



**FIM SPEEDWAY OF NATIONS
WORLD CHAMPIONSHIPS
REGULATIONS**

2025

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When the FIM Speedway of Nations U21 (SoN2) does not follow the FIM Speedway of Nations regulations, there will be additional details in the corresponding articles.

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1. GENERAL

All riders, teams, officials and other parties participating in the FIM Speedway of Nations world championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the: FIM disciplinary code, FIM sporting code, FIM code of ethics, FIM Speedway of Nations and FIM Speedway of Nations U21 World championships regulations, FIM Track Racing regulations, FIM Track Racing technical regulations, FIM Track Racing circuit standards, FIM environmental code, FIM medical code, FIM anti-doping code and SoN operations manual of the current year, as supplemented and amended from time to time (hereinafter collectively referred to as the "FIM regulations"). The FIM regulations may be translated into other languages, but in case of any dispute regarding interpretation the English text will prevail. It is the responsibility of each team manager to ensure that all persons involved with their entries always observe the FIM regulations. The responsibility of the team manager 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, pit area or on the track, 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 or the event in question, are subject to disciplinary actions as provided by the **FIM regulations**

1.1 Titles

The FIM recognises the FIM Speedway of Nations and FIM Speedway of Nations U21 as FIM world championships for national teams, hereafter referred to as "SoN & SoN2". The SoN race meetings are the sole prerogative of the FIM and must be organised in accordance with all FIM requirements. The SoN and SoN2 are run in conjunction with promoter Warner Bros Discovery Sports hereafter referred also as "WBDS".

1.2 Descriptions

7 teams from different nations (FMN's) will compete in each race meeting.

SoN2: 8 teams from different nations (FMN's) will compete in a single race meeting.

Semi-finals 1 & 2

After the 21 qualifying heats, there will be 1 additional race. The final qualifier race will consist of the teams in 3rd and 4th place.

The winning team of the final qualifier race will join the 1st and 2nd placed teams from the semi-finals 21 qualifying heats, in qualifying for the final.

Final

After the 21 qualifying heats, there will be 2 additional races: a grand final qualifier race and a grand final race to determine the top 3.

The grand final qualifier race will consist of the 2nd & 3rd placed teams from the final 21 qualifying heats. The winning team of the grand final qualifier race will join the top scoring team from the final 21 qualifying heats in the grand final race.

The winning team of the grand final race will become FIM SoN world champions. The losing team of the grand final race will become the **FIM** SoN world championship runner up. The losing team of the grand final qualifier race will become the **FIM** SoN world championship third place.

Not applicable to SoN2.

1.3 National teams

National teams (e.g. Danish team, German team) are nominated exclusively by their respective FMN. The riders of a national team must be holders of a passport of the country, which they represent. The **FIM** international jury will also check the national identity/age of each rider.

1.4 Dates of the race meetings

The SoN race meetings can be held either during daylight or during the evening under floodlights. The SoN calendar will be established pursuant to art. 20.1.2 of the FIM sporting code. Once the allocated dates for the race meetings are known, no other Track Racing race meeting(s) or practice

sessions of any kind can be staged at the venue five days prior to that date and until two days after, unless it's a FIM/WBDS promoted event.

To provide for postponements that may be necessary, for example because of weather conditions, the FMNR or the organiser must declare one re-staging date for each meeting.

The re-staging date must always be the day after the original date of the race meeting. This must be notified in the supplementary regulations (SR's).

30th September - SoN semi-final 1 practice & race meeting.

01st October - SoN semi-final 2 practice & race meeting | Re-staging day SoN semi-final 1.

02nd October - Rest day | Re-staging day SoN semi-final 2.

03rd October - SoN2 final practice & race meeting.

04th October - SoN final practice & race meeting.

05th October - Re-staging day SoN final or SoN2 final.

If semi-final 1 or 2 is postponed again and cannot be held on the re-staging date, the race meeting classification will be decided according to ranking list (art. 8.1): Highest team ranking is placed 1st, second highest team ranking is placed 2nd and so on.

The SoN and SoN2 final tournaments have precedence over any other Track Racing race meeting, with the exception of the FIM SGP race meetings.

1.4.1 Re-staging or abandonment of a race meeting

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

- If the race meeting is interrupted before heat 14 is accomplished and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole race meeting must be re-staged in accordance with art. 8.1.
- If the race meeting is interrupted after heat 14 and before heat 21 and cannot continue the same day the result at the conclusion of heat 14 will be deemed valid to determine the final results of the race meeting.
- If semi-final 1 or 2 is interrupted after heat 21 and cannot continue the same day, the result at the conclusion of heat 21 will be deemed valid to determine the final results of the race meeting.
- If the final is interrupted after heat 21 and cannot continue the same day, the result at the conclusion of heat 21 will be deemed valid to determine the final results of the race meeting.
- If the race meeting is interrupted after the grand final qualifier race and cannot continue the same day, the result at the conclusion of heat 21 will be deemed valid to determine results of the race meeting. The grand final qualifier race will only be considered to determine 2nd and 3rd place in the final results of the race meeting regardless of points scored in the 21 heats.

