



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

# **FIM TRACK RACING APPENDICES**

# **2023**

## **IMPORTANT NOTE**

Whilst the CCP will make every effort to complete the 2023 championships in accordance with these regulations, it has to be understood and accepted that due to the severe crisis encountered since 2020, some regulations may be subject to change possibly at the last minute due to changing circumstances and government requirements.

**Changes from 01.01.2023 are in bold.**

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## 1. GENERAL

The following appendices apply to all FIM Track Racing world championships, prize events and international race 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 (hereafter 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.

### 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 World Cup (see Speedway World Cup regulations) - hereafter referred as SWC.**
- FIM Speedway under 21 world championship (see Speedway Grand Prix World championships regulations **for the final series**) – hereafter referred as SGP2.
- FIM Speedway of Nations under 21 (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 **for the final**)– 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 race 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 Speedway youth world cup (see SGP4 regulations) – hereafter referred as SGP4.**
- FIM Long Track youth world cup | 250cc
- FIM Speedway Sidecar world cup | 1000cc

## 1.2 Definitions

A Track Racing race 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 race 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 race 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.

## 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 race 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 race meeting for approval by the FIM, by email.

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.

### 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 race 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.

## 1.4 Dates of the race meetings

The qualification systems, all race 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 main committee**, subject to the approval of the FIM board of directors. Each race 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 race meeting, and notify accordingly in the SR. In the event that the race meeting cannot take place on either of the specified dates, the **CCP main committee** will agree on an appropriate rerun date and venue.

#### 1.5 Responsibility for organisation

The organiser of the race 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 race 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 race 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.

## 2. OFFICIALS

### 2.1 Appointment of officials

For international race 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 jury president and the referee **plus, when applicable**, the race director, FIM chief medical officer, jury secretary and technical director are appointed by the FIM. The other officials are appointed by the FMNR. Each FMN eligible under art. 2.4.14 has the right to appoint an FMN delegate.

### 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 race meeting.

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

### 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:

- jury president,
- referee,
- FMN delegate and FMNR delegate,
- race director (SGP, **SWC** & SoN – SGP challenge – SGP2, SGP3, **SGP4** & SoN2, ice speedway & ice speedway of nations, long track & long track of nations),
- clerk of the course,
- SGP/SoN clerk of the course (super licence),
- technical director,
- technical steward,
- environmental steward,
- chief medical officer (for SGP, SGP2, SGP3 and SoN only),
- team manager (clerk of the course licence).

### 2.4 Terms of reference of officials

#### 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 race 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 race meeting,
- report from the clerk of the course showing all steps to be taken to ensure the orderly running of the race meeting,
- report and control of the safety standards of the race 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 race 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 race meeting, during the last session of the international jury, the president, together with the referee, must sign the official classification of the race meeting. He must also sign, with the secretary to the international jury, all minutes of the jury 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 race 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 race meeting:

- the jury president's report and the minutes of the international jury meetings (using the official form),
- details of any protests/fines submitted together with the security deposits collected,
- copy of the official spreadsheet duly filled in.

#### 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 good cooperation and with the aim of continuously improving the standard of the FIM events.

#### 2.4.2 Referee

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

The referee has no responsibility for the organisation of the race 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 race 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 race 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 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 race meeting, during the last jury meeting, the referee together with the jury president must sign the official classification of the race meeting.

The maximum age limit for referees officiating at FIM championships and international race 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.

#### 2.4.3 FMNR delegate

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

#### 2.4.4 Clerk of the course

The clerk of the course is responsible for the conduct and efficient running of the race 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 race meeting (with the exception of the international jury members, the race director) and are 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 race meeting, e.g. suspension, disqualification or any other ban on riding.

They must ensure that all riders and passengers taking part in the race 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 race 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 race meeting approved.

#### 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 to (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 the FIM jury president.
- the FIM technical director will attend all jury meetings but without voting rights.

#### 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 is allowed to retain equipment or helmets before, during or after the event.**

He must present his report to the international jury prior to and after racing.

**The international jury can decide to disqualify a rider after technical steward's advice following an infringement to the technical regulations, but not under the technical steward's power of competence.**

#### 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-licensed chief medical officer is requested at **Warner Bros Discovery promoted events**.

#### 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.

#### 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 race meeting.

#### 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.

#### 2.4.11 Starting marshal

The starting marshal is responsible for:

- Ensuring that before the beginning of practice and racing, signalling flags, disqualification discs, spare starting gate tapes and elastics, track marking equipment, rakes and fire extinguishers are readily available and in order,
- 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 referee are repeated by flags (and that the helmet colour disc for a disqualification is displayed),
- Flag signals are made to indicate the last lap and the finish of each heat,
- Flag signals are 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.

#### 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.

#### 2.4.13 Pits' marshal

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

#### 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 race meeting.

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

- attend the open race meetings of the international jury, as observer,
- receive documents, including the international jury minutes, during the entire race 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 race 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.

### 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.

**The international jury will hear any protests that are lodged during the event. No protest can be lodged against the referee or technical steward statement of facts.**

**The international jury has the competence to pronounce ex officio sanctions against riders' team staff, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the championship.**

**The authority and duties of the international jury are:**

- a) To ensure the smooth and efficient running of the event.**
- b) To approve all the official results of the event.**
- c) To impose penalties for any infringements of the regulations.**
- d) To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during an event, contrary to the current regulations or instructions given by an official of the event.**
- e) To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of persons occurring during an event.**
- f) To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the regulations.**
- g) To adjudicate on any protest relating to infringements of the regulations.**

**Any person or organisation affected by a disciplinary decision of the international jury has the right to appeal this decision. This appeal must be presented to the CDI 5 days at the latest after the notification of that decision.**

**Appeals against a disciplinary decision taken by the international jury will be dealt with by the CDI.**

### 3.1 Nominations

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

### 3.2 Terms of reference of the international jury.

Please refer to art. 50.1 of the FIM sporting code.

### 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.

### 3.4 Publication of the international jury decisions

All decisions of the international jury necessary for the running of the race 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.

### 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 race meeting in respect of race 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.

### 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 **as well as power extensions**. 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.

#### 4. RIDERS

##### 4.1 Medical certificate and examination

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

A special medical examination may be carried out at any time during a race 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, SWC, SoN, SoN2, Long Track, ISG and **SGP2**), any rider who has suffered an injury requiring hospital treatment and who has not since raced in any official race meeting must provide a medical certificate in English or French confirming fitness to take part in the race 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 race 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 race meeting unless excused by express permission of the **CCP main committee**. Please refer to the FIM medical code.

##### 4.2 Age of riders and passengers

Licences for riders and passengers are issued for FIM championships, as well as for international race 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 under 21 – SoN2	16 years	21 years
FIM Speedway youth gold trophy   85cc	<b>11 years</b>	15 years
FIM Track Racing youth gold trophy   125cc	<b>11 years</b>	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 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.

#### 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 race 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 race meeting licence.

The FIM team sporting licence must be implemented according to the art. 2.

Before the race 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 **SGP, SGP2, Ice Speedway, Flat Track and Long Track finals**.

#### 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 race 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 race meeting.

Team entries must be made by the FMNs on a collective form and must be sent no later than 10 days before the race 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 race 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 race meeting concerned. Furthermore, they shall be considered ineligible for all FIM championships for the remainder of the season. The FIM and the **CCP main committee** 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 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 race meeting from which the rider is absent or by the **CCP main committee**, if the absence is known one week before the race 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 race meeting concerned.

The FIM and the **CCP main committee** 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.

#### 4.4.1 Cancellation of an entry

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

#### 4.5 Starting numbers

The starting numbers for every FIM championship will be balloted. For the 1<sup>st</sup> race 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 race meeting. For the following race meetings, they will be effective according to the results of the previous race meetings or as indicated on the ballot sheets.

Every year, the riders will be allocated by the **CCP main committee** 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 main committee**.

