



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

FIM TRACK RACING
APPENDICES
2022

IMPORTANT NOTE

Whilst the CCP will make every effort to complete the 2022 championships in accordance with these regulations, it has to be understood and accepted that due to the severe health crisis encountered since 2020, some regulations may be subject to change possibly last minute due to changing circumstances and government requirements.

CHANGES FROM 01.01.2022 IN BOLD

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70.1 GENERAL

The following Appendices apply to all FIM Track Racing World championships, prize events and international meetings in addition to the rules laid down in the FIM sporting code.

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

All riders, teams, officials and other parties participating in the FIM Track Racing World championships/cup/trophies undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the: FIM sporting code, FIM code of ethics, FIM Track Racing regulations, FIM Track Racing technical regulations, FIM disciplinary and arbitration code, FIM Track Racing circuit standards, FIM environmental code, FIM medical code, FIM anti-doping code, and FIM organiser’s manual (when applicable) of the current year, as supplemented and amended from time to time (hereinafter collectively referred to as the “FIM regulations”). The FIM regulations may be translated into other languages, but in case of any dispute regarding interpretation the english text will prevail. It is the responsibility of each rider and/or team to ensure that all persons involved with their entries always observe the FIM regulations. The responsibility of the rider, or any other person having charge of an entered motorcycle at any time during an event is joint and severally with that of the team. All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the paddock, pits area or on the course, must always carry an appropriate pass during the event. Actions judged by the officials responsible to be contrary to the FIM regulations - or judged to be unsportsmanlike or against the best interests of the sport at the event in question - are subject to disciplinary actions as provided for by the arbitration and disciplinary code.

70.1.1 Titles

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

- FIM Speedway Grand Prix World championship series (see **Speedway Grand Prix World championships** regulations) - **hereafter referred as SGP.**
- FIM Speedway Grand Prix World championship qualification meetings.
- FIM Speedway of Nations (see **Speedway of Nations** regulations) - **hereafter referred as SoN.**
- FIM Speedway Under 21 World championship (see **Speedway Grand Prix World championships regulations**) – **hereafter referred as SGP2.**
- **FIM Speedway of Nations U21** (see **Speedway of Nations** regulations) – **hereafter referred as SoN2.**
- FIM Long Track World championship.
- FIM Long Track of nations.
- FIM Ice Speedway World championship **hereafter referred as ISG.**
- FIM Ice Speedway of Nations.
- FIM Speedway youth World championship (see **Speedway Grand Prix World championships regulations**) – **hereafter referred as SGP3.**
- FIM Flat Track World championship (see Flat Track regulations).

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

- FIM Speedway youth gold trophy | 85cc
- FIM Track Racing youth gold trophy | 125cc
- FIM Long Track youth World cup | 250cc
- FIM Speedway Sidecar World cup | 1000cc
- FIM World Speedway league

70.1.2 Definitions

A Track Racing meeting consists of all official activities related to racing, starting with the first administration controls and technical verifications until the settlement of all possible protests which

are to be dealt with by the Jury or the referee, if the Jury does not exist.

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

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

The FIM World championships, prize events and league cups recognised by the FIM, hereafter referred as the FIM championships may be staged in a series of qualifying meetings leading up to a final, a final series or a Grand Prix series. In accordance with prevailing circumstance, the CCP/FIM at its sole discretion may cancel, alter, change or amend ANY aspect of the qualification system and/or diagrams (i.e. the selection of wild card riders, qualified riders, nominated riders, etc.) in respect of any FIM championship/cup/trophy competition at any time.

LEAGUE

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

LEAGUE MEETING

A league meeting that consists of international riders is, by definition, an international speedway meeting.

CLUB

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

70.1.3 Supplementary regulations

Supplementary regulations, hereafter referred 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 in English and must be approved by the FMNR and the FIM, and subsequently ratified by the international jury. One copy must be sent to the FIM administration at least two months before the date of the meeting for approval by the FIM, by electronic mail.

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, hereafter referred as the CCP.

70.1.3.1 Amendments to the supplementary regulations

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

70.1.4 Dates of the meetings

The qualification systems, all meeting diagrams and the dates on which the FIM championship and prize event meetings are to be held will be prescribed, according to art. 20.1.1 of the FIM sporting code, by the CCP Bureau, subject to the approval of the FIM Board of directors. Each meeting will be allocated to an FMN. To provide for postponements which may be necessary (due to bad weather conditions for example), the FMNR must declare a re-staging date, which should always be the day following the original date of the meeting, and notify accordingly in the SR.

In the event that the meeting cannot take place on either of the specified dates, the CCP Bureau will

agree an appropriate date and venue.

70.1.5 Responsibility for organisation

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

In accepting these responsibilities, the organiser undertakes to ensure the loyal observance of all rules and provisions of the FIM sporting code, its appendices and regulations.

70.2 OFFICIALS

70.2.1 Appointment of officials

For international meetings, all members of the international jury are appointed by the FMNR.

For FIM World championships, cups and trophies (which comprise an international jury), the race director, jury president, the referee, **FIM** chief medical officer **and technical director** are appointed by the FIM. The other officials are appointed by the FMNR. Each FMN eligible under art. 70.2.4.14 has the right to appoint an FMN delegate.

70.2.2 Incompatibilities of officials

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

An FMN delegate may act as a team manager if he has, in accordance with art. 72.4.14, been entered the meeting also as a team manager.

70.2.3 Officials who hold a FIM Licence

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

- International jury president
- Referee
- FMN delegate and FMNR delegate
- Race director (SGP & SoN – SGP challenge –**SGP2 & SoN2**, ice speedway & ice speedway of nations, long track **& long track of nations** and **SGP3**)
- Clerk of the course
- SGP/SoN clerk of the course (super licence)
- Technical director
- Technical steward
- Timekeeper*
- Environmental steward
- Chief medical officer (for SGP and SoN only)
- Team manager (clerk of the course licence)

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

70.2.4 Terms of reference of officials

70.2.4.1 International jury president

The President of the international jury (jury president) ensures that the decisions of the international jury conform to the provisions of the FIM sporting code, to the FIM rules and the SR of the meeting.

The jury president shall, if necessary, convene any extraordinary meetings.

The jury president has the right to invite any guests to the international jury meetings, when appropriate for the meeting. He is responsible for the communication with the FMN delegates.

In case of absence of the jury president, the position will be replaced by the referee appointed by the FIM.

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

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

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

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

The Jury minutes must include details of any outstanding fuel test results where laboratory testing is required, In the event of any anomaly being officially confirmed by the FIM, the **jury president** will reconvene the Jury and impose appropriate penalties as required by these regulations.

He shall send a short report of the meeting straight after the last jury meeting (number of spectators, accidents,) and 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),
- Details of any protests submitted together with the security deposits collected,
- Copy of the official spreadsheet duly filled in.

70.2.4.1 b Race director

When considered appropriate the FIM will appoint a race director, this may be for a single meeting or a series of meetings. The race director is responsible for the conduct and efficient running of a specified meeting or meetings. He is a voting member of the international jury and shall be present at all international jury meetings.

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

70.2.4.2 Referee

When on duty, during practice and racing, the referee exercises supreme control over the meeting and he is responsible for ensuring that all regulations are observed. He may consult the jury president if he considers his advice necessary.

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

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

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

Accompanied by the clerk of the course and the jury president (and the race director where appointed), he must inspect the track and safety fence (barriers) before practice and before the first

heat.

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

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

If a degradation of the track or any other such situation occurs during practice or racing which could cause the postponement, stopping or abandonment of the meeting, the referee should request the jury president to call an immediate international jury meeting for an appropriate decision which is to be communicated immediately to the clerk of the course for action.

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

The decisions of the international jury are to be announced by the speaker to the public.

The referee may inflict a penalty on any person who fails to comply with any regulation or instruction given, or is guilty of misconduct or 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 cross the finish line and this decision, once announced, is final and may not be the object of a protest.

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

The maximum age limit for referees officiating at FIM championships and International meetings is 60 years.

The referee appointed by the FIM to officiate at a FIM championship cannot act as manager of a national team or individual rider in any Track Racing championship of that year.

70.2.4.3 FMNR delegate

The FMNR delegate can attend international jury meetings with voting rights.

70.2.4.4 Clerk of the course

The clerk of the course is responsible for the conduct and efficient running of the meeting. He is not a voting member of the Jury but is considered as -in case of no FMNR delegate - as representative of his FMN. The clerk of the course cannot be a team manager in a competition while appointed as clerk of the course with voting rights. It is strongly recommended that the clerk of the course speak one of the two official FIM languages. If not, a competent translator must be available at all times.

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

They must exercise authority over all officials of the meeting (with the exception of the international

jury members, the race director) and is responsible for ensuring that they are present and ready to carry out their duties properly.

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

They must ensure that all riders and passengers taking part in the meeting have signed on and give the signing on list to the jury president.

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

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

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

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

They must notify the international jury and the referee of all decisions to be taken or already taken, and of any protest addressed to him.

They ensure that the FIM rules are respected. He may propose penalties to the referee or the international jury.

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

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

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

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

70.2.4.5 FIM technical director

The FIM technical director is appointed by the director of FIM international technical commission in consultation with the director of FIM Track Racing commission.

The FIM technical director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM technical code.

The FIM technical director works in cooperation with the FIM race director/ jury president and FIM delegate / clerk of the course.

The authority and duties of the FIM technical director include but are not limited (please, also refer to FIM technical code):

- The FIM technical director will report any concerns or deficiencies relating to the technical verifications to the FIM jury president and present proposals to resolve such concerns.
- The FIM technical director is the final arbiter in relation to technical issues at the event.
- The FIM technical director will examine with the chief technical steward the motorcycle(s) and the protective equipment of any rider(s) involved in serious or fatal accidents and present a written report to FIM jury president.
- The FIM technical director will attend all jury meetings but without voting rights.

70.2.4.6 Technical steward

The technical steward must verify the machines, clothing and helmets in accordance with the FIM rules, appendix 01 (Track Racing technical rules) and the SR. He must present his report to the international jury prior to and after racing.

70.2.4.7 Chief medical officer (CMO)

The chief medical officer must fulfil the duties required in the FIM medical code. The presence of an FIM-licenced chief medical officer is requested at FIM Speedway Grand Prix and FIM Speedway of nations World championship meetings.

70.2.4.8 Environmental steward

The environmental steward shall be responsible for all environmental aspects. He must fulfil the duties required in the FIM environmental code.

70.2.4.9 Timekeeper

The timekeeper must be qualified to use a timekeeping system. He must record the times taken in each heat by the winner and the time taken by any other rider, if so required by the referee. The times, but no other information, may be conveyed to the public. The records of times must be certified by the timekeeper, retained for scrutiny and not destroyed without the authorisation of the clerk of the course. He must advise the FMNR of all track records established during a meeting.

70.2.4.10 Speaker

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

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

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

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

The results must also be communicated in English.

70.2.4.11 Starting marshal

The starting marshal is responsible for:

- Ensuring that before the beginning of practice and racing, signaling flags, disqualification discs, spare starting gate tapes and elastics, track marking equipment, rakes and fire extinguishers are readily available and in order.
- Checking that the starting gate functions correctly;
- The layout and marking of the starting area comply 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. When the start marshal is satisfied they will signal to the referee who will then illuminate the green light to indicate to the riders the race is about to start.
- On the showing of the green light, the start marshal must commence to walk clear of the riders.
- Signals for the stopping of a heat (or the disqualification of a rider) given by the v 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 to be made, as agreed and directed by the referee, should the starting gate or signal lamps fail or not operate in a proper and acceptable manner.

70.2.4.12 Flag marshals

There must be at least 3 flag marshals on each bend.

Each flag marshal is responsible for displaying a red flag upon the signal to do so from the referee or from the starting marshal. Between heats, flag marshals may assist the rakers in restoring the track

surface.