In exceptional circumstances, the SoN commission will authorise a departure from this formula for a specific event. In this event the changes must be set out in the SR's for the event. Only the SoN commission can approve such changes.

SoN2: If a SoN2 race meeting is interrupted or suspended for any reason whatsoever, the following rules will apply:

If the race meeting is interrupted before heat 16 is accomplished, and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole race meeting must be re-staged in accordance with art. 8.1.

If the race meeting is interrupted after heat 16 and before heat 20 and cannot continue the same day the result at the conclusion of heat 16 will be deemed valid to determine the final results of the race meeting.

If the race meeting is interrupted after heat 20 and before heat 24 and cannot continue the same day the result at the conclusion of heat 20 will be deemed valid to determine the final results of the race meeting.

If the race meeting is interrupted after heat 24 and before heat 28 and cannot continue the same day the result at the conclusion of heat 24 will be deemed valid to determine the final results of the race meeting.

1.5 Supplementary regulations (SR's)

Supplementary regulations, referred to hereafter as SR's, must be issued by the FMNR in accordance with the FIM sporting code, the FIM Track Racing appendices and regulations.

The SR's are to be published using the SoN model format and must be sent to the FIM/CCP administration for approval, **maximum** 2 months before the race meeting.

1.6 SoN operations manual

A SoN operation manual will be provided for each SoN organiser and each FMNR clerk of the course. This manual is the exclusive property of the FIM/WBDS and cannot be used in whole or in part for any other category of race meeting. The organisers are compelled to follow all the given instructions contained in this manual.

2. OFFICIALS

2.1 FIM international jury

The members of the **FIM** international jury with voting rights **are** the jury president, the referee, the race director and the FMNR delegate (or FMNR clerk of the course if there are no FMNR delegate). In the case of a tie, the jury president has the casting vote.

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

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

Any neutral or legal person, holder of a FIM licence, who considers to be directly prejudiced, during a meeting sanctioned by the FIM, following dangerous, unsporting or fraudulent behaviour, riding act, which has not been subject to a decision by the disciplinary bodies listed in art. 3 of the FIM disciplinary code has the right to protest against such behaviour, riding or act.

Any neutral or legal person, holder of a FIM licence and directly affected by a decision taken during a meeting under the authority of the FIM has the right to lodge an appeal against such a decision.

This appeal must be presented to the **CAI** 5 days at the latest after the notification of that decision.

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

The **FIM** international jury has the competence to pronounce ex officio sanctions against riders, team members, officials, promoters/organisers and all the persons involved in any capacity whatsoever in a race meeting or in the SoN.

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

- To ensure the smooth and efficient running of the race meeting.
- To approve all the official results of the race meeting.
- To impose penalties for any infringements of the regulations.
- To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during a race meeting, contrary to the current regulations or instructions given by an official of the race meeting.
- 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 a race meeting.
- To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the race meeting or for serious breaches of the regulations.
- To adjudicate on any protest relating to infringements of the regulations.

2.2 SoN commission

The SoN commission, established pursuant to art. 30.4.2.1 of the FIM sporting code, is competent to study and approve amendments to the SoN regulations proposed by the CCP or by other parties involved, such as riders, teams, manufacturers, etc.

The SoN commission will consist of:

- The FIM CCP director
- **The FIM** SoN race director
- The WBDS speedway event **director & sporting coordinator**
- The WBDS speedway championships **director**

The decisions require a simple majority and in case of a tie, the FIM CCP director will have a casting

vote.

The FIM CCP coordinator will attend all SoN commission meetings and working groups to record the official minutes, without any voting rights.

2.3 Race director

The race director is responsible for the conduct and efficient running of the SoN and is a voting member of the **FIM** international jury.

The race director is responsible for carrying out regular meetings with promoter and team managers in order to obtain good cooperation.

The race director will update the SoN regulations as well as the SoN operations manual.

2.4 Club staff uniform

It is compulsory for the club staff to be dressed in the club's uniform. If the organiser does not have a special club uniform, then the club's staff must wear overalls of the same colour.

Chief officials such as the clerk of the course, technical steward, chief pits marshal, etc. must be clearly identifiable. Their uniform or jacket must contrast with that of the club staff uniform and their title must be clearly displayed on the back, in contrasting letters.

The colour red is not permitted.

3. RIDERS AND TEAM MANAGERS

3.1 Licences

Only riders with a current and valid FIM SGP licence or FIM Track Racing world championship licence will be permitted to take part in the SoN race meetings. A FIM one-event licence is only valid for the SoN race meeting in question. The team manager must be a holder of a valid FIM Track Racing clerk of the course licence.

