3.4 Track Reserve riders

The staging FMNR will nominate two Track Reserve riders for each meeting. When a track reserve rider takes part in the classification heats in replacement of one or more programmed riders, then the points he scores will count for qualifying to Semi-final or Final heats of that meeting. He is allowed to take part in a maximum of 5 Classification heats.

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

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. The methanol samples may be taken at random.

074.3.5 Qualified 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/she 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/she will be permanently replaced by the next rider from the list of qualified substitutes.

074.4 RIDING NUMBERS

For the Final series the permanent riding numbers are:

1-14 will be decided by the CCP according to the previous WC classification and the qualifying meetings.

15 is the CCP permanent nominated rider

16 is the Wild Card rider

17-18 are the FMNR nominated track reserve riders

074.5 TEAM ENTRIES

Any Team which holds a FIM 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.

074.6 FUEL

It is compulsory for every organizer of a FIM Ice Speedway Gladiators World Championship 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.

074.7 STARTING POSITION DRAW

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

074.8 RACE FORMAT

Qualifying meetings will be organized in a 23 heat meeting (20 Classification heats + 2 Semi-Finals and a Final heat).

The **Final Series meetings** must always be organised as a 2-day meeting **each of 23 heats as above** each day counting as a **separate** Final.

All heats will be raced over 4 laps.

The **one-day** meeting and the **Day 1 of a Final Series meeting** is 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 is 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

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.

The gate positions for each Semi-Final heat will be chosen by the riders, in the order based on the classification: The rider in 1st position will have first choice of gate position, followed consecutively by the riders in 4th, 6th, 7th for the first semifinal heat and for the second semifinal heat the rider in 2nd position will have first choice, followed consecutively by riders in 3rd, 5th and 8th positions.

The top two riders from each Semi-Final heat will qualify for the Final heat. Riders' gate positions for the Final heat will be chosen by the riders in the order based by the total points scored. In case of tie, Art. 070.11.3 will apply.

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

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

074.9 RESULTS

The final meeting classification will be according to the points scored during the whole meeting (heats 1-23).

However, positions 1 to 4 in the final meeting classification will be according to the result in the final heat irrespective of the total points scored.

In case of ties, Art. 070.11.3 will apply.

The total points scored by each rider during each Final Series meeting will be credited also as World Championship points. 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 Final Series meeting an intermediate classification list will be made.

In case of ties on the intermediate classification, the better-placed rider in the last Final Series meeting will be the better-placed rider.

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 places, the better-placed rider in the last Final Series meeting will be the better-placed rider.

074.10 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 Finals, the amounts are shown per day.

Placing	Qualifying Round	Finals
1st	1025	2350
2nd	850	1800
3rd	775	1575
4th	700	1425
5th	600	1250
6th	600	1175
7th	600	1100
8th	525	1025
9th	525	950
10th	425	875
11th	425	800
12th	350	800
13th	350	800
14th	350	800
15th	350	800
16th	350	700
17th	350	700
18th	350	700
Total:	9500	19625 per day

APPENDIX 074b

FIM TEAM ICE SPEEDWAY GLADIATORS WORLD CHAMPIONSHIP

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074b.1 GENERAL

Competitions for national teams:

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

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

074b.1Fuel

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

074b.2 PARTICIPANTS

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

The seven 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 6 heats per day.

074b.3 RACE FORMAT

The Final may be organised in a 1-day (21 heats) or 2-day meeting (42 heats).

074b.3.1 Heat Format for a meeting with 7 Teams

Heats will consist of 4 laps.

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

Start N° in a 7 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)
TEAM G	Start no	13	14	(21 team reserve rider)

Heat format for a meeting with 7 Teams:

The 1st day of the meeting is conducted according to the schedule of heats 1 to 21 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
4	13	1	14	2
5	3	5	4	6
6	7	9	8	10
7	13	11	14	12
8	1	5	2	6
9	7	3	8	4
10	9	13	10	14
11	11	1	12	2
INTERVAL				
12	3	9	4	10
13	5	11	6	12
14	13	7	14	8
15	1	9	2	10
16	11	3	12	4
17	5	13	6	14
18	7	1	8	2
19	3	13	4	14
20	9	5	10	6
21	11	7	12	8

The 2nd day of the meeting is conducted according to the schedule of heats 22 to 42 as below:

Helmet colour	Red (inside)	White	Blue	Yellow (outside)
Heat N°	Riders' starting N°			
22	7	11	8	12
23	5	9	6	10
24	13	3	14	4
25	1	7	2	8
26	13	5	14	6
27	3	11	4	12
28	9	1	10	2
29	7	13	8	14
30	11	5	12	6
31	9	3	10	4
INTERVAL				
32	1	11	2	12
33	13	9	14	10
34	3	7	4	8
35	5	1	6	2
36	11	13	12	14
37	9	7	10	8
38	5	3	6	4
39	1	13	2	14
40	11	9	12	10
41	7	5	8	6
42	3	1	4	2

074b.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 7 Teams
1 st	4650
2 nd	3850
3 rd	3000
4 th	2650
5 th	2425
6 th	2150
7 th	2000
Total:	20725

APPENDIX 075

FIM TRACK RACING SIDECAR 1000cc WORLD CHAMPIONSHIP

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075.1 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.

075.2 PARTICIPANTS

For this Championship, 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.

075.3 RACE FORMAT

Heats will consist of 4 laps:

Competition with 4 riders per heat.

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

075.4 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	4 Sidecar teams per heat
1 st	1425
2 nd	1300
3 rd	1150
4 th	1000
5 th	925
6 th	850
7 th	800
8 th	725
9 th	725
10 th	650
11 th	650
12 th	650
13 th	650
14 th	650
15 th	650
16 th	650
17 th	575
18 th	575
Total:	14600

APPENDIX 07A

FIM SPEEDWAY YOUTH GOLD TROPHY 80cc

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07A.1 GENERAL

Competitions for individual riders:

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

Each FMNR of an 80cc Speedway 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 one or two days before the final meeting.

07A.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 riders must hold a FIM Track Racing Youth Gold Trophies Licence issued by their FMN.

07A.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.

07A.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

07A.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 07B

FIM GRASS TRACK YOUTH GOLD TROPHY 125cc

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07B.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 Grass 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 one or two days before the final meeting.

07B.2 PARTICIPANTS

For this Championship each interested FMN must apply 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 Gold Trophies Licence issued by their FMN.

07B.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.

07B.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.

07B.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 07C

FIM SPEEDWAY YOUTH GOLD TROPHY 250cc

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07C.1 GENERAL

Competitions for individual riders:

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

Each FMNR of a 250cc Speedway 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 or 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 one or two days before the final meeting.

07C.2 PARTICIPANTS

For this Championship, each interested FMN must send the application for its 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 Gold Trophies Licence issued by their FMN.

07C.2.1 Eligibility

The limit for the minimum age (14 years) starts on the date of the rider's birthday and the limit for the maximum age (17 years) finishes at the end of the year in which they reach 17 years, pursuant to the FIM Medical Code.

07C.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

07C.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.

07C.5 RESULTS AND PRIZE-GIVING CEREMONY

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

In case of ties, Art. 070.11.3 will apply.

The total points scored by each rider during each FIM Speedway Youth Gold Trophy 250cc meeting will be credited also as FIM Speedway Youth Gold Trophy 250cc 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 Gold Trophy 250cc meeting will be the better-placed rider.

The FIM Speedway Youth Gold Trophy 250cc winner will be the rider having collected most FIM Speedway Youth Gold Trophy 250cc 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 07D:
FIM LONG TRACK YOUTH GOLD TROPHY 250cc

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07D.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 250cc 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 one or two days before the final meeting.

07D.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 Gold Trophies Licence issued by their FMN.

07D.2.1 Eligibility

The limit for the minimum age (14 years) starts on the date of the rider's birthday and the limit for the maximum age (17 years) finishes at the end of the year in which they reach 17 years, pursuant to the FIM Medical Code.

07D.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.

07D.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 07.E

FIM FLAT TRACK CUP

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07 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:

07 E2 ENTRIES

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:

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.

07.E3 DIRECTION OF RACING

FIM Flat Track meetings will run on a circuit in an anti-clockwise direction.

07 E4 NUMBER OF RIDERS

For this event 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 rounds and semi-final races will be divided into equal groups of 5 (minimum) to 12 riders (maximum).

07 E5 PRACTICE

Practice is compulsory and riders will be divided into groups of maximum ten riders each. Each group will be provided with two free sessions of 10 minutes.

07 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 6/8 laps

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.

07 E7 RIDERS' SCORE

FIM Flat Championship points are awarded on the Final heat:

Place	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th
Points	20	17	14	12	10	8	7	5	4	3	2	1

The riders who not reach the final score 0 points.