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

#### 4.6 Definitions

##### 4.6.1 Programmed rider

A rider having programmed heats in the race format.

##### 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 race meeting (or series of race 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 race meeting(s) line up.

##### 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 race meeting into which they are promoted on the notification/instruction of the CCP.

##### 4.6.4 Nominated rider

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

#### 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 race meeting into which they are promoted on the notification/instruction of the CCP.

#### 4.6.6 Wild card rider

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

#### 4.6.7 Track reserve rider

In individual race 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. 10.7 and art. 10.8.

For the first 4 heats (speedway and ISG), 5 heats (Long Track qualifying 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 1<sup>st</sup> 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 1<sup>st</sup> 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 race 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 race 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 1a.2.

#### 4.6.8 Team reserve rider

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

#### 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.

#### 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 race 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 practising, he may however sign-on up until two hours before the first heat.

No rider/passenger or official is allowed to leave the race 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 race meeting and is not permitted

to take part in any other motorcycle race meeting until completion of the event.

## 5. RIDERS' EQUIPMENT

Riders' equipment must conform to FIM 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.

### 5.1 Race jackets

Riders for Track Racing shall have the following options:

**Race jacket showing** their country's flag on the front (min 150 x 150 mm) and their riding number on the back **(min. 150mm high)**.

Alternatively, the rider may use

- a team coordinated race suit that uniformly incorporates the country's national colours or flag **on the front (min 150 x 150 mm) and their riding number on the back (min. 150mm high)**.
- or an individual race suit incorporating the rider's country national flag on the front (min 150mm x 150mm) **and their riding number on the back (min. 150mm high)**.

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 / 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 money. 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 / the organisers, covering any part of the race jacket apart from the shoulder straps is not allowed.

In respect of any final series race meetings (only for SGP, SGP2, ISG and Long Track), qualified permanent riders and nominated substitutes 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.

### 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 FIM and championship logo on the front plate of the bike. See drawing in the championship section.**

### 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.

The riders and their team members will only be allowed to do track walks before the practice and the race meeting at specified track walk times, stipulated in the SR for respective race meetings. **Non-respect of track walk times is subject to fines.**

## **6. TRACKS**

### **6.1 Standards**

The track must comply with 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.

## **7. MOTORCYCLES**

Specifications of motorcycles, regulations governing fuel and restrictions on noise emission must conform to FIM 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 race meetings.

### **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.

### **7.1.2 Refuelling**

When it is compulsory for an organiser of a FIM championship race 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.

### **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 practise starts.

### **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.

## **8. PRACTICE**

Every organiser of a FIM championship race 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 metres 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 practised having completed 2 laps during the official practice session.

The practice must be arranged not earlier than one day before racing (**except for long track finals, see long track section**) and, if planned on the same day as racing, the practice must be scheduled to start a minimum of 3 hours before the 1<sup>st</sup> heat (**please see app. 3 and 3.1**).

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.

CHAMPIONSHIPS	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	2 x 2 min.	2 starts/1 lap	5
FIM Long Track youth World cup   250cc	YES	2 x 2 min.	2 starts/1 lap	5
FIM SGP qualif. meetings	NO	2 x 2min.	NO	3
FIM U21 qualif.				
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	<b>2 x 2min.</b>	<b>NO</b>	6
FIM Long Track of nations	NO	2 x 2min.	<b>NO</b>	6

CHAMPIONSHIPS	RIDERS / HEAT
FIM Speedway youth gold trophy -85cc-	4
FIM Track Racing youth gold trophy -125cc-	4
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

## 9. METHOD OF RUNNING THE RACE 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.

## 10. RACES

### 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.

### 10.2 Additional heats and other activities

During a Track Racing FIM championship race 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 race 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.

### 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 events) before the event (and practices in some cases). The time of the riders' briefing will be stated in the SR and it is compulsory.

### 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-minute 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.

### 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.

### 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.

### 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 race 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 10.9.

#### 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.

#### 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.

#### 10.10 Replacement of disqualified rider

In individual contests, a rider is disqualified under the provisions of art. 10.3, 10.6, 10.7, 10.8 or 14.3 shall be replaced by a track reserve rider.

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

#### 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.

#### 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.

#### 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.

#### 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.

#### 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 rerun.

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.

#### 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.

#### 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 advance one place.

#### 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.

#### 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 will advance one place.

d) where racing incidents etc. have reduced the riders available to take part in the rerun 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.

#### 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 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.

#### 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.

#### 10.22 Withdrawal of a rider/team

Having entered a race 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 race meeting, withdraw from or cease to participate in a race 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 race meeting shall be guilty of an offence for which they may be penalised by the international jury or the **CCP main committee**. The penalty can be a fine or an unlimited suspension.

### 11. RESULTS

#### 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. 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 rerun. (The only exceptions are being as per art. 10.19 and 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 rerun 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 race 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 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 withdrawn 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.

### 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

### 11.3 Ties

#### 11.3.1 Run off heats

**In all run off heats concerning ties, the starting positions at the gate shall be chosen by the riders in presence of the jury president.**

## 12. 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 positions). The inner position with a red and the outer with a white helmet colour.**

**If three riders take part in the run off, the starting area must be divided into three equal parts. The inner position with a red, the middle with a blue and the outer with a white helmet colour.**

**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**

### Run off for a single event:

**The highest placed rider in the intermediate classification has first choice of starting position, which is determined according to the following criteria:**

- a) Precedence will be given to the riders 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.**

**Run off for a championship first place: The highest placed rider in the intermediate classification of the Championship has first choice of starting position, which is determined according to the following criteria: Precedence will be given to the rider having the greatest amount of round 1st place results, followed by 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> and so on in the current season. If the tie still persists precedence will be given to the rider with the highest final classification at the last round of the current season.**

12.1 Interruption of a race meeting  
Please refer to each championship specific rules

12.2 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.

The results must contain at least the following information:

- FIM, FMNR, organiser/moto club, championship Logos
- title, venue, date, FMNR, IMN N° of the race meeting
- position, number, surname(s), first name(s), nationality, FMN of the rider
- points obtained.

The jury president is responsible for organising the transmission by email of the results to the FIM press list within the hour that follows the approval of the results. It is compulsory for organisers to make available an appropriate internet connection for use by the jury throughout the period of the event.

12.3 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.

12.4 Prize-giving ceremony

In all race 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.

### **13. 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.

13.1 Special agreements between FMNs

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

### 13.2 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. **will be specified in the SR if the organiser has a special code/deal with the hotels.**

### 13.3 Expense reimbursement in case of cancellation or interruption of a race meeting

In the FIM world championships without a FIM promoter, in the case where a race meeting is interrupted, suspended or cancelled for any reason whatsoever so that a proper classification cannot be obtained, and the race 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).

### 13.4 FIM awards

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

## 14. ALCOHOL AND DOPING CONTROLS

Tests may be carried out at any FIM championships or international race 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 race meetings, this must be done according to the FIM medical code.

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

Further to an FIM alcohol testing procedure, if the result of the confirmatory test is above the permitted threshold, for details of the procedure to be followed, please refer to the medical code of the current year, art. 09.1.1 I. and appendix N "FIM alcohol testing procedure".

## 15. PROTESTS AND PENALTIES

Protests and appeals are subject to the rules and proceedings provided for in the FIM disciplinary and arbitration code. Any protest must be lodged immediately after the reason for the protest is known. They must be in writing, stating the article numbers relevant to the protest, and accompanied by the fee stipulated in the SR and submitted to the clerk of the course who in turn will submit them to **the international jury. No protest can be lodged against a referee or a technical steward's statement of facts.**

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 **given by the referee (cancellation of the points or disqualification of the heat), by the technical steward (confiscation of equipment) or by the international jury (disqualification of the race meeting, disqualification of the championship).**

**Appeals: To be admissible, the notice of appeal against an international jury's decision must be sent by registered letter or special courier to the administration and postmarked within 5 days.**

**The correct security deposit for appeal (1320€) must be paid in to the administration within the 5 days.**

**Within 10 days following the notice of appeal the appellant assigns to the administration a brief of**

**appeal stating the facts.**

**If the CDI appeal was not lodged and/or the security deposit for appeal not paid in within the deadlines, the LJI director is entitled to declare inadmissible the appeal without hearing.**

15.1 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 race 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.