70.2.4.13 Pits' marshal

The pits marshal and his assistants must be permanently present in the pits area during the FIM meeting. The pits' marshal is responsible for ensuring that:

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

70.2.4.14 FMN delegate

Each FMN which has a rider or a national team participating in a FIM championship is entitled to be represented by a national delegate, holder of a sporting steward's licence.

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

This national delegate represents his/her FMN and the riders entered by that FMN. He is entitled to:

- Attend the open meetings of the international jury, as observer,
- Receive documents, including the international jury minutes, during the entire meeting,
- Submit his queries to the jury president so that the international jury is aware of all circumstances,
- Receive passes to be present at important places during the meeting.

If necessary, the jury president will arrange a meeting with all FMN delegate to explain the work of the international jury and to receive the remarks of the FMN delegates.

70.3 INTERNATIONAL JURY

The Members of the international jury with voting rights are: The jury president, the referee and the FMNR delegate / clerk of the course. In the case of a tie, the jury president has the casting vote.

The following persons are entitled to attend the meetings of the international jury but without the right to vote: the members of the Board of Directors, the directors of the permanent commissions and panels, the FIM chief executive officer, the FIM sports director and the administrative staff of the sporting commission concerned, the environmental steward, the chief medical officer, the technical director, technical steward, the FMN delegate(s), the team managers and any guests in possession of an FIM licence invited by the jury president.

70.3.1 Nominations

For international meetings, all members of international jury are appointed by the FMNR. For FIM championships with or without a FIM promoter, the nomination of the international jury president, the race director and the referee will be decided by the FIM/CCP.

70.3.2 Terms of reference of the international jury Please refer to art. 50.1 of the FIM sporting code.

70.3.3 Procedure at international jury meetings

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

70.3.4 Publication of the international jury decisions

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

70.3.5 Minutes of the international jury meetings

The minutes for all FIM championships must be written 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); any possible irregularities observed, as well as the opinion of the international jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

70.3.6 International jury meeting room

A special Jury room fitted with a large table and enough chairs must be provided for the Jury to conduct their meetings. A printer must be available in the room and preferably a photocopier. A secure and reliable wi-fi internet connection must also be provided. The room must be prepared, available and free always prior, during and after the meetings. Coffee, soft drinks, snacks etc. must be available at each Jury meeting. If the room is always not manned the jury president, the race director / clerk of the course and the Secretary must be given personal keys for entering.

70.4 RIDERS

70.4.1 Medical Certificate and Examination

Every rider and passenger taking part in Track Racing meetings must be medically fit.

A special medical examination may be carried out at any time during a meeting by an official doctor or by another doctor nominated by the chief medical officer (CMO) at the request of the jury president, referee, race director or the FIM medical representative.

In respect of all final series competitions (SGP, SoN, **SoN2**, Long Track, ISG, and **Speedway U21**), any rider who has suffered an injury requiring hospital treatment and who has not since raced in any official meeting must provide a medical Certificate in English or French confirming fitness to take part in the meeting.

In addition, the international jury will require the rider to submit to a full medical examination by the chief medical officer or an approved deputy before being allowed to take part in the meeting or practice.

Furthermore, as proof of fitness it is compulsory for the said rider to take part in the scheduled practice session for the meeting unless excused by express permission of the CCP Bureau. Please refer to the FIM medical code.

70.4.2 Age of riders and passengers

Licences for riders and passengers are issued for FIM championships, as well as for international meetings, only when the minimum age has been attained as below:

	Minimum	Maximum
FIM Speedway Grand Prix World championship – SGP + qualifying meetings	16 years	-
FIM Speedway of Nations– SoN	16 years	-
FIM Speedway World cup - SWC	16 years	-
FIM Ice Speedway World championship	16 years	-
FIM Ice Speedway of Nations	16 years	-
FIM Long Track World championship	16 years	-
FIM Long Track of Nations	16 years	-
FIM Speedway Under 21 World championship – SGP2	16 years	21 years
FIM Speedway of Nations U21 – SoN2	16 years	21 years
FIM Speedway youth gold trophy 85cc	12 years	15 years
FIM Track Racing youth gold trophy 125cc	12 years	16 years
FIM Speedway youth World championship 250cc -SGP3	13 years	16 years
FIM Long Track youth World cup 250cc	13 years	16 years
FIM Speedway Sidecar World cup 1000cc	17 years	-
International Speedway league meetings	16 years	-
International Speedway meetings	16 years	-
International ice racing meetings	16 years	-

The minimum age for each category of meetings starts on the competitors' minimum age birthday. The maximum age (when applicable) finishes at the end of the year in which the competitor reaches the maximum age. For applicants aged over 50 years, please refer to the FIM medical code.

70.4.3 Licences

In conformity with the FIM sporting code, the riders and the passengers must be holders of an appropriate and valid FIM World championship Track Racing licence to be allowed to take part in a FIM Track Racing World championship. For international meetings and prize events, riders and passengers must be holders of a valid and appropriate International FIM licence.

For international league meetings each rider must hold a valid:

- Annual individual Speedway Grand Prix World championship licence;
- Annual Track Racing World championship licence;
- Annual or one event FIM international meeting licence.

The FIM team sporting licence must be implemented according to the art. 70.2.

Before the meeting, the holders of a FIM licence are required to present their licence to the clerk of the course.

In FIM World championship series where permanent riders are named for the series (or part series), licences will not be required to be shown as the FIM will provide to appropriate officials a list of licensed riders in advance of the competition dates. Currently the competitions concerned are FIM

Ice Speedway World championship finals and FIM **Long Track** World championship finals.

70.4.4 Entries

No entry fee may be charged.

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

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

Entries must be made not later than 10 days before the meeting.

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

Provisional entries made by the rider's FMN by e-mail must be confirmed with the rider's signature on the official entry

form immediately upon his arrival at the place of the meeting.

Team entries must be made by the FMNs on a collective form and must be sent no later than 10 days before the meeting to the FIM by the federation.

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

A rider or a team who refuses nomination by their FMN for a FIM championship, trophy, league or cup or, having accepted nomination refuses to take part, shall be deemed suspended internationally for a minimum period of one day before to three days after the meeting concerned. Furthermore, they shall be considered ineligible for all FIM championships for the remainder of the season. The FIM and the CCP Bureau may also pronounce a fine between 10'000 and 100'000 Euros. A rider or a team who starts in a FIM championship and qualifies for the next round (i.e. semi-final, final or final series) must participate therein unless prevented from doing so by injury or illness (certified in writing to that effect by a suitably qualified doctor) or other "force majeure". A decision on the acceptability of other "force majeure" must be taken by the international jury of the meeting from which the rider is absent or by the CCP Bureau, if the absence is known one week before the meeting.

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

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

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

The CCP may refer the case to the CDI pursuant to art.3.3.2 last paragraph of the FIM disciplinary and arbitration code.

70.4.4.1 Cancellation of an Entry

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

70.4.5 Starting numbers

The starting numbers for every FIM championship will be balloted. For the 1st meeting, the ballot is only effective according to the FMN of the riders. A balloted position is open to any nomination from the FMN concerned, up until the rider signs on or reports to the clerk of the course at the meeting. For

the following meetings, they will be effective according to the results of the previous meetings or as indicated on the ballot sheets.

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

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

70.4.6 Definitions

70.4.6.1 Programmed rider

A rider having programmed heats in the race format.

70.4.6.2 Qualified rider

A rider who qualifies for the next round or final series of the FIM championships.

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

- FIM Speedway Grand Prix World championship
- **FIM Speedway U21 World championship - SGP2**
- FIM Ice Speedway World championships
- FIM Long Track World championship

In circumstances where a qualified rider is withdrawn from a meeting (or series of meetings), a replacement rider will be nominated in accordance with the regulations. The withdrawn rider will not under any circumstances be allowed to return to the meeting(s) line up.

70.4.6.3 Qualified substitute rider

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

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

70.4.6.4 Nominated rider

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

70.4.6.5 Nominated substitute rider

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

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

70.4.6.6 Wild card rider

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

70.4.6.7 Track reserve rider

In individual meetings, a rider who has no programmed heats in the race format. The track reserve riders will replace, in rotation, the disqualified riders according to art. 70.10.7 and art. 70.10.8.

For the first 4 heats (speedway and **ISG**) for the first 5 heats (Long Track qualify round), 3 heats (Long Track challenge and final) a track reserve rider can refuse to replace a disqualified rider.

When a programmed rider or a passenger is injured during their 1st heat and, following confirmation from the chief medical officer, is not in a position to take part in all the subsequent heats (including the re-run heat, from which he must not have been disqualified by the referee), then the track reserve

rider, who has not ridden so far, will become a programmed rider.

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

Any point gained by the track reserve rider in replacement of one or more programmed riders will count towards the results of the meeting and will also count as points towards the respective on-going championship, if applicable.

Conversely, the points gained by the injured or replaced rider will also count towards the results of the meeting and the respective on-going championship, if applicable. A track reserve rider cannot ride in more heats per day than a programmed rider.

For the first rounds of a FIM championship, the track reserve riders will be nominated by the staging FMNR (subject to CCP approval). The track reserve rider will be eligible to replace a programmed rider who is unable to compete in a round and he will become a programmed rider subject to compliance with regulation 71a.2.

70.4.6.8 Team reserve rider

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

70.4.6.9 Tactical substitute rider

If applicable to certain speedway and ISG team events, a rider who temporarily replaces another rider in one single heat when his team is in arrears of the leading team as specified in the specific competition appendix.

70.4.7 Signing on

All riders and passengers must sign-on during the period 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.

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

70.5 RIDERS' EQUIPMENT

Riders' equipment must conform to appendix 01, Track Racing technical rules.

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

70.5.1 Race jackets

Riders for Track Racing shall have the following options:

Show their country's flag on the front (min 150 x 150 mm) and their riding number on the back. 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.

Alternatively, the rider may use

- A team coordinated race suit that uniformly incorporates the country national colours or flag.
- or an individual race suit incorporating the rider's country national flag (min 150mm x 150mm) on

the front. Either option must also incorporate the riders racing number on the back as per the sizes specified above.

If it is stated in the SR that the FIM, FIM contracted partners or the organisers supply the race jackets, it is then compulsory for each rider and passenger to wear this race jacket at all time during practice, press conferences, parade, racing and prize-giving ceremony. In this case, the FIM and/or the organisers are permitted to use the race jacket for advertising purposes. The rider is responsible for the race jacket and the cost of the jacket. The cost of any race jacket not returned deducted from any prize monies. If this is not the case, the rider is allowed to use his race jacket for his own advertising purposes.

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

In respect of any final series meetings (only for SGP, ISG final series, U21 (**SGP2**) series, and Long Track final series), qualified permanent riders and nominated substitute may request the use of a personal number subject to approval by the CCP. The number must remain clearly identifiable to the referee and race officials.

70.5.2 Front fork cover **and stickers**

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

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

Long Track/Ice Speedway: It is compulsory to have the championship logo on the front plate of the bike. See drawing in championship section.

70.5.3 Health and Safety

In the best interests of health and safety, in the event of any incident whatsoever occurring within the competition arena, under no circumstances is any member of a competitor's support team (mechanic, sponsor etc.) allowed to enter the arena without specific authority to do so having been given by the clerk of course/ race director or their appointed deputy. In circumstances where authority is given, activity should be limited to the safe recovery of a competitor's racing machine. There should be no interference with the activities of the CMO or medical support team under any circumstances unless in unusual circumstances assistance is specifically invited by the CMO.

New from 2022 due to health and safety reasons, the riders and their team members will only be allowed to do trackwalks before the practice and the meeting at specified track walk times, stipulated in the SR for respective meeting.

70.6 TRACKS

70.6.1 Standards

The track must comply with appendix 079 "FIM standards for Track Racing Circuits" (STRC). Tracks used for FIM championships must be homologated by the FIM and have a valid FIM track licence.