3.2 Checking of the riders' licences

The rider's and team manager's licences and passports must be presented to the clerk of the course prior to the first jury meeting and will be checked by the jury president. The annual licences will be returned to the rider and team manager after all fork covers and race jackets have been returned.

3.3 Entries

No entry fee will be charged.

Only seeded or qualified FMNs and their nominated riders will be permitted to participate in the SoN tournament of that year. 4 weeks prior to the first race meeting of the SoN tournament, all seeded and qualified teams must submit the official SoN squad declaration form, to the FIM/CCP administration. This declaration form must be duly completed and signed by the FMN, as it enters the FMN into all the SoN tournament race meetings they will qualify for that year.

The FMN is responsible for the completion of this entry form and submitting it to the FIM/CCP administration.

Riders, who have been entered by their FMN for the SoN tournament and refuse or are unable to take part, will be deemed banned for a minimum period of one day before to three days after the race meeting concerned. Furthermore, they will be considered ineligible for the SoN of that season.

Riders who have been nominated by their FMN to participate in the SoN tournament 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 **FIM** international jury of the race meeting from which the rider is absent or by the CCP main committee, if the absence is known before the race meeting.

If the absence of the rider is truly justified and accepted by the **FIM** international jury, the rider will be accepted to re-enter the SoN tournament.

Withdrawal during an FIM race meeting

A rider entering the SoN tournament (from the signing on) must race in all the programmed heats and run off, semi-final or final (when applicable) unless prevented from doing so by injury or illness (certified by the race meeting doctor) or other "force majeure".

If the race meeting doctor declares the rider unfit, the rider cannot continue racing in that race meeting.

The rider will also be banned for the period of time recommended to the **FIM** international jury by the doctor of the race meeting. In this case, the rider must undergo medical examination before the start

of the next meeting.

A rider refusing to continue racing in an FIM race meeting will be deemed banned for a period decided by the **FIM** international jury of the race meeting. The **FIM** international jury must in these cases also consider any possible "force majeure". The FIM and the CCP main committee can also pronounce a fine between 10'000 and 100'000 euros.

When a rider is withdrawing for any reasons and the withdrawal is accepted by the **FIM** international jury, the rider is not allowed to re-enter that race meeting again.

The FIM and the CCP main committee can withdraw a rider's licence and give a ban 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 will be referred to the **CAI**.

The CCP will refer the case to the **CAI** pursuant to art.3.3.2 last paragraph of the FIM disciplinary code.

3.4 Team composition

The 7 competing teams will each consist of 3 riders.

TEAM A	Starting n°	1	2	3
TEAM B	Starting n°	1	2	3
TEAM C	Starting n°	1	2	3
TEAM D	Starting n°	1	2	3
TEAM E	Starting n°	1	2	3
TEAM F	Starting n°	1	2	3
TEAM G	Starting n°	1	2	3

FMNs will nominate a squad, with up to 5 riders **four** weeks before semi-final 1, including the captain's nomination.

2 weeks before semi-final 1, FMNs will nominate the 3 riders competing in the semi-finals, including the captain's nomination.

After the completion of semi-final 2, FMNs will nominate the 3 riders competing in the final.

If there is an injury, it is permitted to nominate another rider that was not in the original squad subject to the approval of SoN commission.

The names and composition of the declared squad & teams will remain confidential and must not be disclosed by the FMN or their representatives to the media or any other party until announced by FIM or the SoN promoter.

The number 3 rider can replace any teammate at any time during the race meeting. If notification of replacement is not given to the SoN race director before the heat/race starts, that rider will be disqualified.

The **FIM** international jury will issue a list, including the teams draw position, as soon as possible after the completion of semi-final 2 (See art. 3.5).

SoN2: The 8 competing teams will each consist of 3 under 21 riders.

TEAM A	Starting n°	1	2	3
TEAM B	Starting n°	1	2	3
TEAM C	Starting n°	1	2	3
TEAM D	Starting n°	1	2	3
TEAM E	Starting n°	1	2	3
TEAM F	Starting n°	1	2	3
TEAM G	Starting n°	1	2	3
TEAM H	Starting n°	1	2	3

3.5 Starting positions draw

The starting positions draw for each team in semi-final 1 & 2 will be pre-balloted by the FIM.

For teams that progress to the SoN final, the final starting position draw will be balloted by the **FIM** international jury after the conclusion of semi-final 2.

SoN2: The starting positions draw will be pre-balloted by the FIM.

3.6 Signing on

All team managers and their respective riders must sign on at the date and time stipulated in the SR, which should not be later than 30 minutes before the first international jury meeting.

When a team manager or a rider has signed on, they are deemed to have entered the race meeting and are not permitted to take part in any other motorcycle race meeting until the completion of that race meeting.

3.7 Team managers' briefing meeting

A team managers' briefing meeting will be held prior to the practice and the race, according to the SR's. The race director will call for additional meetings with the team managers and/or the riders if considered to be necessary. It is compulsory for all team managers and riders to be present if asked to do so by the race director.