15.2 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:

	AMOUNT
Any inappropriate conduct with words or signs with violence	1000€ 2.000 € And up to disqualification from the race meeting
Arriving after the start of heat 1	600 € + disqualification from the race 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 €
<b>Non-respect of the track walk time</b>	<b>First offence: Warning</b> <b>Second offence: 300€</b>
<b>Non-respect of the mechanics' line (when applicable)</b>	<b>First offence: Warning</b> <b>Second offence: 300€</b>
<b>Riding number jacket or national suit not conform</b> Any part of the race jacket/front fork cover covered by any object (when provided) On practice or race day	600 € <b>And up to disqualification from the race meeting</b>
<b>Front plate not conform (for long track and ice speedway only)</b>	600 € <b>And up to disqualification from the race meeting</b>
Helmet covers, or helmet colours not conform	1 <sup>st</sup> offence: 600 € 2 <sup>nd</sup> offence: disqualification from the race meeting
Not using an environmental mat in the pits, parc fermé	70 € per mat

**APPENDIX 1a**  
**FIM SPEEDWAY GRAND PRIX WORLD CHAMPIONSHIP**  
**-Qualification meetings-**  
(except FIM Speedway Grand Prix world championship series)

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**1a.1 GENERAL**

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

**1a.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 race meeting or race 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 good cooperation and with the aim of continuously improving the standard of the FIM events.

**1a.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 **Speedway 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 cancelled due to force majeure, the **Speedway 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 race meeting.

*Time Limit – replacement riders*

In circumstances where a qualified rider cannot take part in any race meeting as specified above, for a reason accepted by the **Speedway 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 **Speedway 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	Challenge
1725€	2500€

**1a.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

**1a.4 RIDERS' SCORE**

1 <sup>st</sup> place	3pts
2 <sup>nd</sup> place	2pts
3 <sup>rd</sup> place	1pt
4 <sup>th</sup> place	0pt

**1a.5 TIES**

For all race 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 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> (5<sup>th</sup> or 6<sup>th</sup> 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.

#### **1a.6 INTERRUPTION OF A RACE MEETING**

- a) when a race 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 race 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 race meeting will be re-staged from the beginning on the date(s) stipulated in the supplementary regulations.

- c) when a race meeting is interrupted and cannot continue the same day, and if 50% or more of the scheduled heats per participant are accomplished, then, the race 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 race 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 **Speedway bureau**, the **Speedway bureau** at its sole discretion will nominate a list of appropriate riders to be seeded into the challenge. The riders will be selected from the original scheduled line up of the cancelled race meeting.

The riders for the official “nominated substitute riders list” will be nominated by the **Speedway bureau**.

#### **1a.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 race 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 <sup>st</sup>	1725	2500
2 <sup>nd</sup>	1350	2150
3 <sup>rd</sup>	1225	1800
4 <sup>th</sup>	1150	1425
5 <sup>th</sup>	1075	1350
6 <sup>th</sup>	1000	1300
7 <sup>th</sup>	800	1225
8 <sup>th</sup>	650	1150
9 <sup>th</sup>	575	1075
10 <sup>th</sup>	575	1000
11 <sup>th</sup>	575	925
12 <sup>th</sup>	500	850
13 <sup>th</sup>	500	800
14 <sup>th</sup>	500	725
15 <sup>th</sup>	425	725
16 <sup>th</sup>	425	725
17 <sup>th</sup>	425	725
18 <sup>th</sup>	425	725
<b>Total:</b>	<b>13900</b>	<b>21175</b>

**APPENDIX 1b**  
**INTERNATIONAL SPEEDWAY LEAGUE MEETINGS**

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**1b.1 DEFINITIONS****1b.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 race meeting must be held according to the relevant FMNs' league rules and the FIM technical regulations, sporting code, anti-doping code and FIM regulations.

**1b.1.2 Dates of the race 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 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 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 race meeting. A league championship race meeting always take priority over any challenge/cup matches and open race meetings.

**1b.1.3 Weekly slot system**

**The following priority days have been agreed between all involved parties for the weekly slot system calendar.**

**BSPA, Premiership = Mondays & Thursdays**

**SVEMO, Elitserien = Tuesdays & Thursdays in cooperation with BSPA (SVEMO have second priority to BSPA on Thursdays)**

**DMU, DSL = Wednesday**

**PZM, Ekstraliga = Fridays & Sundays (PZM has second priority to DMU on Wednesdays during Ekstraliga Playoffs; moreover, in seasons 2023-2025 PZM, Ekstraliga has priority on Thursdays over any league championship meetings on this day, including the re-staging dates, in case when any PZM, Ekstraliga meeting/match is cancelled due to weather conditions and in case when FIM / FIM Europe hold any of their meetings/matches on any day reserved for PZM, Ekstraliga, i.e. Friday or Sunday).**

**PZM, Liga 1 = Saturdays & Sundays (When no FIM/FIME)**

**FIM / FIM Europe = Saturdays (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 race meetings must be held. Should any other days be needed for

postponed race 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.

#### 1b.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 race meetings only, taking into account the current season and the previous season if needed.

If the rider has ridden in equal numbers of race 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 race 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.

#### 1b.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.

#### 1b.1.4 international speedway league bureau

The 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 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).

### **1b.2 DUTY OF THE 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.

### **1b.3 RIDERS**

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

- annual FIM Speedway Grand Prix world championship licence,
- annual FIM Track Racing world championship licence,
- annual or one event international race meeting licence.

The FMN is also responsible for the rider's insurance according to art. 110.2 sporting code and the cost of the licences.

#### **1b.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 **ISLB** 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.

#### **1b.3.2 Age of riders**

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

### **1b.4 RACE FORMAT**

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

**APPENDIX 2**  
**FIM SGP2 - Qualifying rounds**  
(except FIM SGP2 series)

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## 2.1 GENERAL

FIM **SGP2** world championship will start with qualifying meetings leading up to a final series.

In the event that the qualifying rounds are cancelled due to force majeure, FIM **SGP2** 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 race meeting.

Each FMNR of a FIM **SGP2** 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. Race meetings will be conducted in accordance with the FIM Track Racing appendices unless as specified below.

**2023:** 3 qualifying rounds will be organised. Top 4 riders of each qualifying round will be qualified for the series + 3 FIM SGP commission wild cards + 1 FMNR wild card.

## 2.2 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 cancelled 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€.

### 2.1.1 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.

## 2.3 RE-STAGING OR ABANDONMENT OF A MEETING

**When a race 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.**

**When a race 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 race meeting will be re-staged from the beginning on the date(s) stipulated in the supplementary regulations.**

**when a race meeting is interrupted and cannot continue the same day, and if 50% or more of the scheduled heats per participant are accomplished, then, the race 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 race 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).**

**2.4 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

**2.4a Riders' score**

1 <sup>st</sup> place	3pts
2 <sup>nd</sup> place	2pts
3 <sup>rd</sup> place	1pt
4 <sup>th</sup> place	0pt

**2.4b Ties**

For all race 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 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> (5<sup>th</sup> or 6<sup>th</sup> 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.

**2.5 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 race 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 <sup>st</sup>	530
2 <sup>nd</sup>	470
3 <sup>rd</sup>	420
4 <sup>th</sup>	340
5 <sup>th</sup>	320
6 <sup>th</sup>	300
7 <sup>th</sup>	280
8 <sup>th</sup>	280
9 <sup>th</sup>	260
10 <sup>th</sup>	260
11 <sup>th</sup>	240
12 <sup>th</sup>	240
13 <sup>th</sup>	220
14 <sup>th</sup>	220
15 <sup>th</sup>	200
16 <sup>th</sup>	200
17 <sup>th</sup>	200
18 <sup>th</sup>	200
<b>Total:</b>	<b>5180</b>

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**FIM LONG TRACK WORLD CHAMPIONSHIP**

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### 3.1 GENERAL

Competitions for individual riders.