70.7 MOTORCYCLES

Specifications of motorcycles, regulations governing fuel and restrictions on noise emission must conform to appendix 01, Track Racing technical rules.

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

70.7.1.1 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 firefighting equipment, protective devices and the staff must conform to the requirements imposed by the local authorities and by-laws.

70.7.1.2 Refuelling

When it is compulsory for an organiser of a FIM championship meeting to provide, free of charge, during practice and racing, the methanol for all the riders, the organiser must provide a fuelling area with all the equipment and manpower necessary to efficiently empty fuel tanks and to refuel the bikes prior to each heat. An environmental mat must be supplied with the refuelling area by the organiser.

70.7.2 Artificial heating of tyres

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

70.7.3 Number of motorcycles

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

These two motorcycles must be placed in the riders' allocated pits' area immediately after the machine examination has taken place. Motorcycles taken outside the controlled pits' enclosure or track area shall be re-presented for inspection before they can again be placed in the allocated pits' area. If needed, any extra motorcycle can be parked in the specially provided "standby" area, near to the pits.

70.8 PRACTICE

Every organiser of a FIM championship meeting must plan a practice session open to all entered riders, according to the provisions contained in this article.

Weather conditions and accidents may dictate alterations to this procedure, which may only be decided by the international jury. If the weather and the track conditions are good, the international jury may permit an additional practice session for riders who participate in additional heats.

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

A mechanic control white line will be made across the width of the track (a maximum of 5 meters from pit gate in race direction). During the 2 minutes time allowance, the mechanics must only work on his rider's bike within the controlled area. Mechanics may only leave the controlled area to assist his rider in an emergency.

Practice is compulsory for FIM Speedway youth gold trophy, FIM Track Racing youth gold trophy and FIM Long Track youth World cup.

For safety reasons it is forbidden to make practice starts on the corners or on the starting straight.

Furthermore, mechanics and support crew must remain in vicinity of the pit and pit gate area during practice unless assisting with the recovery of a damaged or failed machine.

In competitions where practice is compulsory a competitor is considered having practiced having completed 2 laps during the official practice session.

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 3 hours before the 1st heat.

Riders will be divided into groups; when riders do not wish to practice, the riders in each group to be agreed by the clerk of course (or race director) where applicable.

Each rider must make himself ready in the lining-up zone, within the time limit of his group. On the order of the clerk of the course or race director (where appointed), he will be allowed to enter the track. Riders must practice according to their race jacket. However, if the rider is not ready, he will miss that run.

CHAMPIONSHIP	PRACTICE COMPULSORY	SESSIONS	START PRACTICE	MAX. RIDERS ON TRACK
FIM Speedway youth gold trophy 85cc	YES	2 x 2 min.	2 starts/1 lap	4
FIM Track Racing youth gold trophy 125cc	YES	3 x 3min.	2 starts/1 lap	5
FIM Long Track youth World cup 250cc	YES	3 x 3min.	2 starts/1 lap	5
FIM SGP qualif. meetings FIM U21 qualif.	NO	2 x 2min.	NO	3
FIM Ice Speedway qualif. rounds and finals	NO	2 x 2min.	2 starts/2 laps	4
FIM Ice Speedway of nations	NO	2 x 2min.	2 starts/2 laps	3
FIM Long Track World qualif. meetings and finals	NO	3 x 2min.	2 starts/1 lap	6
FIM Long Track of nations	NO	3 x 2min.	2 starts/1 lap	3

CHAMPIONSHIP	RIDERS / HEAT
FIM Speedway youth gold trophy -85cc-	4
FIM Track Racing youth gold trophy -125cc-	TBA
FIM Long Track youth World cup – 250cc-	TBA
FIM SGP and U21 qualif. meetings	4
FIM Ice Speedway qualif. rounds and finals	4
FIM Ice Speedway of nations	4
FIM Long Track World qualif. meetings and finals	5
FIM Long Track of nations	6

70.9 METHOD OF RUNNING THE MEETING

For the different race formats, please refer to the specific appendix of the relevant FIM championships, cups, trophies, prizes. The format may be varied only by decision of the CCP.

70.10 RACES

70.10.1 Direction of racing

All heats **will consist of 4 laps** and are run in an anti-clockwise direction, except for speedway sidecar, which is run in a clockwise direction.

70.10.2 Additional heats and other activities

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

Long Track World championship – specifically in respect of this discipline, a maximum number of 6 additional heats will be permitted and authorised subject to complying with the additional conditions as stated above.

Authorisation from the FIM does not imply nor include any FIM involvement in and/or liability for these support races/activities which are not run under the aegis and the responsibility of the FIM. Priority must at all times be given to the Track Racing FIM championship programme.

70.10.3 Briefing

The jury president, referee, race director (when applicable) and clerk of the course will run a riders' briefing (with team managers only for team event) before the event (and practices in some cases). The time of the riders' briefing will be stated in the SR and it is compulsory.

70.10.4 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.

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 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, they shall be disqualified from the heat.

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

70.10.5 Starting positions

Riders who are members of the same team or pair can change with each other their programmed starting positions in the same heat. However, the helmet colours must remain as programmed in the race format.

70.10.6 Starts

On the order of the pits' marshal (or after a signal in the pits) the required riders must leave the pits together and proceed under power immediately in an anti-clockwise (speedway sidecar in a clockwise) direction to the starting area where they must stop under the control of the starting marshal.

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

The referee, when satisfied that the riders are correctly positioned, must switch on the green light indicating that the start is imminent.

On the showing of the green light, the start marshal must commence to walk clear of the riders.

After a pause long enough for the riders to fix their attention on the tapes and are standing still, the referee must release the gate.

70.10.7 Unsatisfactory starts

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

The referee will give a warning to any rider deemed to have been the cause of or contributed to the unsatisfactory start. This will be communicated verbally to the rider concerned by the race director/ clerk of the course before the race is restarted.

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

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

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

70.10.8 False start

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

70.10.9 Delaying the start

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

70.10.10 Replacement of disqualified rider

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

In pairs and team meetings, a rider disqualified under the provision of the same articles may not be replaced by a reserve rider.

70.10.11 Faulty starting gate

If, because of faulty operation of the starting gate, or for any other reason, the referee considers a start to have been

incorrect, he must immediately stop the heat and order a restart with all riders competing.

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

70.10.12 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.

70.10.13 Leaving the track

A rider whose machine crosses the inner edge of the track marking with 2 wheels must be disqualified unless, in the opinion of the referee, the action was taken in the interest of safety for other riders or the rider involved was forced off-course by another rider. This rule also applies to the crossing (solo: 2 wheels and sidecar: sidecar wheel) of the marking of the outer edge of a track.

70.10.14 Noise disqualification

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

70.10.15 Foul or dangerous riding

The referee shall immediately disqualify any rider (or riders) whom he considers indulges in foul, unfair or dangerous riding.

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

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

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

If any rider is unable to cross the finish line as a result of foul, unfair or dangerous riding on the part of another rider who, in consequence, has been disqualified, the disadvantaged rider shall be deemed to have finished the heat in the placing held immediately before the foul, unfair or dangerous riding

and allowing for any advancement in placing following the disqualification of the guilty rider.
A similar system shall apply for a rider/sidecar team who, in the opinion of the referee, has deliberately laid down his machine or has left the course in the interest of safety.

70.10.16 Outside assistance

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

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

70.10.17 Disqualifications

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

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

70.10.18 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 Speedway

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

Long Track and Track Racing Sidecar

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

70.10.19 Finish of a heat

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

a) when the front part of the front wheel of the motorcycle (whilst attached to the machine) passes over the finishing line after completing the appropriate number of laps provided the competitor is in contact with his motorcycle.

b) when the referee has awarded the heat as provided for in these regulations.

c) If the referee has cause to stop a heat after the leading rider has passed the start/finish line to commence the last lap, the referee has the sole discretion to award the heat based upon the positions of the competitors at the time the heat was caused to be stopped.

The disqualified rider will be awarded no points and any competitors behind the disqualified riders being advanced one place.

d) Where racing incidents etc. have reduced the riders available to take part in the re run of any heat to a single competitor, the referee may award the appropriate number of points to the remaining competitor without the need for a further rerun.

70.10.20 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 **may** declare the heat void and order a rerun except when the race has been awarded as allowed for in article 70.10.17.

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

70.10.21 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. Any rider eligible to take part in a rerun may change their motorcycle for the rerun. A reserve rider is permitted to replace a rider who has injured himself or damaged his motorcycle but who has not been deemed to be the primary cause of the heat being stopped. When taking part in a rerun, riders must start from their original starting positions and any permitted reserve rider must occupy the position of the rider he is replacing. When a rider has been disqualified in pairs or team heats, his partner may choose his original start position or that of his disqualified partner. Any rider who has failed to start in, has retired from (which includes not proceeding under power when the heat was stopped) or has been disqualified from a heat which has been ordered to be rerun, shall be ineligible to take part in the rerun, except in circumstances where they have retired after being fouled or have stopped in the interest of safety as described above.

70.10.22 Withdrawal of a rider/team

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

No rider may leave a meeting, withdraw from or cease to participate in a meeting without permission. Such permission can be given only by the referee after consultation with the international jury.

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

70.11 RESULTS

70.11.1 Calculation of results

Results are normally determined by points related to finishing order or in knock-out-heats (without points) are determined only related to finishing order and chronological order in case of riders not finishing the heat.

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 or placing for each rider in each heat, taking also into consideration the second sentence of art. 70.10.17 – 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. (The only exceptions are being as per art. 70.10.19 and 70.10.20 and below.)

In very special circumstances however involving situations that are beyond the control of the referee and have influenced the heat result the referee can take a decision to order a re-run of the heat concerned or amend the result of the heat before the start of the next heat or within 5 minutes in the case of the last heat of the meeting.

When two or more riders cross the finish line together and heat-points have to be awarded, the combined points for the places must be shared equally between the riders concerned.

In knock-out-heats (i.e. semi-finals and finals in Long Track WC Finals, **SGP2** Finals, ISG finals, etc.) a chronological criterion should be used for determining the placings of the riders. The positions will be

determined by the order, in which the participating riders cross the finish line, then by the order in which each of the other riders was disqualified or withdrew from the heat (first rider disqualified/withdrawn/retired automatically being last and so on). If this fails to determine a result, then their relative positions in the intermediate classification after the qualifying heats will apply with the better placed rider in the intermediate classification taking precedence (for example when 2 or more riders finish or fail to finish the heat at the same time).

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

70.11.2 Riders' scores

Please refer to each championship specific rules.

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 (except for knock-out-heats):

M = disqualified for 2 minutes rules

T = disqualified for false start

R = retired from the race

d = disqualified

F = fall but not disqualified

N = no start

70.11.3 Ties

70.11.3.1 Run off heats

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

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. Run-off schedule for 5 riders (speedway only):

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

Heat 1: Riders A, B and C

Heat 2: Riders D and E

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

Heat 4: 1st from heat 1, 1st from heat 2, 1st and 2nd from heat 3 The riders must be balloted to heats 1 and 2.

Please refer to specific championship rules to resolve ties.

70.11.4 Interruption of a meeting

Please refer to each championship specific rules

70.11.5 Communication of results

Compulsory: The organiser will supply a scoreboard and must supply a person responsible for inputting the results of each heat on the scoreboard located in the pits.

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

The results must contain at least the following information:

- FIM, FMNR, organiser/moto Club, championship Logos
- Title, venue, date, FMNR, IMN N° of the meeting
- Position, number, surname(s), first name(s), nationality, FMN of the rider
- Points obtained

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

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

70.11.6 Alteration of results

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

70.11.7 Prize-giving ceremony

In all meetings, after the official programme of heats is terminated, there shall be a prize-giving ceremony.

The riders or teams placed first, second and third shall attend the official prize-giving ceremony.

The presence of the FMNR or FIM officials at the prize-giving ceremony is not a confirmation of the official results.