Only team managers, FIM jury members and WBDS' representatives will be permitted to attend the briefing.

3.8 Rider's team colours

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

It is compulsory for each team's riders to wear a team race suit at all times during practice, opening ceremony, TV interviews, press conference, racing, prize giving ceremony and in the pits area.

The team manager must be clearly identifiable in a uniform or jacket with "team manager" highlighted on the back and the name of the country represented. All persons having duties in the pits area must observe a reasonable dress code.

Recommended for SoN2

4. TRACKS / STADIUMS

4.1 Tracks

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

The track must comply with FIM track standards for Track Racing circuits (STRC) and with the SoN operations manual.

The FIM has the right to inspect any track intended for SoN race meetings at any time if it considers such an inspection to be necessary.

They will order the taking of any measures needed to comply with all the FIM requirements and safety matters for riders, officials and spectators. The jury president has the power to authorise and apply a 3-year track licence, 2-year track licence, 1-year track licence or a one event track licence depending on the circuit. Each non-permanent track will be required to have a track test before the practice and race meeting takes place.

4.2 Stadium facilities

A SoN race meeting is recommended to be held at a stadium having permanently installed flood lighting of a minimum 900 lux, evenly spread out on the track, and 400 lux evenly spread out in the whole pits area and lining-up zone. The lighting must be made according to DIN 67526 or similar standards.

A paddock area, including power supply and water, suitable for the parking of rider's vehicles must be provided adjacent to the pits and must provide sufficient accommodation for 21 large vehicles.

Furthermore, the stadium must strictly comply with the provisions outlined in the SoN operations manual, FIM track racing standards for Track Racing (STRC), FIM SGP and SoN world championships regulations. The start switchboard must incorporate the correct connection for the FIM orange box starting system.

SoN2: A paddock area, including power supply and water, suitable for the parking of rider's vehicles must be provided adjacent to the pits and must provide sufficient accommodation for 24 large vehicles.

4.3 Track inspection

At each SoN race meeting, prior to any practice or racing taking place, the **FIM** international jury and

the clerk of the course, must carry out a track inspection and if necessary, order any measure(s) to comply with every security provision for riders, teams, officials and spectators. The SoN teams will have the possibility to walk around and inspect the track. Times will be specified in the SR.

4.4 Stadium facilities inspection

The race director and the SoN promoter will carry out a stadium facilities inspection prior to the SoN race meetings for final approval. If further inspection is needed, the organiser must pay the travel expenses and hotel accommodation costs.

4.5 Pits

Entrance to the pits area is authorised for the holders of a valid pass only.

A special adjacent viewing area for 100 people, with direct entrance from the pits, must be provided for the riders, mechanics, team managers and other authorised pass holders.

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

The pits' marshal is responsible for ensuring that:

- all necessary equipment, including fire extinguishers and emergency tools are in order (see FIM STRC regulations).
- riders are equipped with the correct helmet colours before they leave the pits.
- riders are equipped with the correct race suits, race jackets, fork covers and transponders.
- nobody smokes/vapes in the pits area.
- during the race meeting, except for the riders, only persons who have reached their age of 16 can enter the pits with valid accreditations.
- no rider, mechanic, manager or delegate goes on the track when track maintenance is in progress.

5. MOTORCYCLES AND EQUIPMENT

Motorcycles and all riders' equipment must conform to FIM Track Racing technical rules and to all the provisions of art. 7 of the FIM Track Racing appendices.

5.1 Machine examination

At every SoN race meeting, a **machine examination** is compulsory and official FIM specification **templates are** provided for this purpose. All machines and equipment must be checked in accordance with FIM Track Racing technical **regulations**.

The referee, jury president or race director can order any engines or machines to be re- checked or re-tested at any time, during or after practice or racing. Furthermore, the weight and engine RPM of some machines chosen at random, must also be checked during the race meeting.

The riders' team members must present their rider's machines and equipment at the time stipulated in the SoN **machine examination time** schedule.

5.2 Fuel

Only pure methanol must be used.

During practice and throughout the race meeting, it is compulsory for the teams to use the fuel supplied by the organiser, which must be provided free of charge to the teams.

The organiser must provide a fuelling area with all the equipment and manpower necessary to efficiently empty fuel tanks and refuel the bikes prior to each heat/race.

Furthermore, the jury president, referee, the race director or the FIM technical director can order a sampling of fuel during or after the race meeting.

5.3 Tyres

The organisers are required to provide an adequate supply of FIM homologated speedway tyres, which comply with FIM technical rules, for purchase at each race meeting. This will not apply if the tyres are provided by WBDS.

The tyres intended for use during the SoN practice and race meeting must be presented fitted to the FIM technical director or nominated deputy at the time specified in the published tyre check schedule if required.

The FIM technical director can ask for tyres to be unfitted for a detailed inspection of the tyres and

can also request deflation and inflation of tyres with air from the event compressor. The organiser must provide a conveniently located suitable covered area, with sufficient equipment for the safe fitting and inflation of tyres. It is not permitted for tyres to be removed from the pits area until the conclusion of the race meeting.