#### 2023:

- **Challenge: 18 riders + 2 FIM wildcards + 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 race meeting is guaranteed at least one rider from its federation included in this race meeting.

**The practice must be run on the day of the race meeting, starting 2 hours before the 1<sup>st</sup> heat (3 hours for grass tracks). The track must be clear of any activity 20 minutes before practice, also from the conclusion of practice until the rider's presentation. This is to allow adequate time for track preparation.**

**No qualified or nominated rider is allowed to take part in a national or private practice/race on the same track within 3 days before the FIM event**

#### 3.1.1 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 race 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 good cooperation and with the aim of continuously improving the standard of the events.

### 3.2 PARTICIPANTS

#### 3.2.1 Challenge

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

- **18 allocated riders.**
- **2 FIM wild cards**
- **the FMNR will nominate 2 reserves riders accepted by the Long Track bureau.**

Should a rider who has qualified from the challenge, also be in the top **six (6)** of the final overall classification of the previous year, his place will be taken by the next available rider from the challenge.

**The number of riders from each FMN in the challenge will be allocated by the Long Track bureau. Any wild card riders that are unable to take their place in the Challenge, may be replaced by another wild card subject to approval by the Long Track bureau.**

Any FMN that is unable to nominate a rider, the **Long Track 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:

Challenge	Final
<b>1300€</b>	<b>3000€</b>

#### 3.2.2 Final race meetings

##### 2023 qualified riders:

The top seven (7) placed riders from 2022 FIM Long Track world championship classification and the top four (4) riders as classified from the 2022 challenge.

Three (3) riders will be permanently nominated by the **Long Track bureau** for all final series race 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.

##### 2024 qualified riders:

The top **six (6)** placed riders from **2023** FIM Long Track world championship classification and the top **five (5)** riders as classified from the **2023** challenge.

**Three (3) riders will be permanently nominated by the Long Track bureau for all final series race 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.**

Wild card riders:

For each separate final race meeting, the organising FMN (FMNR) is permitted to nominate one wild card rider, approved by the **Long Track bureau**.

Nominated substitute riders: nominated by the **Long Track bureau**.

If a qualified or permanently nominated rider is unable to take part in a final race meeting, he will be replaced by the next rider from the nominated substitutes riders list. **If there are no substitutes remaining, riders will be selected on a per meeting basis by the Long Track bureau.** If this is not possible, the first track reserve rider will replace the absent rider as a scheduled rider in that final race meeting only.

Reserve riders:

Each FMNR will nominate two reserve riders for its final race meeting approved by the **Long Track 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 rider 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.

### **3.3 RIDING NUMBERS**

#### **3.3.1 LT numbers**

Permanent LT numbers for the series race meetings will be:

N°: 1 – 7: according to the result of the previous year's final classification,

N°: 8 – 11: according to the result of the previous challenge classification first to fourth,

N°: 12 – 14: the three permanent riders nominated by the **Long Track bureau**,

N°: 15: FMNR nominated wild card rider,

N°: 16 -17: track reserve riders nominated by the FMNR,

SR1 to SR6: nominated substitutes riders nominated by the **Long Track bureau**.

#### **3.3.2 Starting positions draw**

**For the challenge, the riders' starting position draw will be made at the track one hour before the practice.**

For the first 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 starting position draw for the rider(s) they are replacing in that race meeting.

#### **3.3.3 Riding number**

The 14 permanent long track riders and the 8 nominated substitute riders may apply to use their own personal racing numbers on their race jackets 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.

### 3.4 MOTORCYCLES

#### 3.4.1 Fuel

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

#### 3.4.2 Race jackets

**Race jackets are no longer provided by the FIM. No race jackets will be provided by the final series race meetings organisers.**

#### 3.4.3 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 colour: RAL 1023,  
 Numbers minimum height: 120mm,  
 Numbers colour: black,  
 FIM and Long Track logo are **COMPULSORY**: 40mm high,  
**Free number font as long as it is clearly readable,**  
**Free number plate design.**



**National flag in the race suit front - minimum size: 150 x 150 mm,**  
**Number background: white,**  
**Numbers minimum height: 150mm,**  
**Numbers colour: black,**  
**Free number font as long as it is clearly readable.**



### 3.5 RACE FORMAT

#### CHALLENGE

**It must be organised in 23 heats with 5 riders in each heat. Heats 1 to 20 are called qualifying heats, heats 21 and 22 are called semi-finals, heat 23 is called final and must be conducted according to the following schedule of heats:**

	RED	BLUE	WHITE	YELLOW	GREEN
<b>Heats</b>	<b>Starting n°</b>				
<b>1</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>
<b>2</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>6</b>	<b>10</b>
<b>3</b>	<b>13</b>	<b>12</b>	<b>11</b>	<b>14</b>	<b>15</b>
<b>4</b>	<b>18</b>	<b>17</b>	<b>16</b>	<b>20</b>	<b>19</b>
<b>Track grading *</b>					
<b>5</b>	<b>8</b>	<b>5</b>	<b>15</b>	<b>9</b>	<b>2</b>
<b>6</b>	<b>19</b>	<b>14</b>	<b>4</b>	<b>7</b>	<b>17</b>
<b>7</b>	<b>12</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>11</b>
<b>8</b>	<b>6</b>	<b>20</b>	<b>13</b>	<b>1</b>	<b>16</b>
<b>Track grading *</b>					
<b>9</b>	<b>20</b>	<b>15</b>	<b>7</b>	<b>10</b>	<b>5</b>
<b>10</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>8</b>	<b>13</b>
<b>11</b>	<b>3</b>	<b>2</b>	<b>19</b>	<b>12</b>	<b>6</b>
<b>12</b>	<b>9</b>	<b>16</b>	<b>14</b>	<b>4</b>	<b>18</b>
<b>Track grading *</b>					
<b>13</b>	<b>4</b>	<b>10</b>	<b>2</b>	<b>13</b>	<b>8</b>
<b>14</b>	<b>14</b>	<b>6</b>	<b>17</b>	<b>15</b>	<b>3</b>
<b>15</b>	<b>16</b>	<b>19</b>	<b>5</b>	<b>11</b>	<b>7</b>
<b>16</b>	<b>1</b>	<b>9</b>	<b>20</b>	<b>18</b>	<b>12</b>
<b>Track grading *</b>					
<b>17</b>	<b>11</b>	<b>3</b>	<b>8</b>	<b>5</b>	<b>20</b>
<b>18</b>	<b>2</b>	<b>7</b>	<b>6</b>	<b>16</b>	<b>14</b>
<b>19</b>	<b>15</b>	<b>13</b>	<b>18</b>	<b>17</b>	<b>4</b>
<b>20</b>	<b>10</b>	<b>1</b>	<b>12</b>	<b>19</b>	<b>9</b>
<b>Track grading *</b>					
<b>SEMI FINAL 1</b>	<b>Riders placed 1<sup>st</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 8<sup>th</sup>, and 9<sup>th</sup> after heat 20</b>				
<b>SEMI FINAL 2</b>	<b>Riders placed 2<sup>nd</sup>, 3<sup>rd</sup>, 6<sup>th</sup>, 7<sup>th</sup>, and 10<sup>th</sup> after heat 20</b>				
<b>Track grading *</b>					
<b>FINAL</b>	<b>5 top scorers after semi-finals</b>				

**After heat 20, there will be an intermediate classification according to the total race points each rider has scored during the qualifying heats.**