70.12 RIDERS' AND TEAMS' EXPENSE REIMBURSEMENT

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

For the FIM World championships, the expense reimbursement due to the riders or teams is indicated in the scales of the different championships under the relevant appendices.

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

70.12.1 Special agreements between FMNs

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

Organisers are allowed to pay a different expense reimbursement than the relevant FIM scales, subject to agreement between the FMNs and organisers involved. Organisers are allowed to reimburse airfares or other expenses subject to agreement between FMNs and organisers involved. Travel between continents is subject to agreement between FMNs involved, or to be decided by the FIM.

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

70.12.2 Hotel accommodation

The organiser is responsible for the possibility of the riders and officials to book an appropriate number of rooms within the specified deadline. The riders, the FIM and FMN officials etc. are responsible for booking or reserving and paying 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 e-mail address, price of rooms, deadline for booking etc. of a minimum of 2 official hotels must be clearly specified in the SR.

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

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

70.12.4 FIM Awards

FIM medals and diplomas are awarded to winners in accordance with the FIM sporting code.

70.13 ALCOHOL AND DOPING CONTROLS

Tests may be carried out at any FIM championships or international meetings to detect alcohol and prohibited substances, according to the provisions laid down in the FIM anti-doping code.

Where alcohol controls are carried out at FIM championships or international meetings, this must be done according to the FIM medical code.

Alcohol controls may be carried out by an alcohol control officer or FIM race director before the start of the practice, or at any time during the meeting.

The sanctions for a positive doping and/or alcohol test will be pronounced according to the rules and proceedings laid down in the FIM anti-doping code, FIM medical code and FIM disciplinary and arbitration code.

70.14 PROTESTS AND PENALTIES

AMOUNT

Protests and appeals are subject to the rules and proceedings provided for in the FIM disciplinary and arbitration code. Any protest must be lodged immediately after the reason for the protest is known. They must be in writing, stating the article numbers relevant to the protest, and accompanied by the fee stipulated in the SR and submitted to the clerk of the course who in turn will submit them to the referee.

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

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

70.14.1 Time limit

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

If the protest relates to an incident during racing, it must be lodged before the riders leave the pits for their next heat. Should the reason for the protest occur in the last heat of the meeting, the protest must be lodged within 10 minutes of the finish of that heat.

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

70.14.2 Right of protest and appeal

No protest or appeal may be made against a decision by a referee or technical steward on a statement of fact.

70.14.3 Fines

Every breach of the rule shall be penalised with a fine or penalised with another sanction provided for in the FIM disciplinary and arbitration code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider. Riders breaking the rules shall be sanctioned by the international jury as follows:

Any inappropriate conduct	
with words or signs	1000€
with violence	2.000 €
	And up to disqualification from the meeting

Arriving after the start of heat 1	600 € + Disqualification from the meeting
Absence without having advised the FIM and/or organiser in writing or absence after having advised the FIM and/or organiser in writing but for a reason not accepted by the international jury	Please refer to each championship specific rules
Absence or late arrival at the: Machine examination Signing on Riders' briefing Parade Prize-giving ceremony Press conference	300 €
Riding number jacket not worn or race national suit or front plate not conform	300 €
Riding number jacket not worn, and/or front fork cover not fixed on the bike (When provided by FIM/organiser/promoter) and/or championship logo not stuck on the front plate when required during parade, racing, draws, in the pits, interviews, prize giving ceremony, press conference.	600 € + Disqualification from the meeting
Any part of the race jacket/front fork cover covered by any object when provided by FIM and/or Organiser On practice day On race day	600 € Disqualification from the meeting
Helmet covers, or helmet colours not conform	First Offence: 600 € Second offence: Disqualification from the meeting
Not using an environmental mat in the pits, parc fermé	70 € per Mat

APPENDIX 71a
FIM SPEEDWAY GRAND PRIX WORLD CHAMPIONSHIP
-QUALIFICATION MEETINGS-
(except FIM Speedway Grand Prix World championship series)

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71a.1 GENERAL

Competitions for individual riders: 16 riders (plus 2 reserve riders) will compete in each meeting. Each FMNR of a FIM Speedway World championship meeting (qualifying rounds or challenge) is guaranteed at least one allocation from its federation in this meeting.

71a.1.1 Race director

For the challenge, the FIM will appoint a race director.

The race director is responsible for the conduct and efficient running of a specified meeting or meetings. He is a voting member of the international jury and shall be present at all international jury meetings.

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

71a.2 PARTICIPANTS

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

The CCP will decide the number of qualified riders from each qualification round before the first qualification meeting. Riders qualifying for the FIM Speedway Grand Prix qualification meetings Challenge:

- The top 4 from each of the four FIM Speedway Grand Prix World championship qualification meetings, will qualify for the FIM Speedway Grand Prix World championship challenge. If there is no FMNR rider qualified for the challenge, only the Top 3 riders of the qualifying round 4 will qualify.
- As soon as possible after the completion of the four Grand Prix qualification meetings, the CCP Bureau will publish the order of precedence for the additional riders to be elevated to the FIM Speedway Grand Prix challenge.

In the event that the qualifying rounds are canceled due to force majeure, the FIM CCP Bureau will decide the procedure of nominations for the SGP challenge. **In this case**, the organising Federation is granted a wild card allocation + 2 track reserve riders for the meeting.

Time Limit – Replacement riders

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

Fines

Absence without having advised the FIM **and/or the** organiser in writing or absence after having advised **the FIM and/or the** organisers in but for a reason not accepted by the international jury:

Qualifying round
1725€

Challenge
2500€

71a.3 RACE FORMAT

	Gate 1 RED	Gate 2 BLUE	Gate 3 WHITE	Gate 4 YELLOW
HEATS	Starting N°			
1	1	2	3	4
2	5	7	6	8
3	10	11	9	12
4	15	14	16	13
5	13	1	5	9
6	14	10	2	6
7	11	15	7	3
8	4	8	12	16
9	6	16	1	11
10	12	5	15	2
11	8	9	3	14
12	13	4	10	7
INTERVAL				
13	7	12	14	1
14	2	13	8	11
15	16	3	10	5
16	9	6	4	15
17	1	8	15	10
18	9	2	7	16
19	3	12	13	6
20	5	14	11	4

71a.4 RIDERS' SCORE

1 st place	3pts
2 nd place	2pts
3 rd place	1pt
4 th place	0pt

71a.5 TIES

For all meetings, after the official programme of heats has been finished 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.

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.

71a.6 INTERRUPTION OF A MEETING

a) When a meeting is interrupted before the accomplishment of 50% of the scheduled heats per participant 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 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 in the same number of accomplished heats which means that when a participant 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).

If a qualifying round or challenge cannot be staged or restaged or reallocated to an alternative venue or FMN for exceptional circumstances (i.e. Weather) that are acceptable to the CCP Bureau, the CCP Bureau at its sole discretion will nominate a list of appropriate riders to be seeded into the challenge. The riders will be selected from original scheduled line up of the cancelled meeting.

The riders for the official “nominated substitute riders list” will be nominated by the CCP Bureau.

71a.7 SCALE OF EXPENSE REIMBURSEMENT

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

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

PLACING	QUALIF. ROUND	CHALLENGE
1 st	1725	2500
2 nd	1350	2150
3 rd	1225	1800
4 th	1150	1425
5 th	1075	1350

6 th	1000	1300
7 th	800	1225
8 th	650	1150
9 th	575	1075
10 th	575	1000
11 th	575	925
12 th	500	850
13 th	500	800
14 th	500	725
15 th	425	725
16 th	425	725
17 th	425	725
18 th	425	725
Total:	13900 €	21175 €

APPENDIX 71b
INTERNATIONAL SPEEDWAY LEAGUE MEETINGS

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71b.1 DEFINITIONS

71b.1.1 Speedway league meeting

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

The meeting must be held according to the relevant FMNs' league rules and the FIM technical regulations, sporting code, anti-doping code and FIM regulations.

71b.1.2 Dates of the meetings

In the best interest of each country where international speedway league meetings are being held, an international speedway league calendar is created each year in order to harmonise the dates. The calendar is based on a weekly slot system where each of the four biggest countries for league speedway (BSPA, DMU, PZM and SVEMO) has its own priority day or days. The calendar is created in cooperation with the FIM and FIM Europe Track Racing commissions to find the best possible solutions for all parties. The calendar is in the last instance approved by the FIM international speedway league bureau (ISLB) together with the FIM and FIM Europe Track Racing director/chairman.

All league meetings listed in the international speedway league calendar, must also be inscribed in the FIM calendar for international speedway league meetings. This is so the insurance included in the appropriate licences for league racing are valid.

Changes in this calendar can be done by the affected FMN up to three days before the date of the meeting. A league championship meeting always takes priority over any challenge/cup matches and open meetings.

71b.1.3 Weekly Slot System

The following priority days have been agreed between all involved parties for the weekly slot system calendar. BSPA, Premiership = Monday & Thursday

SVEMO, Elitserien = Tuesday & Thursday in cooperation with BSPA (SVEMO has second priority to BSPA on Thursdays) DMU, DSL = Wednesday

PZM, Ekstraliga = Friday & Sunday (PZM has second priority to DMU on Wednesdays during Ekstraliga Play Offs) PZM, Liga 1 = Saturday & Sunday (When no FIM/FIME)

FIM / FIM Europe = Saturday (FIM / FIM Europe has priority over any league championship meetings on this day, including the re-staging dates). FIM and FIM Europe also have priority over any league championship meetings on other weekdays (including the re-staging dates), providing the date of the meeting has been agreed by the affected ISLB Bureau member or members and is listed in the approved international league calendar at the start of the season.

During these days stated in the weekly slot system calendar this league has priority on all their contracted riders, regardless of nationality. Where a rider is contracted to more than one ISLB full member they must ride for the team who has priority on any given day or date in accordance with the rules as above.

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

Agreements can be made between two FMNs for the use of "their priority day" concerning both League and re-staging dates. Such agreements must be communicated to all ISLB Bureau members. With the introduction of the weekly slot system to resolve problems concerning availability of the riders, no FMN are allowed to make national restrictions concerning priority of riders.

71b.1.3.1 Clash of dates

If a clash of dates is caused and the above approved weekly slot system does not cover the clash the

following will apply:

1. Where the clash involves a rider from the two clashing FMNs, precedence is given to the nationality of the rider, (i.e. a Swedish rider will compete for his Swedish team).
2. Where the clash involves a rider from an FMN outside those involved in the clash, priority will go to the club for whom the rider has made the greater number of total appearances in league championship meetings only, taking into account the current season and the previous season if needed.
If the rider has ridden in equal number of meetings for both clubs the previous season will also count, but if the rider rode for one of the two clubs the previous year, this club will take priority.
3. If none of the above are decisive and no agreement can be made between the two involved leagues, the case must be referred to the ISLB Bureau who will make the decision. The case must be referred to ISLB no later than five days before the relevant meeting.
4. In the event that agreement cannot be reached between the ISLB members and the votes are equal, the CCP director will have the casting vote.

71b.1.3.2 Change of Priority Day

Should at any time a full member of the ISLB for any reason wish a change to their priority day(s) to be considered, they may make an application, in writing, to all other full members of the ISLB a minimum of 12 months prior to the date on which they wish the change to become effective. This to enable full consideration to be given to implications of the proposed change on other members of the Bureau.

71b.1.4 FIM international speedway league bureau

The FIM international speedway league bureau (ISLB) is an International body and a part of the FIM Track Racing commission. The ISLB deals with all the international matters related to the different Leagues.

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

The FIM international speedway league bureau shall consist of:

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

The ISLB chairman is nominated by the ISLB members with the majority of votes; including the vote of the CCP director (CCP director has a casting vote).

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

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

71b.3 RIDERS

To compete in a foreign League the rider must be a holder of one of the following valid FIM licences:

- Annual Individual Speedway Grand Prix World championship licence
- Annual Track Racing World championship licence
- Annual or one event FIM international meeting licence.