5.4 Artificial heating of speedway tyres

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

5.5 Front fork covers

The SoN promoter will supply two sets of front fork covers to each team member. It is compulsory to fit these covers on the motorcycles during the race meeting machine examination, practice, opening/prize giving ceremony and racing.

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

All front fork covers will need to be signed out when received and signed back in when returned by the rider's mechanic or representative to a collection point to be confirmed by the race director at each race meeting.

The cost of any fork cover not returned will be charged to the team manager and deducted from the team's prize money.

5.6 Number of motorcycles

Each rider will be permitted a maximum of 2 motorcycles in the pits before the start of the race. The 2 motorcycles must be placed in the team's allocated pit area immediately after the race meeting machine examination has taken place.

Motorcycles taken outside the controlled pits' enclosure or track area must be re-presented for inspection before they can again be placed in the allocated pit area. Any extra motorcycles can be parked in the specially provided spare bikes area, near to the pits.

5.7 Riding number jackets

The SoN promoter will supply the riding number jackets. It is compulsory for each team's riders to wear this riding number jacket at all times during practice, opening ceremony, TV interviews, press conferences, racing, prize-giving ceremony and in the pits area. Riders must wear the allocated team starting number on the back of their riding number jacket.

The covering of any part of the riding number jacket in any way is not permitted. Shoulder lapels are permitted but cannot cover any logos or adverts.

Where a rider wears a neck brace, the neck brace must be free of any advertisements.

All riding number jackets will need to be signed out when received and signed back in when returned by the rider's mechanic or representative to a collection point to be confirmed by the race director at each event.

The cost of any riding number jacket not returned will be charged to the team manager and deducted from the team's prize money.

5.8 Helmet colours

Every rider must have at least one (1) coloured helmet or one (1) helmet cover produced in each of the prescribed colours ready for use in accordance with the rules in force for the race meeting.

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

The technical team reserves the right to confiscate the helmet if it is risking the riders' safety.

In every heat/race and according to the allocated rider colour, the riders must use the coloured helmet or the helmet cover, in the corresponding colour, for proper identification to the referee, TV, spectators, etc.

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

Red	3020
Blue	5017

White	9016
Yellow	1023

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

The coloured area on helmets shall correspond to the area indicated on diagram 1.

On the coloured area it is permitted to have three adverts with a maximum area of 50 cm² for each advert. Every rider's helmet or helmet cover is considered as a part of the rider's personal equipment.

6. PRACTICE

Date and time of practice will be clearly stated in the SR's. Practice is not compulsory for the riders. Teams wishing to practice must do so within the official SoN practice time schedule for each team. Practice for all events will be one practice session where each rider will have two practice runs. Teams will have a maximum of 3 riders participating in the practice.

Each rider must be ready in the lining-up zone, within the time limit of their team's session. On the order of the race director, they will be permitted to enter the track.

Riders must practice according to their team's run. However, if the rider is not ready, the rider will miss that run. Each practice run will be of a maximum two (2) minutes duration determined by the referee. Team managers, team members, mechanics or machines etc. are not permitted on the infield.

It is forbidden to make any practice starts on the starting gate straight. No starting practice with the starting gate in operation will be provided. The race director will decide on watering, grading of the track according to the practice schedule.

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

Practice can be partly or totally cancelled, which will be decided only by the **FIM** international jury.

SoN2: Practice is compulsory.

7. OPENING CEREMONY

An opening ceremony must be organised prior to the start of the 1st heat. During this opening ceremony, the announcer must present the teams, their riders and team manager to the public. The time limit for the whole opening ceremony must under no circumstances be longer than 10 minutes in total unless permission is granted by the SoN commission.

The race director can, after consultation with the SoN promoter, give permission for one opening speech at the opening ceremony.

Only track staff and valid pass holders are permitted on the track or infield during the opening ceremony.

8. RACES

8.1 SoN tournament format

The SoN tournament format can change for the following year and if so, will be announced as early as possible.

The SoN tournament involves 15 teams in total. Each team is ranked from 1 to 15 by the SoN commission:

1 st	Great Britain	ACU
2 nd	Australia	MA
3 rd	Sweden	SVEMO
4 th	Germany	DMSB
5 th	Poland	PZM
6 th	Denmark	DMU
7 th	Latvia	LaMSF
8 th	Czech Republic	ACCR
9 th	Finland	SML
10 th	Italy	FMI

11 th	Slovenia	AMZS
12 th	USA	AMA
13 th	France	FFM
14 th	Norway	NMF
15 th	Ukraine	FMU

The SoN comprises three race meetings: semi-final 1, semi-final 2 and the final which includes the prize giving ceremony.

A race meeting comprises 21 heats, run respectively with 3 riders per team according to the format. All heats/races will be raced over 4 laps.