**The 10 top-scoring riders from the qualifying heats will qualify for the semi-finals.**

**Riders placed 1<sup>st</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 8<sup>th</sup>, and 9<sup>th</sup> in the intermediate classification will take part in semi-final 1 (Heat 21).**

**Riders placed 2<sup>nd</sup>, 3<sup>rd</sup>, 6<sup>th</sup>, 7<sup>th</sup>, and 10<sup>th</sup> in the intermediate classification will take part in semi-final 2 (Heat 22).**

**Riders' gate positions for each semi-final (Heats 21 and 22) will be chosen by the riders, in the order determined by their position in the classification after qualifying heats (1 – 20).**

**In heat 21, the rider in 1<sup>st</sup> position will have first choice of gate position, followed consecutively by the riders in 4<sup>th</sup>, 5<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup> positions.**

**In heat 22, the rider in 2<sup>nd</sup> position will have first choice, followed consecutively by riders in 3<sup>rd</sup>, 6<sup>th</sup>, 7<sup>th</sup> and 10<sup>th</sup> positions.**

**The 5 top-scoring riders from the second intermediate classification after the qualifying heats and semi-finals will qualify for the final (Heat 23).**

**Riders' gate position selections for the final (Heat 23) 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 list.**

#### **FINAL ROUND**

**It must be organised in 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:**

	RED	BLUE	WHITE	YELLOW	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 *					
LAST CHANCE	Riders placed 4 <sup>th</sup> , 5 <sup>th</sup> , 6 <sup>th</sup> , 7 <sup>th</sup> , and 8 <sup>th</sup> in the intermediate classification after heat 15				
Track grading *					
FINAL	Riders placed 1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup> in the intermediate classification after heat 15 and riders placed 1 <sup>st</sup> and 2 <sup>nd</sup> 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 intermediate classification from the 1<sup>st</sup> to the 17<sup>th</sup> 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. 3.7.

The top-scoring three (3) riders from the qualifying heats and intermediate classification will qualify directly for the final. Riders placed 4<sup>th</sup> to 8<sup>th</sup> 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 4<sup>th</sup> to 8<sup>th</sup> placings determined by their position after the intermediate classification after heat 15. (i.e. the rider in 4<sup>th</sup> position will have first choice of gate position, followed consecutively by the riders in 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> positions).

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

Rider’s gate positions in the final (heat **17**) will be chosen by the riders, in the order determined by the positions as follows, rider in 1<sup>st</sup> position in the intermediate classification will have first choice of gate position, followed consecutively by the riders in 2<sup>nd</sup> and 3<sup>rd</sup> positions in the intermediate classification, then followed by the riders placed 1<sup>st</sup> and 2<sup>nd</sup> in the last chance heat.

The last chance heat 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 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.

### RACE MEETING CLASSIFICATION

The 1<sup>st</sup> to 5<sup>th</sup> place in the final race meeting classification is decided by the riders finishing positions in the final (heat **17**).

6<sup>th</sup> to 8<sup>th</sup> place is decided by the riders finishing positions in the **last chance heat** (heat **16**).

9<sup>th</sup> to 17<sup>th</sup> place is decided by the riders scores when referring to the intermediate classification after heat 15.

#### 3.5.1 Riders scores

1 <sup>st</sup> place	4pts
2 <sup>nd</sup> place	3pts
3 <sup>rd</sup> place	2pts
4 <sup>th</sup> place	1pt
5 <sup>th</sup> 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 and final (**heat 16 and 17**) 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 withdrawn 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).

#### 3.5.2 Additional heats

In respect of the final series race 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 **Long Track bureau** and must be stated in the FIM supplementary regulations for the event.

#### 3.5.3 Re-staging or abandonment of a race meeting

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

##### *Challenge*

- 1. if the race meeting is interrupted before the conclusion of heat 12, 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. 1.4 dates of the race meeting.**

2. **if the race 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 12 or 16 (whichever applies) will determine the result and Long Track world championship points will be given. In the event of a tie in the points scored at the completion of heat 12 or 16, the finishing order will be determined by the formula in accordance with art. 3.7.**
3. **if the race meeting is interrupted before heat 21 or heat 22 is completed and the remaining heats cannot be completed, then the race points scored at the completion of heat 20 will determine the result.**
4. **if the race meeting is interrupted before heat 23 is completed and the remaining heats cannot be completed, then the results will be considered valid after heat 22.**

#### *Final race meeting*

1. if the race meeting is interrupted before the conclusion of 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. 1.4 dates of the race meeting.
2. if the race 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 world 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. 3.7.
3. if the race meeting is interrupted before heat 16 **or heat 17** is completed and the remaining heats cannot be completed, then the results will be considered valid and the following will determine the final race 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. 3.7. Before heat 17: the intermediate classification will determine 1<sup>st</sup> to 3<sup>rd</sup> and 9<sup>th</sup> to 17<sup>th</sup> position, the finishing order in heat 16 will determine 4<sup>th</sup> to 8<sup>th</sup> position.

### **3.6 RESULTS**

#### **3.6.1 Challenge**

**The 1<sup>st</sup> to 22<sup>nd</sup> place in the final race meeting classification is decided by the total points scored by each rider from qualifying heats, semi-finals and final (heat 1 to 23).**

#### **3.6.2 Final**

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

Positions 1<sup>st</sup> to 5<sup>th</sup> in the final race meeting classification will be according to the riders finishing positioning in the final (heat 17).

Positions 6<sup>th</sup> to 8<sup>th</sup> in the final race meeting classification will be according to the riders finishing position in the **last chance heat** (heat 16).

Positions 9<sup>th</sup> to 17<sup>th</sup> will be according to the intermediate classification after 15 heats.

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

1 <sup>st</sup>	21pts	9 <sup>th</sup>	8 pts
2 <sup>nd</sup>	19 pts	10 <sup>th</sup>	7 pts
3 <sup>rd</sup>	17 pts	11 <sup>th</sup>	5 pts
4 <sup>th</sup>	15 pts	12 <sup>th</sup>	4 pts
5 <sup>th</sup>	13 pts	13 <sup>th</sup>	3 pts
6 <sup>th</sup>	11 pts	14 <sup>th</sup>	2 pts
7 <sup>th</sup>	10 pts	15 <sup>th</sup>	1 pt
8 <sup>th</sup>	9 pts	16 <sup>th</sup>	0 pts
		17 <sup>th</sup>	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 race meeting series.

### 3.7 TIES

Ties will be solved as follows:

- precedence will be given to the riders (tied on points) having the most number of 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> (5<sup>th</sup> or 6<sup>th</sup> 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.

- 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.

### Challenge

**After the official programme of heats has been finished, should there be a tie for the first 5 places the last qualifying place or any other finishing position, the criteria below will be used to determine the result:**

**Precedence will be given to the riders (tied on points) having the most number of 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> (5<sup>th</sup> or 6<sup>th</sup> 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.
- if solutions a), b) and c) cannot be used, the order shall be determined by ballot.

**Final series**

***The intermediate classification***

In case of riders tied on points in the intermediate classification, precedence will be given to the rider having the greatest amount of round 1<sup>st</sup> place results, followed by 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> and so on in the current season. If the tie still persists precedence will be given to the rider with the highest final classification at the last round of the current season.

***The final overall classification***

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

- Run-off for 1<sup>st</sup> place.
- For all other placings: Precedence will be given to the rider having the greatest amount of round 1st place results, followed by 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> and so on in the current season. If the tie still persists precedence will be given to the rider with the highest final classification at the last round of the current season.