The licences are supplied by the FIM and issued by each FMN, except for the SGP licence. The FMN is also responsible for the rider's insurance according to art. 110.2 sporting code and the cost of the licences.

71b.3.1 Start Permission

After signing a foreign rider, the riders FMN must issue a start permission according to these rules for the rider to be able to compete in the relevant league.

The FIM start permission template “start permission for international speedway leagues” (updated 2018-11-05) must be used. Start permissions can only be issued for a minimum of one season at the time or for the same length of time as of the contract between the club and the rider. It is not allowed for any FMN to enter shorter terms or make any other changes to this start permission document.

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

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

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

71b.3.2 Age of riders

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

71b.4 RACE FOMAT

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

APPENDIX 72
FIM SPEEDWAY UNDER 21 WORLD CHAMPIONSHIP
Qualifying Rounds

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72.1 GENERAL

FIM Speedway Under 21 World championship will start with qualifying meetings leading up to a Final Series.

In the event that the qualifying rounds are canceled due to force majeure, FIM Speedway Under 21 World championship will start with the finals.

The riders for the official “nominated substitute riders list” will be nominated by the **SGP commission**. 16 riders (plus 2 track reserve riders) will compete in each meeting.

Each FMNR of a FIM Speedway Under 21 World championship qualifying meeting 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. Meetings will be conducted in accordance with the FIM Track Racing appendices unless as specified below.

2022: 3 qualifying rounds will be organised. Top 4 riders of each qualifying round will be qualified for the series + 3 FIMSGP commission wild cards + 1 FMNR wild card.

72.2 PARTICIPANTS

For the qualifying meetings, each FMN must nominate its own riders.

The number of riders from each FMN will be allocated by the CCP to the qualifying meetings.

In the event that the qualifying rounds are canceled due to force majeure, the **SGP commission** will decide the procedure of nominations for the final **series**.

Fines

Absence without having advised the FIM **and/or the** organiser in writing or absence after having advised **the FIM and/or the** organisers in writing but for a reason not accepted by the international jury: 530€.

72.2.1 Eligibility

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

72.3 RE-STAGING OR ABANDONMENT OF A MEETING

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

1 If the meeting is interrupted before heat 16 is accomplished, and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole meeting must be re-staged.

2 If the meeting is interrupted before heat 20 is accomplished and the remaining heats cannot be completed, then the race points scored at the completion of heat 16 will determine the result.

In the event of a tie in the points scored at the completion of Heat 16 the finishing order will be determined by the formula set out in art. 72.4b.

72.4 RACE FORMAT

	GATE 1 RED	GATE 2 BLUE	GATE 3 WHITE	GATE 4 YELLOW
HEATS	Starting N°			
1	1	2	3	4
2	5	7	6	8
3	10	11	9	12
4	15	14	16	13
5	13	1	5	9
6	14	10	2	6
7	11	15	7	3
8	4	8	12	16
9	6	16	1	11
10	12	5	15	2
11	8	9	3	14
12	13	4	10	7
INTERVAL				
13	7	12	14	1
14	2	13	8	11
15	16	3	10	5
16	9	6	4	15
17	1	8	15	10
18	9	2	7	16
19	3	12	13	6
20	5	14	11	4

72.4a Riders' score

1 st place	3pts
2 nd place	2pts
3 rd place	1pt
4 th place	0pt

72.4 b Ties

For all meetings, after the official programme of heats has been finished 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:

- 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).
- 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.
- 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.

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.

72.5 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	AMOUNT
1 st	530
2 nd	470
3 rd	420
4 th	340
5 th	320
6 th	300
7 th	280
8 th	280
9 th	260
10 th	260
11 th	240
12 th	240
13 th	220
14 th	220
15 th	200
16 th	200
17 th	200
18 th	200
Total:	5180

APPENDIX 73
FIM LONG TRACK WORLD CHAMPIONSHIP

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73.1 GENERAL

Competitions for individual riders:

- **Qualifying round: 25 riders + 2 FMNR Track reserves**
- **Challenge: 12 qualified riders + 1 FMNR wild card + 2 FIM wild cards + 2 FMNR track reserves.**
- **Final series: 14 riders + 1 FMNR wild card + 2 FMNR track reserves**

Each FMNR of a FIM Long Track World championship meeting is guaranteed at least one rider from its federation included in this meeting.

73.1.1 Race director

For the final series and the challenge, the FIM will appoint a race director. The race director is responsible for the conduct and efficient running of the challenge and final series meetings. He is a voting member of the international jury and shall be present at all international jury meetings. 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 events.

73.2 PARTICIPANTS

73.2.1 Qualifying round

Each FMN will nominate its own riders. The number of riders from each FMN in the meeting will be allocated by the FIM CCP Bureau. Any FMN that is unable to nominate a rider, the FIM CCP Bureau will pass the allocation to the next FMN on the substitute's allocations list. The FMNR will nominate two reserve riders accepted by the FIM CCP Bureau.

73.2.2 Challenge

The participants in the challenge will comprise of riders as follows;

- **The 12 top placed riders from the qualification round.**
- **2 FIM wild cards**
- **The FMNR will nominate 1 wild card rider and 2 reserves riders accepted by the CCP Bureau.**

Any rider from these criteria unable to take part in the challenge will be replaced by the next highest placed rider from the qualifying round.

Should a rider who has qualified from the challenge, also be in the top seven (7) of the final overall Classification of the previous year, his place will be taken by the next available rider from the challenge.

If the qualifying round is cancelled, the number of riders from each FMN in the challenge will be allocated by the FIM CCP Bureau.

Any FMN that is unable to nominate a rider, the FIM CCP Bureau will pass the allocation to the next FMN on the reserve allocations list.

Fines

Absence without having advised the FIM and/or the Organiser in writing or absence after having advised the FIM and/or the organisers in writing but for a reason not accepted by the international jury:

**Qualifying round
850€**

**Challenge
1600€**

**Final
2500€**

73.2.3 Final meetings

2022 qualified riders:

The top seven (7) placed riders from **2021** FIM Long Track World championship classification and the

top four (4) riders asclassified from the 2021 challenge.

Three (3) riders will be permanently nominated by the FIM CCP Bureau for all final series meetings of the coming season. Should a qualified rider withdraw for the following year, then the first rider available on the official nominated substitutes riders list shall replace them.

2023 qualified riders:

The top seven (7) placed riders from **2022** FIM Long Track World championship classification and the top four (4) riders asclassified from the **2022** challenge.

Wild card riders:

For each separate final meeting, the organising FMN (FMNR) is permitted to nominate one wild card rider, approved bythe FIM CCP Bureau.

Nominated substitute riders: nominated by the FIM CCP Bureau.

If a qualified or permanently nominated rider is unable to take part in a final meeting, he will be replaced by the next riderfrom the nominated substitutes riders list. If this is not possible, the first track reserve rider will replace the absent rider as a scheduled rider in that final meeting only.

Reserve riders:

Each FMNR will nominate two reserve riders for its final meeting approved by the FIM CCP Bureau. The reserve riders must always be ready to take part in a heat immediately when called upon by the referee. The reserve riders may have their fuel tanks filled up during the races and do not need to empty tanks and refuel the bikes prior to each heat.

No reserve rider can take part in semi-finals or the final unless they have qualified from the qualifying heats.

When a reserve rder takes part in the qualifying heats in replacement for one or more scheduled riders, then the points they score will count in the classification for qualifying to semi-Finals or final Heats. They are not allowed to take part in more qualifying heats than the programmed riders.

73.3 RACE JACKETS

73.3.1 LT numbers

Permanent LT numbers for the series meetings will be:

No: 1 – 7: according to the result of the previous year's final classification

No: 8 – 11: according to the result of the previous challenge classification first to fourth
No: 12 – 14: the three permanent riders nominated by the FIM CCP Bureau

No: 15: FMNR nominated wild card rider

No: 16 -17: track reserve riders nominated by the FMNR

SR1 to SR6: nominated substitutes riders nominated by the FIM CCP Bureau

73.3.2 Starting positions draw

st

For the 1 Final of the final series, the riders starting position draw will be made by ballot at the FIM headquarters.

The other following finals ballot will be made during the previously staged final. The FIM jury president at the final must be present to witness the draw.

In case of a nominated substitute rider(s) or reserve rider taking the place of an absent rider, they will be given the startingposition draw for the rider(s) they are replacing in that meeting.

73.3.3 Riding number jackets

The 14 permanent long track riders and the 8 nominated substitute riders may apply to use their own personal racing numbers on their race Jacket and bikes. They may choose any riding number with a maximum of 3 digits, provided that it has not previously been allocated to another rider in the

last two years or has been reserved by FIM. Riding numbers 1 to 19 are all reserved for the use of FIM only.

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

The FIM will supply the riding number jackets and it is compulsory for each rider to wear this riding number jacket at all times during the practice, parade, press Conferences, racing, prize-giving ceremony, draws, interviews and in the pits area. The covering of any part of the riding number jacket in any way is not permitted.

The riding number jackets for the nominated substitutes, wild card and reserve riders must be returned to the race director, or his nominated deputy, immediately after the last heat, the podium or the press conference for the riders concerned. The rider is responsible for his riding number jackets and the cost of any riding number jacket not returned will be charged to the rider and deducted from the prize monies.

73.4 MOTORCYCLES

73.4.1 Fuel

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

73.4.2 Championship logo – final series

It is compulsory to stick the championship logo on the front plate of the bike, as per the following drawing. The FIM will provide stickers to the wild card and reserve riders.

Background color: RAL 1023
Numbers minimum height: 120mm
Numbers color: black
Long Track logo is **COMPULSORY**



73.5 RACE FORMAT

Qualifying round

It must be organised comprising 25 heats with 5 riders in each heat. The rider having collected the most points at the end of the meeting shall be the winner, the second highest point scoring placed 2nd and so on.

	GATE 1	GATE 2	GATE 3	GATE 4	GATE 5
	RED	BLUE	WHITE	YELLOW	GREEN
HEATS	Rider's starting N°				
1	21	11	6	16	1
2	2	7	12	17	22
3	3	23	18	8	13
4	9	24	19	4	14
5	20	15	5	25	10
Track Grading *					
6	7	3	20	24	11
7	6	19	23	2	15
8	10	22	14	1	18
9	4	25	16	12	8
10	17	13	21	5	9
Track Grading *					
11	15	16	22	9	3
12	8	14	2	21	20
13	13	1	25	19	7
14	11	10	4	23	17
15	5	12	24	18	6
Track Grading *					
16	1	17	8	15	24
17	25	18	9	11	2
18	12	21	3	10	19
19	22	20	13	6	4
20	16	5	7	14	23
Track Grading *					
21	18	4	15	7	21
22	24	2	10	13	16
23	14	6	17	3	25
24	23	9	1	20	12
25	19	8	11	22	5

* If necessary the frequency of the track grading can be modified by the jury.

LONG TRACK CHALLENGE

Must be organised comprising of 18 heats with 5 riders in each heat.

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

	GATE 1 RED	GATE 2 BLUE	GATE 3 WHITE	GATE 4 YELLOW	GATE 5 GREEN
HEATS	Starting n°				
1	2	1	3	4	10
2	9	6	5	14	13
3	15	7	12	11	8
Track grading *					
4	6	13	4	10	7
5	1	5	14	2	11
6	8	12	9	15	3
Track grading *					
7	3	2	6	12	14
8	11	10	7	9	5
9	13	4	1	8	15
Track grading *					
10	14	11	8	5	4
11	12	15	10	1	6
12	7	3	2	13	9
Track grading *					
13	5	9	15	3	1
14	10	8	11	6	2
15	4	14	13	7	12
Track grading *					
SEMI 1	Riders placed 1 st , 4 th , 5 th , 8 th , and 9 th				
SEMI 2	Riders placed 2 nd , 3 rd , 6 th , 7 th , and 10 th				
FINAL	The 5 top scoring riders (qualif. heats + semis points)				

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

After heat 15, there will be an intermediate classification from the 1st to the 17th place according to the total race point each rider has scored during the qualifying heats. The 10 top-scoring riders will qualify for the semi-finals.