Semi-finals 1 & 2 will consist of 21 qualifying heats plus one extra final qualifier race.

The final will consist of 21 qualifying heats plus two extra races: grand final qualifier race and a grand final race.

Team riding is permitted.

Teams qualify to the final as follows:

The 1st and 2nd place teams from the semi-finals 21 qualifying heats, plus the winners of the final qualifier races of semi-final 1 & semi-final 2 will qualify directly for the final.

The host nation of the final is seeded directly to the final.

SoN RACE FORMAT

Heat	GATE 1	GATE 2	GATE 3	GATE 4
1	1A	1B	2A	2B
2	1C	1D	2C	2D
3	1E	1F	2E	2F
4	1G	1A	2G	2A
TRACK GRADING				
5	1B	1C	2B	2C
6	1D	1E	2D	2E
7	1G	1F	2G	2F
8	1A	1C	2A	2C
TRACK GRADING				
9	1D	1B	2D	2B
10	1E	1G	2E	2G
11	1F	1A	2F	2A
12	1B	1E	2B	2E
TRACK GRADING				
13	1C	1F	2C	2F
14	1G	1D	2G	2D
15	1A	1E	2A	2E
16	1F	1B	2F	2B
17	1C	1G	2C	2G
TRACK GRADING				
18	1D	1A	2D	2A
19	1B	1G	2B	2G
20	1E	1C	2E	2C

21	1F	1D	2F	2D
TRACK GRADING				
22	RED	WHITE	BLUE	YELLOW
23	RED	WHITE	BLUE	YELLOW

Team riders in red and blue have a choice of gate positions 1 & 3. Team riders in white and yellow have a choice of gate positions 2 & 4. A change of helmet cover is not permitted but a gate change is permitted between the 2 riders from the same team.

In respect of the final qualifier race in semi-final 1 & 2, the final grand final qualifier and grand final, the first choice of gate will go to the higher placed team from the 21 qualifying heats.

SoN2 RACE FORMAT

Heat	GATE 1	GATE 2	GATE 3	GATE 4
1	1B	1A	2B	2A
2	1C	1H	2C	2H
3	1D	1G	2D	2G
4	1E	1F	2E	2F
TRACK GRADING				
5	2C	1D	1C	2D
6	1A	2G	2A	1G
7	1H	1F	2H	2F
8	2B	1E	1B	2E
TRACK GRADING				
9	1F	1B	2F	2B
10	1G	2H	2G	1H
11	1D	2A	1D	1A
12	2E	1C	1E	2C
TRACK GRADING				
13	2G	2E	1G	1E
14	2H	2D	1H	1D
15	1B	2C	2B	1C
16	2F	1A	1F	2A
TRACK GRADING				
17	2A	1C	1A	2C
18	1D	2B	2D	1B
19	1E	1H	2E	2H
20	1F	1G	2F	2G
TRACK GRADING				
21	2D	2E	1D	1E
22	1H	1A	2H	2A
23	2B	2G	1B	1G
24	1C	1F	2C	2F

TRACK GRADING				
25	1G	2C	2G	1C
26	2H	2B	1H	1B
27	1A	1E	2A	2E
28	2F	1D	1F	2D

Each team will be ranked from 1 to 8 by the SoN commission:

1 st	Poland	PZM
2 nd	Sweden	SVEMO
3 rd	Australia	MA
4 th	Great Britain	ACU
5 th	Denmark	DMU
6 th	Germany	DMSB
7 th	Czech Republic	ACCR
8 th	Latvia	LaMSF

The SoN2 comprises one race meeting with 28 heats only. There will be no final race.

8.2 Punctuality in starting

All races must start at the time stipulated in the SR's. All officials, riders and team managers must be ready for the start of the event when called upon to do so by the race director.

Only the race director can make alterations or changes to the starting time of the races and will give the order that the opening ceremony of the riders will enter the track.

8.3 Start time allowance

Upon the order from the race director, the pits' gate will be opened; the referee will start the **90 seconds** time allowance for that heat/race and the riders will have access to the track.

The race director has the option to use a **60 seconds** time allowance for a restart after an unsatisfactory start.

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 **90 or 60 seconds** time allowance, the mechanics must only work on their rider's bike within the controlled area. Mechanics can only leave the controlled area to assist their rider in an emergency.

Riders must proceed as directly as possible to the starting tape and be ready to start within the **90 or 60 seconds** time allowance.

In front of the starting tape, a countdown clock is placed on the infield indicating the remainder of the **90 or 60 seconds** time allowance. If, in the opinion of the referee, any rider or riders are not ready to start when the **90 or 60 seconds** time allowance has expired, they must be disqualified from the heat/race. The disqualified rider or riders will not be replaced.

Riders of the same team can change gate positions with their partner at any time but must be ready to start by the end of the **90 or 60 seconds** allowance.

8.4 Unsatisfactory start

Starts will be carried out in accordance with regulation 10.6 of the FIM Track Racing appendices.