**3.8 SCALE OF EXPENSE REIMBURSEMENT**

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

CHALLENGE			
1 <sup>st</sup>	1300	12 <sup>th</sup>	450
2 <sup>nd</sup>	1100	13 <sup>th</sup>	400
3 <sup>rd</sup>	1000	14 <sup>th</sup>	400
4 <sup>th</sup>	900	15 <sup>th</sup>	400
5 <sup>th</sup>	850	16 <sup>th</sup>	400
6 <sup>th</sup>	800	17 <sup>th</sup>	400
7 <sup>th</sup>	750	18 <sup>th</sup>	400
8 <sup>th</sup>	700	19 <sup>th</sup>	400
9 <sup>th</sup>	650	20 <sup>th</sup>	400
10 <sup>th</sup>	600	21 <sup>st</sup>	200
11 <sup>th</sup>	525	22 <sup>nd</sup>	200
<b>13225</b>			

FINAL			
1 <sup>st</sup>	3000	10 <sup>th</sup>	1200
2 <sup>nd</sup>	2600	11 <sup>th</sup>	1100
3 <sup>rd</sup>	2300	12 <sup>th</sup>	1050
4 <sup>th</sup>	1900	13 <sup>th</sup>	950
5 <sup>th</sup>	1800	14 <sup>th</sup>	850
6 <sup>th</sup>	1600	15 <sup>th</sup>	850
7 <sup>th</sup>	1500	16 <sup>th</sup>	450
8 <sup>th</sup>	1400	17 <sup>th</sup>	450
9 <sup>th</sup>	1300		
<b>24300</b>			

**APPENDIX 3b  
FIM LONG TRACK OF NATIONS**

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**3b.1 GENERAL**

**Competition for national teams:**

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

The FMNR of the final of this championship is guaranteed to have its national team compete in this meeting.

The practice must be run on the day of the race meeting, starting 2 hours and 30 minutes before the 1st heat. The track must be clear of any activity 20 minutes before practice, also from the conclusion of practice until the rider’s presentation. This is to allow adequate time for track preparation.

**3b.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.

**3b.2 PARTICIPANTS**

FMNs shall nominate their complete teams including each Rider’s starting number no later than 14 days before the meeting.

**3b.3 TEAM COMPOSITION**

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

<b>Team A</b>	Starting n°	1	2	3	22
<b>Team B</b>	Starting n°	4	5	6	23
<b>Team C</b>	Starting n°	7	8	9	24
<b>Team D</b>	Starting n°	10	11	12	25
<b>Team E</b>	Starting n°	13	14	15	26
<b>Team F</b>	Starting n°	16	17	18	27
<b>Team G</b>	Starting n°	19	20	21	28

**3b.4 TEAM RESERVE RIDER**

The team reserve rider may take the place of any programmed rider from their team, at any time, within the maximum number of 7 permitted heats (6 programmed heats + heat 22 or heat 23). Except in circumstances as specified in regulation 10.9.

**3b.5 FUEL**

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

**3b.6 RACE FORMAT**

7 teams will compete in the meeting. Two teams meet in each heat, with heats consisting of 4 laps. The starting positions drawn for each team will be balloted by the CCP.

A meeting comprises of 23 heats, heat 22 will be the "heat for bronze" and heat 23 "heat for gold". All heats run respectively with 6 riders according to the format.

	<b>GATE 1</b>	<b>GATE 2</b>	<b>GATE 3</b>	<b>GATE 4</b>	<b>GATE 5</b>	<b>GATE 6</b>
	<b>RED</b>	<b>BLUE</b>	<b>WHITE</b>	<b>YELLOW</b>	<b>GREEN</b>	<b>BLACK/WHITE</b>
<b>Heats</b>	<b>Starting n°</b>					
<b>1</b>	<b>10</b>	<b>7</b>	<b>11</b>	<b>8</b>	<b>12</b>	<b>9</b>
<b>2</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>6</b>
<b>3</b>	<b>13</b>	<b>16</b>	<b>14</b>	<b>17</b>	<b>15</b>	<b>18</b>
<b>Track grading *</b>						
<b>4</b>	<b>19</b>	<b>1</b>	<b>20</b>	<b>2</b>	<b>21</b>	<b>3</b>
<b>5</b>	<b>4</b>	<b>7</b>	<b>5</b>	<b>8</b>	<b>6</b>	<b>9</b>
<b>6</b>	<b>10</b>	<b>13</b>	<b>11</b>	<b>14</b>	<b>12</b>	<b>15</b>
<b>Track grading *</b>						
<b>7</b>	<b>16</b>	<b>19</b>	<b>17</b>	<b>20</b>	<b>18</b>	<b>21</b>
<b>8</b>	<b>4</b>	<b>10</b>	<b>5</b>	<b>11</b>	<b>6</b>	<b>12</b>
<b>9</b>	<b>1</b>	<b>7</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>9</b>
<b>Track grading *</b>						
<b>10</b>	<b>19</b>	<b>4</b>	<b>20</b>	<b>5</b>	<b>21</b>	<b>6</b>
<b>11</b>	<b>13</b>	<b>1</b>	<b>14</b>	<b>2</b>	<b>15</b>	<b>3</b>
<b>12</b>	<b>7</b>	<b>16</b>	<b>8</b>	<b>17</b>	<b>9</b>	<b>18</b>
<b>Track grading *</b>						
<b>13</b>	<b>10</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>12</b>	<b>3</b>
<b>14</b>	<b>13</b>	<b>19</b>	<b>14</b>	<b>20</b>	<b>15</b>	<b>21</b>
<b>15</b>	<b>16</b>	<b>4</b>	<b>17</b>	<b>5</b>	<b>18</b>	<b>6</b>
<b>Track grading *</b>						
<b>16</b>	<b>7</b>	<b>13</b>	<b>8</b>	<b>14</b>	<b>9</b>	<b>15</b>
<b>17</b>	<b>1</b>	<b>16</b>	<b>2</b>	<b>17</b>	<b>3</b>	<b>18</b>
<b>18</b>	<b>19</b>	<b>10</b>	<b>20</b>	<b>11</b>	<b>21</b>	<b>12</b>
<b>Track grading *</b>						
<b>19</b>	<b>4</b>	<b>13</b>	<b>5</b>	<b>14</b>	<b>6</b>	<b>15</b>
<b>20</b>	<b>7</b>	<b>19</b>	<b>8</b>	<b>20</b>	<b>9</b>	<b>21</b>
<b>21</b>	<b>16</b>	<b>10</b>	<b>17</b>	<b>11</b>	<b>18</b>	<b>12</b>
<b>Track grading *</b>						
<b>Heat for bronze</b>	<b>Teams placed 3<sup>rd</sup> and 4<sup>th</sup> after heat 21</b>					
<b>Track grading *</b>						
<b>Heat for gold</b>	<b>Teams placed 1<sup>st</sup> and 2<sup>nd</sup> after heat 21</b>					

Rider’s gate positions for the final heats 22 and 23 will be chosen by the team managers, in the order determined by the intermediate classification after heat 21. The Team in 1st and 3rd will have the 1st choice of inside start positions (helmet colours red, white and green) or outside start positions (helmet colours blue, yellow and white & black).

The riders gate positions shall be chosen in the presence of the race director with both Team managers present for each heat.

### **3b.6.1 Ties**

After heat 21, in case of a tie for heat 22 "heat for Bronze", heat 23 "heat for Gold" or 5th, 6th and 7th place:

a) Precedence will be given to the team (tied on points) having the most number of 1st, 2nd, 3rd, 4, 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.

b) If solution a) cannot resolve the tie, the team that scored the most points when the two teams met will be considered the better placed team.

c) If solution a) and b) cannot resolve the tie, the order shall be determined by ballot

The winning team of heat 22 shall be declared 3rd, the losing team will be placed 4<sup>th</sup>.

The winning team of heat 23 shall be declared 1<sup>st</sup>, the losing team will be placed 2<sup>nd</sup>.

The 5<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup> team will be decided by the highest points scored after heat 21.

If an equal score was to occur in heat 22 or 23, the team with the winning rider of the heat determines the highest placed team.