07 E8 PUNCTUALITY IN STARTING

If any rider is not ready to start within two minutes of being called, he will be disqualified from the race.

07 E9 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 metres behind the first row, measured rearwards from the start line.

CCP rule 070.10.11 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 070.10.13 applies:

The referee has the right to exclude 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.

07 E10 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 metres (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 15m 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.

07 E 11 RESULTS AND PRIZE-GIVING CEREMONY

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

In case of ties, Art. 070.11.3 will apply.

The total points scored by each rider during each FIM Flat Track Cup round will be credited also towards Flat track Cup overall points.

After each final meeting an intermediate classification list will be made. In case of ties on the intermediate classification, the best placed rider in the last FIM Flat Track Cup meeting will be the better-placed rider.

The FIM Flat Track Cup series winner will be the rider having collected most FIM Flat Track Cup 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 in each round shall attend the official Prize-Giving Ceremony.

07 E12 ALCOHOL TEST AND ANTI-DOPING TEST

An Alcohol Test will be done anytime during the meeting.

An Anti-doping test could be organised by the FMNR or FIM.

FÉDÉRATION INTERNATIONALE DE MOTOCYCLISME
TRACK RACING COMMISSION

SUPPLEMENTARY REGULATIONS (SR)

FMNR: _____ IMN N°: _____

Organising Club: _____ Telephone: _____

Address: _____ Telefax: _____

_____ Track phone: _____

_____ Track fax: _____

Title of the meeting: _____

Date of the meeting: _____ 1st heat time: _____

Restaging date if meeting postponed: (1) _____ (2) _____

The meeting will be held in conformity with the FIM Sporting Code

Access: Motorway: _____ Exit: _____

National road: _____

Nearest town: _____ at _____ km

Direction (North, South, East, West)

Nearest airport: _____ (See attached map)

Coordinates: Latitude: _____ Longitude: _____

Venue: (Name of track, etc.) _____

Track: Length: _____

Width of straight: _____

Width of bends: _____

FIM Licence N°: _____ Validity: _____

For Track Racing, the use of an environmental mat is compulsory at all venues

Entries: Qualifications: _____

Reserves: _____

Starting Numbers: (Details of draw)

Race Jackets: Supplied by the organisers: YES NO

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).

Public Liability Insurance: Amount of cover: _____

Payment of Expense reimbursement:

Date: _____ Time: _____ Currency: _____

Place: _____

Practice:

Date: _____ Time: _____

Duration: _____

Practice is compulsory: YES NO

Machine Examination:

For practice: Date: _____ Time: from _____ to _____

For the race: Date: _____ Time: from _____ to _____

Fuel: Will be available at the track: YES NO
Against payment: YES NO
Price of fuel: _____ Currency: _____

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.

Name of Hotel (1st choice): _____

Address/contact person: _____

Phone N°: _____ **Fax N°:** _____

E-mail: _____

Prices of the rooms: Single _____ Double _____ 3 Beds _____

Name of Hotel (2nd choice): _____

Address/contact person: _____

Phone N°: _____ **Fax N°:** _____

E-mail: _____

Prices of the rooms: Single _____ Double _____ 3 Beds _____

Signing on: Date: _____ Time: from _____ to _____

Riders' Briefing Meeting: Date: _____ Time: _____

Parade: Time riders and machines required to be ready:

International Jury Meetings:

1 st Jury Meeting	Date: _____	Time: _____	Place: _____
2 nd Jury Meeting	Date: _____	Time: _____	Place: _____
3 rd Jury Meeting	Date: _____	Time: _____	Place: _____
Last Jury Meeting	Date: _____	Time: _____	Place: _____

List of the Support Races (including the timetable of the practice and heats):

Protests and Appeals:

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 30 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.

Officials: FIM Jury President: _____ FMN: _____
FIM Referee: _____ FMN: _____
FMNR Jury Member: _____ FMN: _____
Clerk of the Course: _____ FMN: _____
Technical Steward: _____ FMN: _____
Environmental Steward: _____ FMN: _____
Timekeeper: _____ FMN: _____

All Correspondence to:

Name: _____

Address: _____

Telephone: _____

Telefax: _____

Mobile: _____

E-mail: _____

Reminder:

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 Administration 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...).

(Email: jean-paul.gombeaud@fim.ch)



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

SCAN THIS BARCODE
TO ACCESS
THE MOBILE SITE
& THE UPDATED
REGULATIONS.*



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11, ROUTE DE SUISSE | CH - 1295 MIES

ccp@fim.ch

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