Where, in the opinion of the referee, a start has been incorrect, the heat/race can be immediately stopped and a restart can be 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 by the race director to the rider/team manager before the race is restarted.

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/race, the referee will allow the heat/race to continue and issue the warning after the

heat/race is completed. In these circumstances the offending rider must be informed before leaving the pits for the next heat/race.

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 the rider's disqualification light by the referee. The team's reserve rider will not be permitted to take the place of any rider disqualified for starting offences.

8.5 Timekeeping

Race times for each heat/race must be taken and announced at every SoN race meeting.

8.6 SoN qualifying system

The SoN tournament format can change for the following year and if so, will be reflected in the qualification system where necessary.

Seeded FMNs/teams that do not wish to participate in the SoN tournament must notify the FIM/CCP administration in writing, no later than five months before the start of the SoN.

9. RESULTS

9.1 Rider's scores

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

- 4 points for 1st place
- 3 points for 2nd place
- 2 points for 3rd place
- 0 point for 4th place

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

Tie for:

- | | |
|---|-----------|
| 1 st / 2 nd place | 3½ points |
| 2 nd / 3 rd place | 2½ points |
| 3 rd / 4 th place | 1 point |

9.2 Ties

After the completion of heat 14 or 21 of the semi-finals and the final when establishing the order at the conclusion of heat 14 or 21:

- 1a. In the event of equal points for two teams after the conclusion of heat 14 or 21, the team that scored the most points when the two teams met will be considered the better placed team. If the two teams did not meet, 1b will be used to determine the better placed team.
- 1b. In the event of equal points for three or more teams, after the conclusion of the 21 qualifying heats, teams are considered to have scored a bonus point on each occasion they finish in positions 1 & 2 or 2 & 3. The team scoring the higher number of bonus points will be considered the better placed team.
- 1c. If there remains a tie, the amount of first, second, third and fourth places in total taken by all riders will decide the better placed team. Zero for last placing is better than for M-R-F-T-d-N.
- 1d. If all other solutions cannot resolve the tie, then the team with the highest SoN ranking will be deemed the better placed team.

SoN2: After the completion of heat 16, 20, 24 or 28 when establishing the order between the teams in the list of intermediate classification:

- 1a. *In the event of equal points for two teams after the conclusion of the heat 16 or heat 20 or heat 24 or heat 28, the team that scored the most points when the two teams met will be considered the better placed team. If the two teams did not meet, 1b will be used to determine the better placed team.*
- 1b. *In the event of equal points for three or more teams, after the conclusion of the heats, teams are considered to have scored a bonus point on each occasion they finish in positions 1 & 2 or 2 & 3. The team scoring the higher number of bonus points will be considered the better placed team.*
- 1c. *If there remains a tie, the amount of first, second, third and fourth places in total taken by all*

riders will decide the better placed team. Zero for last placing is better than for M-R-F-T-d-N.

- 1d. *If all other solutions cannot resolve the tie, then the team with the highest SoN2 ranking will be deemed the better placed team.*

9.3 Replacing an injured rider

In the event of a rider being injured but not disqualified from the re-run of a heat/race, their place can be taken by the other team member.

Should the reserve rider be injured in the re-run heat/race in similar circumstances without disqualification, the rider can be replaced by the original rider, if fit.

9.4 Results and final SoN overall classification

The team winning the grand final race at the final will be declared the winner, the losing team in the grand final race will be placed 2nd and the losing team from the grand final qualifier race will be placed 3rd.

4th to 7th will be decided by the highest points scored from the final race meeting.

The 4th placed team in semi-final 1 & 2 (losing team of the final qualifier races) will be placed 8th and 9th.

The 5th, 6th and 7th placed team in the semi-final events will be placed, 10th/11th, 12th/13th and 14th/15th in the final overall classification of the SoN tournament of that year.

In the case of teams tied on points, art. 9.2 will apply.

SoN2: The team having collected the highest number of scored points will be the winning team.

In case of any teams tied on points for the 1st place in the event classification, the team manager from the teams concerned will nominate one rider each and a run-off between those will determine the final classification. The maximum number of permitted heats by each rider is not taken into consideration in this situation.

The order in which the teams will choose their gate positions will be determined by ballot. The race director shall perform this procedure.

9.5 Official results

The SoN secretary is responsible for sending via email the SoN official results, which must be submitted to the **FIM** international jury for approval. Furthermore, the complete SoN official results form will be sent by e-mail to the FIM press list.

9.6 Communication of results

The FIM jury secretary is responsible for uploading the SGP official results on Sportity, after the jury president and referee approval.

9.7 Prize-giving ceremony

The prize-giving ceremony will be organised immediately after the end of the grand final race. Riders and team managers must make themselves ready and available immediately for the ceremony, without any delays whatsoever.

The race director will escort the riders and team managers concerned as quickly as possible to the podium for the prize-giving ceremony.