### **3b.7 RESULTS**

#### **3b.7.1 Teams' scores**

In each heat, points are awarded to the riders and teams as follows: 2 teams competing:

5 points for 1<sup>st</sup> place

4 points for 2<sup>nd</sup> place

3 points for 3<sup>rd</sup> place

2 points for 4<sup>th</sup> place

1 point for 5<sup>th</sup> place

0 point for 6<sup>th</sup> place

### **3b.8 RE-STAGING DATE OR ABANDONMENT OF A MEETING**

- If the meeting is interrupted before heat 21 is accomplished, and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole meeting must be re- staged in accordance with art. 1.4.

- If the meeting is interrupted before heat 22 is accomplished, and the remaining heats cannot be completed the same day, then the race points will determine the result at the completion of heat 21.

- If the meeting is interrupted before heat 23 is accomplished, and the remaining heat cannot be completed the same day. Then the result of heat 22 will be valid and the points scored at the completion of heat 21 will determine the result of the teams 1st and 2nd.

### **3b.9 SCALE OF EXPENSE REIMBURSEMENT**

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

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

<b>1<sup>st</sup></b>	<b>4700</b>
<b>2<sup>nd</sup></b>	<b>4100</b>
<b>3<sup>rd</sup></b>	<b>3500</b>
<b>4<sup>th</sup></b>	<b>3000</b>
<b>5<sup>th</sup></b>	<b>2600</b>
<b>6<sup>th</sup></b>	<b>2300</b>
<b>7<sup>th</sup></b>	<b>2000</b>
<b>Total</b>	<b>22200</b>

**3b.10 RESULTS AND PRIZE-GIVING CEREMONY**

The total points scored by each rider during heats 1 – 21 will be credited also as FIM Long Track of Nations points. The team scoring the most points in heat 22 will be placed 3<sup>rd</sup>, the lowest scoring team will be placed 4<sup>th</sup>. This also applies to the teams in the final heat 23 for 1<sup>st</sup> and 2<sup>nd</sup> place, the 5<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup> teams will be determined in the order of the intermediate classification after heat 21.

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

**APPENDIX 4**  
**FIM ICE SPEEDWAY WORLD CHAMPIONSHIP**

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#### 4.1 GENERAL

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

Sixteen (16) programmed riders plus two FMNR track reserve riders will participate in each race meeting.

Each FMNR staging an FIM Ice Speedway world championship race meeting (qualifying round or a final meeting) is guaranteed a minimum at least one programmed FMNR rider in that race meeting.

##### 4.1.1 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 race meeting or race 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 good cooperation and with the aim of continuously improving the standard of the FIM events.

#### 4.2 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 licence 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 race 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

##### 4.2.1 2023 qualified riders

**2022 FIM world champion + 2023 qualifying round top 10.**

##### 4.2.2 Nominated rider

The **Ice Speedway bureau** will nominate **4** permanent riders.

##### 4.2.3 Wild card rider

One wild card rider will be nominated to each final series race 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 race meeting. The **Ice Speedway bureau** will make the final approval and nomination.

##### 4.2.4 Track reserve riders

Each FMNR will nominate two track reserve riders for its final race meeting approved by the **Ice Speedway 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 race 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.

#### 4.2.5 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 **nominated** substitutes, approved and published by the **Ice Speedway bureau**. If this is not possible, the first track reserve rider will replace the missing rider as a programmed rider in the specific race meeting(s) concerned.

If a permanently qualified or nominated rider retires for the whole or the remainder 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 4.3.1.

### 4.3 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.

#### 4.3.1 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 race 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 jackets 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.

#### 4.3.2 Race jackets

**Race jackets are no longer provided by the FIM. No race jackets will be provided by the final series race meetings organisers.**

#### 4.3.3 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 colour: White  
 FIM and ISG logos are **COMPULSORY**



**National flag in the race suit front - minimum size: 150 x 150 mm,  
 Number background: white,  
 Numbers minimum height: 150mm,  
 Numbers colour: black,  
 Free number font as long as it is clearly readable.**

**4.4 FUEL**

It is compulsory for every organiser of a final race 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.

**4.5 STARTING POSITION DRAW**

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

**4.6 RACE FORMAT**

Riders’ score

1 <sup>st</sup> place	3pts
2 <sup>nd</sup> place	2pts
3 <sup>rd</sup> place	1pt
4 <sup>th</sup> place	0pt

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

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

Qualifying meetings will be organised in a 20-heat race meeting. There will be no semi-final or final. The final series race meetings must always be organised as a 2-day race meeting each of 21 heats (20 classification heats and a final heat). Each day will count as a separate final series race meeting. The one-day race meeting and day 1 of a final series race meeting will be conducted according to the schedule 1 of 1 to 20 classification heats.

**4.6.1 Warnings**

Any start warning given to riders on 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
10	6	16	1	11
11	12	5	15	2
12	8	9	3	14
	13	4	10	7
Track grading*				
13	7	12	14	1
14	2	13	8	11
15	16	3	10	5
16	16	3	10	5
17	9	6	4	15
18	1	8	15	10
19	9	2	7	16
20	3	12	13	6
	5	14	11	4

Day 2 of a final series race 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 race meetings, after heats 1-20, there will be an intermediate classification from the 1<sup>st</sup> to the 18<sup>th</sup> 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.

#### 4.7 RESULTS

##### Qualifying rounds:

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

##### Final series race meetings:

At the conclusion of each race meeting, a final race 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 1<sup>st</sup> to 18<sup>th</sup> 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 5<sup>th</sup> to 18<sup>th</sup> in the final race meeting classification will be according to the results after heat 20. Championship points will be awarded according to the following system:

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

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

#### 4.7.1 Ties

##### **After the completion of heats 12, 16 or 20**

**When establishing the order between the riders in the list of intermediate classification at the conclusion of heat 12, 16, 20.**

- a) **Precedence will be given to the riders (tied on race points) having the most number of 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> or 4<sup>th</sup> placings (a "0" for last placing is 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 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 rider with the lowest allocated ISG number will be deemed the better placed rider.**

##### **The intermediate ISG classification**

**In case of riders tied on ISG points in the intermediate ISG classification, precedence will be given to the rider having the greatest amount of ISG 1st place results, followed by 2nd, 3rd, 4th and so on in the current season. If the tie still persists precedence will be given to the rider with the highest final classification at the last round of the current season.**

##### **The final overall ISG classification**

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

1. **Run-off for 1<sup>st</sup> place.**

**For all other placings: Precedence will be given to the rider having the greatest amount of ISG 1st place results, followed by 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> and so on in the current season. If the tie still persists precedence will be given to the rider with the highest final classification at the last round of the current season.**

#### INTERRUPTION OF A RACE MEETING

- a) **when a race 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 race 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 race meeting will be re-staged from the beginning on the date(s) stipulated in the Supplementary regulations.**
- c) **when a race 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 race meeting must be considered as valid.**
- d) **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 race 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 race meeting of the 1<sup>st</sup> 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 2<sup>nd</sup> 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 1<sup>st</sup> day is accomplished but the 2<sup>nd</sup> 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 2<sup>nd</sup> day or consider, for the final classification only the results of the 1<sup>st</sup> 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 **Ice Speedway bureau**, the **Ice Speedway 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 the original scheduled line up of the cancelled race meeting.

The riders for the official nominated substitute riders list will be nominated by the **Ice Speedway bureau**.

#### **4.8 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 race 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 race meetings, the amounts are shown per day.

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

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 race 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 race meeting.

**APPENDIX 4b**  
**FIM ICE SPEEDWAY OF NATIONS**

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**4b.1 GENERAL**

Competitions for national teams: seven teams, from different nations will compete in each race meeting. The **Ice Speedway bureau** will decide the teams’ allocations and/or the possible qualifying system for the final race meeting. The FMNR of a final is guaranteed to have its national team compete in this race meeting.

**Fuel**

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

**4b.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 but for a reason not accepted by the international jury: 4650€.

**4b.3 RACE FORMAT**

The final will be organised over 2 days.

Day 1 will comprise 21 qualification races (heats 1-21).