Riders placed 1st, 4th, 5th, 8th, and 9th in the intermediate classification will take part in semi-final 1 (heat 16). Riders placed 2nd, 3rd, 6th, 7th, and 10th in the intermediate classification will take part in semi-final 2 (heat 17).

Riders' gate positions for each semi-final (heats 16 and 17) will be chosen by the riders, in the order determined by their position in the classification after qualifying heats (1 – 15).

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

In heat 17, the rider in 2nd position will have first choice, followed consecutively by riders in 3rd, 6th, 7th and 10th positions. The 5 top-scoring riders from the second intermediate classification after the qualifying heats and semi-finals will qualify for the final (heat 18).

Riders' gate position selections for the final heat (heat 18) will be chosen by the riders. The draw order shall be determined by the second intermediate classification (after the qualifying and semi-final heats).

Riders' gate positions shall be chosen in presence of the race director. 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.

FINAL ROUND

It must be organised comprising of 18 heats with 5 riders in each heat. Heats 1 to 15 are called qualifying heats and must be conducted according to the following schedule of heats:

	GATE 1	GATE 2	GATE 3	GATE 4	GATE 5
	RED	BLUE	WHITE	YELLOW	GREEN
HEATS	Rider's starting n°				
1	2	1	3	4	10
2	9	6	5	14	13
3	15	7	12	11	8
Track grading *					
4	6	13	4	10	7
5	1	5	14	2	11
6	8	12	9	15	3
Track grading *					
7	3	2	6	12	14
8	11	10	7	9	5
9	13	4	1	8	15
Track grading *					
10	14	11	8	5	4
11	12	15	10	1	6
12	7	3	2	13	9
Track grading *					
13	5	9	15	3	1
14	10	8	11	6	2
15	4	14	13	7	12
Track grading *					

LAST CHANCE HEAT	Riders placed 4 th , 5 th , 6 th , 7 th , and 8 th in the interim classification after heat 15
Track grading *	
CONSOLATION FINAL	Riders placed 3 rd , 4 th and 5 th in the last chance heat and riders placed 9 th and 10 th in the Interim classification after heat 15
FINAL	Riders placed 1 st , 2 nd and 3 rd in the interim classification after heat 15 and riders placed 1 st and 2 nd from the last chance heat

*** If necessary the frequency of the track grading can be modified by the jury.**

After heat 15, there will be an interim classification from the 1st to the 17th place according to the total race points each rider has scored during the qualifying heats. In the event of a tie in the points scored at the completion of heat 15, the finishing order will be determined by art. 73.5.1.

The top-scoring three (3) riders from the qualifying heats and interim classification will qualify directly for the final. Riders placed 4th to 8th will qualify for the last chance heat. (heat 16).

Rider's gate positions in the last chance heat will be chosen by the riders in the order of 4th to 8th placings determined by their position after the interim classification after heat 15. (i.e. the rider in 4th position will have first choice of gate position, followed consecutively by the riders in 5th, 6th, 7th and 8th positions).

Rider placed 1st and 2nd in the last chance heat will qualify for the final.

Riders placed 3rd, 4th and 5th in the last chance heat, together with the riders placed 9th and 10th in the interim classification after heat 15, will take part in consolation final (heat 17).

Rider's gate positions in the consolation final (heat 17) will be chosen by the riders finishing in the 3rd, 4th and 5th positions in the last chance heat, in that sequence, followed by the riders placed 9th and 10th from the interim classification after heat 15.

Rider's gate positions in the final (heat 18) will be chosen by the riders, in the order determined by the positions as follows, rider in 1st position in the interim classification will have first choice of gate position, followed consecutively by the riders in 2nd and 3rd positions in the interim classification, then followed by the riders placed 1st and 2nd in the last chance heat.

The last chance heat, consolation final and the final, riders gate positions shall be chosen in the presence of the race director. If a rider cannot take part in a last chance heat, consolation final, or the final for which they have already qualified, they will automatically be considered to be placed in last position for that heat and will not be replaced by another rider.

MEETING CLASSIFICATION

The 1st to 5th place in the final meeting classification is decided by the riders finishing positions in the final (heat 18).

6th to 10th place is decided by the riders finishing positions in the consolation final (heat 17). 11th to 17th place is decided by the riders scores when referring to the interim classification after heat 15.

73.5.1 Riders Scores

1 st place	4pts
2 nd place	3pts
3 rd place	2pts
4 th place	1pt
5 th place	0pt

In the case of a dead heat, combined points for the places must be shared equally between the riders concerned.

Last chance heat, consolation final and final (heat 16, 17 and 18) a chronological criterion should be used for determining the placings of the riders. The positions will be determined by the order, in which the participating riders cross the finish line, then by the order in which each of the other riders was disqualified or withdrew from the heat (first rider disqualified/withdrawn/retired automatically being last and so on). If this fails to determine a result, then their relative positions in the intermediate classification after the qualifying heats (heat 15) will apply with the better placed rider in the intermediate classification taking precedence (for example when 2 or more riders finish or fail to finish the heat at the same time).

73.5.2 Additional heats

In respect of the final series meetings, a maximum of six (6) support races may be permitted from after heat 3, with the completion of the last supporting heat directly after heat 16 the last chance heat. These will be subject to the approval of the FIM CCP Bureau and must be stated in the FIM supplementary regulations for the event.

73.5.3 Re-staging or abandonment of a meeting

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

Challenge

1. If the meeting is interrupted before the conclusion heat 15, and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole meeting must be re- staged in accordance with art.

70.1.4 dates of the meeting.

2. If the meeting is interrupted before heat 25 is accomplished and the remaining heats cannot be completed, then the race points **scored** at the completion of heat 15 or 20 (whichever applies) will determine the classification and result. In the event of a tie in the points scored at the completion of heat 15 or 20, the finishing order will be determined by the formula in accordance with art. 73.5.2.

Final meeting

1. If the meeting is interrupted before the conclusion heat 9, and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole meeting must be re- staged in accordance with art. 70.1.4 dates of the meeting.

2. If the meeting is interrupted before heat 15 is accomplished and the remaining heats cannot be completed, then the race points scored at the completion of heat 9 or 12 (whichever applies) will determine the result and Long

Track championship points will be given. In the event of a tie in the points scored at the completion of heat 9 or 12, the finishing order will be determined by the formula in accordance with art. 73.5.2.

3. If the meeting is interrupted before heat 16, heat 17 or heat 18 is completed and the remaining heats cannot be completed, then the results will be considered valid and the following will determine the final meeting overall classification and World championship points: Before heat 16: The riders total race points scored at the completion of heat 15 will determine the overall result. In the event of a tie in the points scored at the completion of heat 15, the finishing order will be determined by the formula in accordance with art. 73.5.2. Before heat 17: The interim classification will determine 1st to 3rd and 9th to 17th position, the finishing order in heat 16 will determine 4th to 8th position.

Before heat 18: The Interim classification will determine 1st to 3rd and 11th to 17th position, 1st and 2nd in heat 16 determines 4th and 5th position, and the finishing order in heat 17 will determine 6th to 10th position.

73.6 RESULTS

73.6.1 Qualifying round

The total points scored by each rider in all the heats will determine the final classification for the

meeting.

73.6.2 Challenge

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

73.6.3 Final

After heat 15 there will be an interim classification showing the riders 1st to 17th place according to the total amount of race points each rider has scored.

Positions 1st to 5th in the final meeting classification will be according to the riders finishing positioning in the final (heat 18).

Positions 6th to 10th in the final meeting classification will be according to the riders finishing position in the consolation final (heat 17).

Positions 11th to 17th will be according to the interim classification after 15 heats.

At the end of each final meeting, World championship points will be awarded to each rider as follows:

1 st	21 pts	9 th	8 pts
2 nd	19 pts	10 th	7 pts
3 rd	17 pts	11 th	5 pts
4 th	15 pts	12 th	4 pts
5 th	13 pts	13 th	3 pts
6 th	11 pts	14 th	2 pts
7 th	10 pts	15 th	1 pt
8 th	9 pts	16 th	0 pts
		17 th	0 pts

The FIM Long Track World champion will be the rider having collected the most World championship points at the end of the final meeting series.

73.7 TIES

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.

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.

Classification - **qualifying round** and challenge

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

Final meeting

In case of riders involved in a tie on the final overall World championship series 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 series.
3. For all other placing, the result from the final meeting will take preference.

In case of riders tied on World championship points in the intermediate classification, **the rider with the overall better intermediate classification record. If a tie still persists, the higher placing in the final meeting will take the priority.**

73.8 SCALE OF EXPENSE REIMBURSEMENT

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

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

CHALLENGE	
1 st	1600
2 nd	1500
3 rd	1300
4 th	1100
5 th	1000
6 th	900
7 th	800
8 th	700
9 th	650
10 th	600
11 th	550
12 th	500
13 th	475
14 th	450
15 th	400
16 th	350
17 th	350
Total:	13225

FINAL	
1 st	2500
2 nd	2250
3 rd	2100
4 th	1800
5 th	1700
6 th	1500
7 th	1400
8 th	1300
9 th	1200
10 th	1100
11 th	950
12 th	900
13 th	800
14 th	700
15 th	700
16 th	450
17 th	450
Total:	21800

**APPENDIX 73b
FIM LONG TRACK OF NATIONS**

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73b.1 GENERAL

Competition for national teams:

9 teams from different nations (FMNs) will compete in the meeting. The FMNR of the final of this championship is guaranteed to have its national team compete in this meeting. The rules of the FIM sporting code and appendices apply, except where otherwise stated in this appendix.

73b.1.1 National teams

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

73b.2 PARTICIPANTS

FMNs shall nominate their complete teams including each rider's starting composition in the team no later than 14 days before the meeting.

73b.3 TEAM COMPOSITION

The riding number ballot will be made by the FIM/CCP Bureau for the 9 competing teams, 10 days before the event. Each team shall consist of 3 riders: 2 riders having programmed rides and the third rider being a team substitute, as follows:

Team A	Starting n°	1	2	19 (team substitute rider)
Team B	Starting n°	3	4	20 (team substitute rider)
Team C	Starting n°	5	6	21 (team substitute rider)
Team D	Starting n°	7	8	22 (team substitute rider)
Team E	Starting n°	9	10	23 (team substitute rider)
Team F	Starting n°	11	12	24 (team substitute rider)
Team G	Starting n°	13	14	25 (team substitute rider)
Team H	Starting n°	15	16	26 (team substitute rider)
Team I	Starting n°	17	18	27 (team substitute rider)

73b.4 TEAM SUBSTITUTE RIDER

The team substitute rider may take the place of any programmed rider from their team at any time, within the maximum number of 9 permitted rides (8 programmed heats + the final).

Except in circumstances as specified in art 70.10.9. The team manager must inform the race director prior to the start of the heat, that the substitute rider will take part. Failure to do so will result in disqualification from the heat.

73b.5 FUEL

It is compulsory for every organiser to provide, free of charge, during practice and racing, the methanol for all the riders.

73b.6 RACE FORMAT

The meeting format comprises of 24 heats and a final for the 1st, 2nd and 3rd place teams in the interim classification, as per the meeting schedule below.