It is compulsory for the riders and team managers to participate.

9.8 Press conference

The teams placed 1st, 2nd and 3rd must immediately, after the prize-giving ceremonies, make themselves available for the official press conference. The race director can instruct any other officials, team managers, rider or riders to participate in the press conference.

10. TEAMS' REMUNERATION

10.1 Travel and hotel expenses

The travel and hotel expenses are included in the prize money (art. 10.5).

10.2 Hotel accommodation

Provided that no other agreement or arrangement has been made by the organiser, FIM and FMN officials, the FMNs of the teams, etc are responsible for booking or reserving their own hotel requirements directly.

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.

For the SoN race director, a double room must be reserved for, 1 day before the SoN tournament until the end of the SoN tournament and paid for by the organisers.

10.3 Guest tickets

The SoN promoter must supply, at the request of each team manager and free of charge, 10 tickets per team for the personal use of each team competing at the race meeting. These tickets should give seating access to the main grandstand or other suitable area.

10.4 FIM awards

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

10.5 Prize money

The prize money will be paid to the respective FMN's directly by WBDS after the SoN tournament is completed.

The payment is transferred according to the following scale of prize money and teams' contract with WBDS.

Should any race meeting be re-staged, the prize money will remain the same.

(All amounts are shown in euros and are net amounts).

SoN	
Place	Amount
1st	37'500
2nd	30'000
3rd	27'500
4th	25'000
5th	22'000
6th	20'000
7th	18'000
8th	10'000
9th	10'000
10th	9'000
11th	9'000
12th	8'000
13th	8'000
14th	8'000
15th	8'000
Total	250'000

SoN2	
Place	Amount
1st	11'500
2nd	10'000
3rd	8'500
4th	7'000
5th	6'500
6th	6'000
7th	5'500
8th	5'000
Total	60'000€

11. ALCOHOL AND DOPING CONTROLS

Alcohol controls must be carried out in accordance with FIM medical code. They can be made before the start of practice, racing or at any time during the race meeting.

Doping controls must be carried out in accordance with the FIM anti-doping code. The sanctions for a positive doping or alcohol test will be applied according to the rules and proceedings laid down in the FIM anti-doping code, FIM medical code and FIM disciplinary code.

12. PROTESTS AND PENALTIES

Refer to art. 14 of the FIM Track Racing appendices and to the FIM disciplinary code.

12.1 Time limit

Refer to art. 14 of the FIM Track Racing appendices and to the FIM disciplinary code.

12.2 Right of protest and appeal

Refer to art. 14 of the FIM Track Racing appendices and the FIM disciplinary code.

12.3 Fines

Every breach of the rule will be penalised with a fine or penalised with another sanction provided for in the FIM disciplinary code.

Teams/riders breaking the rules will be sanctioned by the **FIM** international jury as follows:

	AMOUNT
Any inappropriate conduct with words or signs	1'000€
with violence	2'000€ and up to disqualification from the race meeting
Absence without having advised the FIM in writing, or absence after having advised the FIM in writing but for a reason not accepted by the FIM international jury	8'000€
SoN2	5'500€
Arriving after the start of heat 1 (for a reason not accepted by the jury)	600 € + rider's disqualification from the race meeting
Absence or late arrival at the:	
Signing on	300€
Machine examination	300€
Team manager's briefing	300€
Opening ceremony	300€
Prize-giving ceremony	750€
Press conference	300€
Non-respect of the track walk time	First offence*: Warning Second offence: 300€
Non-respect of the mechanics' line (when applicable)	First offence*: Warning Second offence: 300€
Team suit not conforming	2'000€
<i>Not applicable to SoN2</i>	
Riding number jackets not worn during the TV interviews, practice, opening ceremony, press conferences, racing, prize-giving ceremony and in the pits area	First offence*: 5'000€/rider involved Second offence: 5'000€/rider involved + disqualification of the team from the race meeting
Front cover not fixed on the bike during the TV interviews, draws, practice, opening ceremony, press conferences, racing, prize-giving ceremony and in the pits area	First offence*: 5'000€/rider involved Second offence: 5'000€/rider involved + disqualification of the team from the race meeting
Any part of the race jacket or front fork cover covered by any object.	First offence*: 600 €/rider involved Second offence: 600 €/rider involved + disqualification of the team from the race meeting
Helmet covers, or helmet colours not conform (art. 5.9 of the FIM Track Racing appendices and diagram helmet colours)	First offence*: 600€ Second offence: disqualification from the race meeting
Team member not wearing a team colour uniform	300€
<i>Not applicable to SoN2</i>	

Lost or forgotten pass	70€
Lost or forgotten transponder	200€
Not using an environmental mat in the pits, parc fermé	70€ per mat
Emptying the pit boxes before the final is completed	1000€

*will be carried out during the whole tournament.

Riders are responsible for their team members.

All other offences to the rules will be penalised according to the FIM regulations.

HELMETS DIAGRAM