Day 2 will comprise 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 3<sup>rd</sup> and 4<sup>th</sup> 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 3<sup>rd</sup> 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 4<sup>th</sup> in the competition and the losing team in the grand final heat will be placed 2<sup>nd</sup> in the overall competition. The choice of gates for the final for the bronze medal will go to the 3<sup>rd</sup> 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.

**4b.3.1 Warnings**

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

**4b.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	n°	1	2	(15 team reserve rider)
TEAM B	n°	3	4	(16 team reserve rider)
TEAM C	n°	5	6	(17 team reserve rider)
TEAM D	n°	7	8	(18 team reserve rider)
TEAM E	n°	9	10	(19 team reserve rider)
TEAM F	n°	11	12	(20 team reserve rider)
TEAM G	n°	13	14	(21 team reserve rider)

Riders' score:

1 <sup>st</sup> place	3pts
2 <sup>nd</sup> place	2pts
3 <sup>rd</sup> place	1pt
4 <sup>th</sup> place	0pt

Final for the bronze medal and final heat:

1 <sup>st</sup> place	8pts
2 <sup>nd</sup> place	5pts
3 <sup>rd</sup> place	2pt
4 <sup>th</sup> place	0pt

The 1<sup>st</sup> day of the race meeting is conducted according to the schedule of heats 1 to 21 as below:

Heats	GATE 1	GATE 2	GATE 3	GATE 4
	RED	BLUE	WHITE	YELLOW
	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 2<sup>nd</sup> day of the race meeting is conducted according to the schedule of heats 22 to 42 as following:

	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 <sup>rd</sup> an 4 <sup>th</sup> after heat 42 1 <sup>st</sup> = 8pts, 2 <sup>nd</sup> = 5pts, 3 <sup>rd</sup> = 2pts, 4 <sup>th</sup> = 0pts		
GRAND FINAL		1 <sup>st</sup> = 8pts, 2 <sup>nd</sup> = 5pts, 3 <sup>rd</sup> = 2pts, 4 <sup>th</sup> = 0pts		

#### 4b.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.
- 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.
- 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.
- if a tie still persists, there will be a run off with one nominated rider from each team involved.

For all other ties see 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 race meeting rule 11.4 will apply.

In circumstances where the race meeting is abandoned after more than 50% of the relevant heats have been completed the results will be calculated considering 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 race meeting was abandoned after heat 25, the scores after each team has completed 7 heats will be considered even though one team had completed 8 heats).

**4b.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 race 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.

1 <sup>st</sup>	4650
2 <sup>nd</sup>	3850
3 <sup>rd</sup>	3000
4 <sup>th</sup>	2650
5 <sup>th</sup>	2425
6 <sup>th</sup>	2150
7 <sup>th</sup>	2000
<b>Total:</b>	<b>20725</b>

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 **Speedway bureau** will advise the allocation of places to the participating FMN's. The riders must hold a valid FIM Track Racing youth licence issued by their FMN.

**7A.3 RACE FORMAT**

The race format and the ballot of riding numbers will be made by the **Speedway bureau** according to the number of riders requested by the FMNs.

	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

\* 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 second place, 1 point for third place and 0 point for fourth place.

After heat 20, there will be a classification from the 1<sup>st</sup> to 18<sup>th</sup> 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.

#### **7A.5 TIES**

**In case of riders involved in a tie, the following will apply:**

**Run-off for the top 3 places.**

For all other placings:

- a) **Precedence will be given to the riders (tied on points) having the most number of 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> 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 a ballot.**

#### **7A.6 INTERRUPTION OF A RACE MEETING**

- a) **when a race 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 race 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 race meeting will be re-staged from the beginning on the date(s) stipulated in the supplementary regulations.**
- c) **when a race meeting is interrupted and cannot continue the same day, and if 50% or more of the scheduled heats per participant are accomplished, then, the race 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: if the race 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).**

**APPENDIX 7B**  
**FIM TRACK RACING YOUTH GOLD TROPHY**

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<b>7B.5</b>	<b>INTERRUPTION OF A RACE MEETING</b>	<b>81</b>

**7B.1 GENERAL**

**Competitions for individual riders. The FMNR is guaranteed at least one rider from its federation in this meeting. The format of the competition will comprise one final meeting.**

**7B.2 PARTICIPANTS**

**The youth bureau will advise the allocation of places to the participating FMN's. The riders must hold a valid FIM Track Racing youth licence issued by their FMN.**

**7B.3 RACE FORMAT**

**The ballot of riding numbers will be made by the FIM administration.**

**2023: 24 riders (plus 2 track reserve riders) will compete in the race meeting, respecting the following format:**

	GATE 1 RED	GATE 2 BLUE	GATE 3 WHITE	GATE 4 YELLOW
Heats	Starting n°			
1	1	7	13	19
2	2	8	14	20
3	3	9	15	21
4	4	10	16	22
Track grading*				
5	5	11	17	23
6	6	12	18	24
7	23	2	9	16
8	24	3	10	17
Track grading*				
9	19	4	11	18
10	20	5	12	13
11	21	6	7	14
12	22	1	8	15
Track grading*				
13	14	23	3	12
14	16	19	5	8
15	15	24	4	7
16	18	20	6	9
Track grading*				
17	17	21	1	10
18	13	22	2	11
19	7	16	20	3
20	8	17	21	4
Track grading*				
21	9	18	22	5
22	10	13	23	6
23	11	14	24	1
24	12	15	19	2

\* 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 second place, 1 point for third place and 0 point for fourth place. After heat 24, there will be a classification from the 1<sup>st</sup> to 24<sup>th</sup> place according to the total race points each rider has scored during the event. No semi final or final will be run.**

#### **7B.4 TIES**

**In case of riders involved in a tie, the following will apply:**

**Run-off for the top 3 places.**

**For all other placings:**

- a) **Precedence will be given to the riders (tied on points) having the most number of 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> 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, because of the specific 2023 format which does not allow all the riders to meet, the order shall be determined by a ballot.**

#### **7B.5 INTERRUPTION OF A RACE MEETING**

- d) **when a race 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.**
- e) **when a race 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 race meeting will be re-staged from the beginning on the date(s) stipulated in the supplementary regulations.**
- f) **when a race meeting is interrupted and cannot continue the same day, and if 50% or more of the scheduled heats per participant are accomplished, then, the race 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: if the race 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).**

**APPENDIX 7C**  
**FIM SPEEDWAY YOUTH WORLD CHAMPIONSHIP – SGP3**  
**SEMI FINALS**

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**7C.1 GENERAL**

Competitions for individual riders: The number of riders in each race meeting will be determined by the **CCP main committee** 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.

**7C.1.1 Race director**

The FIM **may** appoint a race director. **If so**, the race director is responsible for the conduct and efficient running of a specified race meeting or race 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 good cooperation and with the aim of continuously improving the standard of the FIM events.

**7C.2 PARTICIPANTS**

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

**7C.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 race meeting will be composed of 20 heats.

	GATE 1 RED	GATE 2 BLUE	GATE 3 WHITE	GATE 4 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 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 1<sup>st</sup> to 18<sup>th</sup> 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. Race 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 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> or 4<sup>th</sup> 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, **with** the exception of the last qualifying place which will be determined by a run off -when it is possible to stage a run off.

## 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.

1 <sup>st</sup>	100
2 <sup>nd</sup>	100
3 <sup>rd</sup>	100
4 <sup>th</sup>	100
5 <sup>th</sup>	100
6 <sup>th</sup>	100
7 <sup>th</sup>	100
8 <sup>th</sup>	100
9 <sup>th</sup>	100
10 <sup>th</sup>	100
11 <sup>th</sup>	100
12 <sup>th</sup>	100
13 <sup>th</sup>	100
14 <sup>th</sup>	100
15 <sup>th</sup>	100
16 <sup>th</sup>	100
17 <sup>th</sup>	100
18 <sup>th</sup>	100