	GATE 1	GATE 2	GATE 3	GATE 4	GATE 5	GATE 6
	RED	BLUE	WHITE	YELLOW	GREEN	BLACK & WHITE
HEAT	Rider's starting n°					
1	1	3	5	2	4	6
2	11	9	7	12	10	8
3	13	17	15	14	18	16
Track grading *						
4	4	16	10	3	15	9
5	8	14	2	7	13	1
6	6	12	18	5	11	17
Track grading *						
7	9	5	13	10	6	14
8	17	7	3	18	8	4
9	15	1	11	16	2	12
Track grading *						
10	12	4	14	11	3	13
11	18	2	10	17	1	9
12	16	6	8	15	5	7
Track grading *						
13	7	17	1	8	18	2
14	5	9	11	6	10	12
15	3	13	15	4	14	16
Track grading *						
16	18	12	14	17	11	13
17	4	6	8	3	5	7
18	2	16	10	1	15	9
Track grading *						
19	13	1	5	14	2	6
20	11	7	15	12	8	16
21	9	3	17	10	4	18
Track grading *						
22	16	18	6	15	17	5
23	10	8	14	9	7	13
24	2	12	4	1	11	3
Track grading *						
Final	Teams placed 1 st , 2 nd and 3 rd after heat 24					

*** If necessary the frequency of the track grading can be modified by the jury.**

In respect of the final, the first choice of gate positions will go to the 1st placed team after heat 24, followed by 2nd and 3rd position teams.

73b.6.1 TIES

For ties after heat 24:

- a) Ties involving two teams, the team having scored the most points when the teams met including both heat scores that they raced together, shall be deemed the better placed team.
- b) If the tie cannot be resolved through a), the team having scored the higher total number of bonus points over 24 heats shall be deemed the better placed team.
- c) In the event that 3 or more teams are tied on points, the team having scored the higher total number of bonus points over 24 Heats shall decide the better placed team.
- d) If the tie cannot be resolved through a)-b)-c), Precedence will be given to the team(s) (tied on points) having most number of 1st, 2nd, 3rd, 4th, 5th, 6th placings. (an "0" for last being better than M-R-F-T-d-N) taking into consideration the placing of all riders of each team.
- e) If a tie still persists, there will be a run off with one nominated rider from each team involved.

Note: Bonus Points

For the purpose of deciding ties as per b) and c) above, teams are considered to have scored a bonus point on each occasion they finish in positions 1 & 2, 2 & 3 or 4 & 5 during the qualifying heats.

In the case of a tie in the final heat (25), the team with the highest placed rider is deemed the winning team.

In the event of two or more teams having a zero (0) score after the final heat, art 73b.6.1 will be used to determine the teams position in the overall classification.

73b.7 RESULTS

73b.7.1 Team scores

In the qualifying heats 1 - 24, points are awarded to the riders and teams as follows:

1 st place	5pts
2 nd place	4pts
3 rd place	3pts
4 th place	2pts
5 th place	1pt
6 th place	0pt

Points for the final heat (heat 25) are awarded to the riders and teams as follows:

1 st place	8pts
2 nd place	7pts
3 rd place	6pts
4 th place	5pts
5 th place	4pts
6 th place	0pt

In the case of a dead heat, combined points for the places must be shared equally between the riders concerned. The 4th to 9th placed teams will be decided by the Interim classification after heat 24.

The team scoring the most points in the final shall be declared the winner, the 2nd placed team in the final will be the 2nd highest points scoring team, followed by the 3rd placed team.

73b.8 RE-STAGING DATE OR ABANDONMENT OF A MEETING

If the meeting is interrupted before heat 12 is accomplished, and the remaining heats cannot be completed the same day, then the results are not taken in consideration and the whole meeting must be re- staged in accordance with art. 70.1.4.

If the meeting is interrupted before heat 24 is accomplished, and the remaining heats cannot be completed the sameday, then the race points at the completion of heat 12, 15, 18, 21 (which ever applies) will determine the result.

If the meeting is interrupted before the final heat 25 is accomplished, and the remaining heat cannot be completed thesame day, then the race points at the completion of 24 heats for each team will determine the result.

For any ties refer to Art 73b.6.1

73b.9 SCALE OF EXPENSE REIMBURSEMENT

Travel expenses, as well as long distance and ferry costs, are included in the scale of expense reimbursement for each team.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 teams in Euros €.

1 st	3500
2 nd	3100
3 rd	2800
4 th	2600
5 th	2400
6 th	2200
7 th	2000
8 th	1850
9 th	1750
TOTAL	22200

APPENDIX 74
FIM ICE SPEEDWAY WORLD CHAMPIONSHIP

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74.1 GENERAL

The FIM Ice Speedway World championship may start with a qualifying meeting or a series of meetings leading to a final series.

Sixteen (16) programmed riders plus two FMNR track reserve riders will participate in each meeting. Each FMNR staging an FIM Ice Speedway World championship meeting (qualifying round or a final meeting) is guaranteed a minimum of at least one programmed FMNR rider in that meeting.

74.1.1 Race director

For the final series, the FIM will appoint a race director. The race director is responsible for the conduct and efficient running of a specified meeting or meetings. He is a voting member of the international jury and shall be present at all international jury meetings. He is responsible for holding regular meetings with the riders and their associations in order to obtain a good cooperation and with the aim of continuously improving the standard of the FIM events.

74.2 PARTICIPANTS

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

Where a series of qualifying meetings are held, a rider who has qualified /been nominated but unable to take part in any subsequent qualifying meeting for any reason will be replaced by the next best placed rider from his/her qualifying round. Each FMNR staging an Ice speedway meeting must nominate two of its riders as track reserve riders.

No FMN may have more than five programmed riders (qualified and/or permanently nominated riders) in any final series meeting. A nominated non-permanent wild card rider is not included in this total.

Fines

Absence without having advised the FIM **and/or the** organiser in writing or absence after having advised **the FIM and/or the** organisers in but for a reason not accepted by the international jury:

Qualifying round	Final
400€	1750€/day

74.2.1 Qualified riders

8 riders will qualify from the qualifying round.

74.2.2 Nominated rider

The FIM CCP Bureau will nominate **6 permanent** riders.

74.2.3 Wild card rider

One wild card rider will be nominated to each final series meeting. Any FMN may propose suitable wild card riders. These proposals must be made in writing to the FIM not later than 1 month prior to the meeting. The CCP Bureau will make the final approval and nomination.

74.2.4 Track reserve riders

Each FMNR will nominate two track reserve riders for its final meeting approved by the CCP Bureau. When a track reserve rider takes part in the qualification heats having replaced one or more programmed riders, then the points they score will count for qualification towards semi-final heats or a final heat of that meeting. A track reserve is allowed to take part in a maximum of 5 qualification

heats. No track reserve rider will take part in semi-final or final heats unless he has already qualified from the qualification heats. The track reserve riders may have their fuel tank filled up during the race meeting and do not need to empty fuel tanks and refuel the bikes prior to each heat.

74.2.5 Nominated substitute riders

If any of the permanently qualified or nominated riders is unable to participate in any one or more final meeting(s) and the time allows, he will be replaced by the next rider from the FIM Ice Speedway World championship list of qualified substitutes, approved and published by the CCP Bureau. If this is not possible, the first track reserve rider will replace the missing rider as a programmed rider in the specific meeting(s) concerned.

If a permanently qualified or nominated rider retires for the whole or the remaining of the final series, he will be permanently replaced by the next rider from the list of nominated substitutes. This is subject to the conditions as per art 74.3.1.

74.3 RIDING NUMBERS

For the final series the permanent riding numbers are:

No: 1-15 will be decided by the CCP according to the previous year's classification

No: 16 is the wild card rider

No: 17-18 are the FMNR nominated track reserve riders.

74.3.1 ISG number

Each rider accepted for the final series will be allocated an ISG number between 1 and 15, which will be valid for the whole championship of that year. **The structure of allocated numbers is based on the previous year classification and the qualifying round results.**

In each final meeting, riding number 16 to 18 will be allocated to the FMNR wild card, reserve riders. Additionally, the 15 permanent and substitute riders may apply to use their own personal racing numbers on their race jacket and bikes. They may choose any riding number with a maximum of 3 digits provided that it has not previously been allocated to another rider in the last 2 seasons or reserved by FIM. Riding numbers 1 to 20 are reserved for the use of FIM only. To request a specific personal racing number the rider must send an application to FIM within a set deadline. Should more than one rider request the same number, preference will be given to either the rider who has a clear history of adopting that number, or if this is not the case for either rider, then the higher ranked rider will be allocated this number. Other riders will then need to select an alternative number. FIM will be responsible for resolving any dispute which might arise. Riders who have not requested a specific personal riding number within the deadline will be required to use their allocated ISG number.

74.3.2 Championship logo – final series

It is compulsory to stick the FIM and the championship logos on the front plate of the bike, as per the following drawing. The FIM will provide stickers for the wildcard and reserve riders.

Background color: RAL 5019

Numbers minimum height: 120mm

Numbers color: White

FIM and ISG logos are **COMPULSORY**



74.4 FUEL

It is compulsory for every organizer of a final meeting to provide, free of charge (during practice and racing) the methanol for all the riders. It is compulsory for the riders to use this fuel provided.

74.5 STARTING POSITION DRAW

The riders' starting position draw will be balloted before each meeting by the CCP administration.

74.6 RACE FORMAT

Riders' score

1 st place	3pts
2 nd place	2pts
3 rd place	1pt
4 th place	0pt

The final is a knock-out-heat without points.

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

Qualifying meetings will be organized in a 20-heat meeting. There will be no semi final or final.

The final series meetings must always be organised as a 2-day meeting each of 21 heats (20 Classification heats and a final heat). Each day will count as a separate final series meeting.

The one-day meeting and day 1 of a final series meeting will be conducted according to the schedule 1 of 1 to 20 classification heats.

74.6.1 Warnings

Any start warning given to riders in day 1 will not carry over to day 2.

	GATE 1 RED	GATE 2 BLUE	GATE 3 WHITE	GATE 4 YELLOW
HEATS	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
Track grading*				
13	7	12	14	1
14	2	13	8	11
15	16	3	10	5
16	9	6	4	15
17	1	8	15	10
18	9	2	7	16
19	3	12	13	6
20	5	14	11	4

Day 2 of a final series meeting will be conducted according to the schedule/2 of 1 to 20 classification heats:

	GATE 1 RED	GATE 2 BLUE	GATE 3 WHITE	GATE 4 YELLOW
HEATS	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
Track grading*				
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

*** If necessary the frequency of the track grading can be modified by the jury.**

For final series meetings, after heats 1-20, there will be an intermediate classification from the 1st to the 18th place according to the total race points each rider has scored during the classification heats. Based on this classification, the 4 top-scoring riders will qualify for the final heat.

Riders' gate positions for the final will be chosen by the participating riders prior to the heat in the order of their finishing place after heat 20.

Riders' gate positions shall be chosen in presence of the race director or the jury president. All other heats have pre-fixed starting positions in accordance with the race format.

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

74.7 RESULTS

Qualifying rounds:

The final meeting classification will be according to the points scored during the whole meeting (heats 1-20)Final Series meetings:

At the conclusion of each meeting, a final meeting classification will be produced, showing the World championship points achieved by each participating rider. After heat 20, there will be an intermediate classification showing

the 1st to 18th place according to the total race points each rider has scored during the main event. Positions 1 to 4 will be according to the result in the final heat irrespective of the total points scored. Positions 5th to 18th in the final meeting classification will be according to the results after heat 20. Championship points will be awarded according to the following system:

1 st	20pts	10 th	7pts
2 nd	18pts	11 th	6pts
3 rd	16pts	12 th	5pts
4 th	14pts	13 th	4pts
5 th	12pts	14 th	3pts
6 th	11pts	15 th	2pts
7 th	10pts	16 th	1pt
8 th	9pts	17 th	0pt
9 th	8pts	18 th	0pt

The FIM Ice Speedway World champion will be the rider having collected most World championship points at the end of the final series.

74.7.1 Ties

For all meetings, after the official programme of heats has been finished 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.

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.

After the completion of heat 20

Ties after completion of heat 20 are solved using art. 74.7.1. The intermediate Classification

In case of riders tied on World championship points in the intermediate classification, **the classification will be in accordance with the final result of the current event.**

The championship overall classification

In case of riders involved in a tie on the final overall classification, at the end of the Ice Series, the following will apply:

- 1 Run-off for 1st, 2nd and 3rd place.
- 2 **For all other places, the rider with the overall better intermediate classification record. If a tie persists, the higher placing in the final meeting will take the priority.**

INTERRUPTION OF A MEETING

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

d) classification will be established by adding the points scored by each participant in the same number of accomplished heats which means that when a participant 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).

When run as "2-day formula"

a) When the meeting of the 1st day is interrupted before 50% of the scheduled heats per participant have been accomplished and the remaining heats cannot be staged the same day, then the results are not taken into consideration. Only, the heats of the 2nd day (which must be more than 50% of the scheduled heats per participant will count for the final classification).

b) When a valid result of the 1st day is accomplished but the 2nd day of racing is interrupted before 50% of the scheduled heats per participant for that day have been accomplished, then the international jury, taking into consideration the track and weather conditions, will decide if the Organisers can re-stage the 2nd day or consider, for the final classification only the results of the 1st day.

If a qualifying round cannot be staged or restaged or reallocated to an alternative venue or FMN for exceptional circumstances (i.e. weather) that are acceptable to the CCP Bureau, the CCP Bureau at its sole discretion will nominate a list of appropriate riders to be seeded into the final series. The riders will be selected from original scheduled line up of the cancelled meeting.

The riders for the official nominated substitute riders list" will be nominated by the CCP Bureau.

74.8 SCALE OF EXPENSE REIMBURSEMENT

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

All amounts indicated in the scale of expense reimbursement are shown in Euros and are net amounts. All amounts can only be paid to the riders in Euros €. For the Final Series meetings, the amounts are shown per day.

PLACE	QUALIFYING	FINAL
ROUND		

1 st	400	1750
2 nd	350	1350
3 rd	300	1200
4 th	280	1000
5 th	260	950
6 th	250	850
7 th	240	800
8 th	235	750
9 th	230	700
10 th	225	650
11 th	215	600
12 th	210	600
13 th	205	600
14 th	200	600
15 th	200	600
16 th	200	550
17 th	100	500
18 th	100	500
Total:	4200	14550
		per day

Visa Requirements

In circumstances where it is necessary for any competitor or official to obtain a visa in order to enter any country where the FIM event for which they are appointed or qualified is being held, the organiser accepts full responsibility for all/any associated costs and will make appropriate arrangements to fully reimburse the persons concerned.

ICE SPEEDWAY FINALS and ICE SPEEDWAY of NATIONS ONLY

For meetings held over two days, the organisers have the following two options:

- The hotel accommodation (one double room for 3 nights per rider) must be paid by the organiser. Or
- The organiser shall give 250 euros to the riders for their own accommodation arrangements when they sign on. These two options apply without any deductions regarding the overall payment to the riders after the meeting.

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FIM ICE SPEEDWAY OF NATIONS

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74b.1 GENERAL

Competitions for national teams: Seven teams, from different nations will compete in each meeting. The CCP Bureau will decide the teams' allocations and/or the possible qualifying system for the final meeting. The FMNR of a final is guaranteed to have its national team compete in this meeting.

Fuel

It is compulsory for every organiser to provide, free of charge, during practice and racing, the methanol for all the riders.

74b.2 PARTICIPANTS

The riders from each team must be of the same nationality as the FMN, which has nominated them. The competing teams shall each consist of 2 ordinary riders and a team reserve rider. The team reserve rider can replace an ordinary programmed rider any time, within the maximum number of 7 permitted heats (6 programmed heats + the final).

Fines

Absence without having advised the FIM/organiser in writing: email, SMS or letter) or absence after having advised the organisers in writing (Email, SMS or letter) but for a reason not accepted by the international jury: 4650€.

74b.3 RACE FORMAT

The final will be organised over 2 days. Day 1 will comprise of 21 qualification races (heats 1-21). Day 2 will comprise of 21 qualification races (heats 22 – 42) + a final for the bronze medal (heat 43) and a grand final heat (heat 44).

After the conclusion of heat 42 there will be an intermediate classification.

From the intermediate classification, the 3rd and 4th place teams will progress to the final for the bronze medal and the two top scoring teams will progress to the grand final heat. The team scoring the highest number of points in the final for the bronze medal (heat 43) shall be declared 3rd of the competition and the team scoring the highest number of points in the grand final (heat 44) shall be declared the winner of the competition. The losing team in the final for the bronze medal will be placed 4th of the competition and the losing team in the grand final heat will be placed 2nd in the overall competition. The choice of gates for the final for the bronze medal will go to 3rd placed team in the final classification after the conclusion of heat 42 and for the grand final will go to the higher placed team in the final classification after the conclusion of heat 42.

74b.3.1 Warnings

Any start warning given to riders in day 1 will not carry over to day 2.

74b.3.2 Heat format

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

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)

Riders' score:

1st place 3pts
 2nd place 2pts
 3rd place 1pt
 4th place 0pt

Final for the bronze medal and Final heat:

1st place 8pts
 2nd place 5pts
 3rd place 2pt
 4th place 0pt

The 1st day of the meeting is conducted according to the schedule of heats 1 to 21 as below:

	GATE 1 RED	GATE 2 BLUE	GATE 3 WHITE	GATE 4 YELLOW
HEATS	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
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	6	13	5	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:

	GATE 1 RED	GATE 2 BLUE	GATE 3 WHITE	GATE 4 YELLOW
HEATS	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
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
FINAL FOR BRONZE MEDAL	Team placed 3 rd an 4 th after heat 42 1 st = 8pts, 2 nd = 5pts, 3 rd = 2pts, 4 th = 0pts			
GRAND FINAL	1 st = 8pts, 2 nd = 5pts, 3 rd = 2pts, 4 th = 0pts			

74b.4 TIES

For ties after heat 42:

- Ties involving two teams, the team having scored the most points when the teams met, over the two days shall be deemed the better placed team.
- If the tie cannot be resolved through a, the team having scored the higher total number of bonus points over 42 heats shall be deemed the better placed team.

- c) In the event 3 or more teams are tied on points, the team having scored the higher total number of bonus points over 42 heats shall decide the better placed team.
- d) If the tie cannot be resolved through a-b-c, then count back, most first, second, third and fourth places over 42 heats shall decide the better placed team.
- e) If a tie still persists, there will be a run off with one nominated rider from each team involved. For all other ties see 70.11.3.

Note: Bonus points

For the purpose of deciding ties as per b and c above, teams are considered to have scored a bonus point on each occasion they finish in positions 1 & 2 or 2 & 3 during the qualification heats.

Interruption of a meeting rule 70.11.4 will apply.

In circumstances where the meeting is abandoned after more than 50% of the relevant heats have been completed the results will be calculated taking into account team scores at the time of the abandonment. In situations where their number of heats completed by teams is not equal, the scores achieved by the team (s) having participated in the additional heats will be discounted, (ie. For example, if the meeting was abandoned after heat 25, the scores after each team has completed 7 heats will be taken into account even though one team had completed 8 heats).

74b.5 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	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

Visa requirements

In circumstances where it is necessary for any competitor or official to obtain a visa in order to enter any country where the FIM event for which they are appointed or qualified is being held, the organiser accepts full responsibility for all/any associated costs and will make appropriate arrangements to fully reimburse the persons concerned.

**APPENDIX 7A
FIM SPEEDWAY YOUTH GOLD TROPHY**

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7A.1 GENERAL

Competitions for individual riders:

Each FMNR is guaranteed at least one rider from its federation in this meeting. The format of the competition will comprise one final meeting.

7A.2 PARTICIPANTS

For this championship each interested FMN must apply for its riders in writing to the CCP administration 2 months before the date of the final meeting. The CCP Bureau will advise the allocation of places to the participating FMN’s. The riders must hold a valid FIM Track Racing youth gold trophies licence issued by their FMN.

7A.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.

	GATE 1	GATE 2	GATE 3	GATE 4
	RED	BLUE	WHITE	YELLOW
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
Track grading*				
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

*** If necessary the frequency of the track grading can be modified by the jury.**

Riders will be awarded race points according to their finishing position in each race: 3 points for first

place, 2 points for secondplace, 1 point for third place and 0 point for the fourth place.
After heat 20, there will be a classification from the 1st to 18th place according to the total race points each rider has scored during the event.

7A.4 EXPENSE REIMBURSEMENT

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

It is the responsibility of the FMNs to possibly cover the expenses of their riders.

APPENDIX 7B
FIM TRACK RACING YOUTH GOLD TROPHY

The format will be published 1 week before the event

**APPENDIX 7C
FIM LONG TRACK YOUTH WORLD CUP**

The format will be published 1 week before the event

APPENDIX 7D
FIM SPEEDWAY YOUTH WORLD CHAMPIONSHIP SEMI FINALS

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7D.1 GENERAL

Competitions for individual riders: The number of riders in each meeting will be determined by the CCP bureau according to the request of the FMNs. Each staging FMNR of this competition is guaranteed to have at least one rider from its federation in each semi final. In the case of the staging FMNR being required to nominate a rider for the final, the chosen rider must have competed in one of the semi-finals.

7D.1.1 Race director

The FIM will appoint a race director. The race director is responsible for the conduct and efficient running of a specified meeting or meetings. He is a voting member of the international jury, and shall be present at all international jury meetings.

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

7D.2 PARTICIPANTS

For this championship, each interested FMN must send the application for its riders in writing to the CCP administration 2 months before the date of the final meeting. The riders must hold a FIM Track Racing youth Licence issued by their FMN.

7D.3 RACE FORMAT

The ballot of riding numbers will be made by the CCP administration according to the number of riders requested by the FMNs. Each semi final meeting will be composed of 20 heats.

	GATE 1	GATE 2	GATE 3	GATE 4
	RED	BLUE	WHITE	YELLOW
1	1	2	3	4
2	5	7	6	8
3	10	11	9	12
4	15	14	16	13
Track grading*				
5	13	1	5	9
6	14	10	2	6
7	11	15	7	3
8	4	8	12	16
Track grading*				
9	6	16	1	11
10	12	5	15	2
11	8	9	3	14
12	13	4	10	7
Track grading*				
13	7	12	14	1
14	2	13	8	11
15	16	3	10	5

16	9	6	4	15
Track grading*				
17	1	8	15	10
18	9	2	7	16
19	3	12	13	6
20	5	14	11	4

*** If necessary the frequency of the track grading can be modified by the jury.**

The 8 top-scoring riders from the each semi final event (the intermediate classification) will qualify for the final event. If there is no FMNR rider qualified for the final, only the top 7 riders of the semi final 2 will qualify.

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

After heat 20, there will be a classification from the 1st to 18th place according to the total race points each rider has scored during the event. All heats have pre-fixed starting positions in accordance with the race format. Meeting points are awarded according to the total race points scored in the whole event (heats 1 - 20).

7C.4 RESULTS

7C.4.1 Ties

After the completion of Heat 20

When establishing the order between the riders in the list of intermediate classification at the conclusion of heat 20 any ties will be solved as follows:

a) Precedence will be given to the riders (tied on race points) having the most number of 1st, 2nd, 3rd or 4th placings (a "0" for last placing is better than being disqualified for whatever reason).

b) If the tie still persists and involves only 2 riders, precedence will be given to the better placed rider in the heat or heats where the 2 riders met.

c) If the tie still persists and involves more than 2 riders, it shall be checked whether there is a possibility to determine a proper precedence (e.g. 3 riders tied on points: A, B, C):

- Rider A has beaten rider B
- Rider A has beaten rider C
- Rider B has beaten rider C

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

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

7C.5 EXPENSE REIMBURSEMENT

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

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

PLACE	AMOUNT
1 st	100
2 nd	100
3 rd	100
4 th	100
5 th	100
6 th	100
7 th	100
8 th	100
9 th	100
10 th	100
11 th	100
12 th	100
13 th	100
14 th	100
15 th	100
16 th	100
17 th	100
18 th	100
Total:	1800