FEDERATION INTERNATIONALE
DE MOTOCYCLISME

FIM STANDARDS
FOR TRACK RACING CIRCUITS
-STRC-

2026

CONTENTS

CHANGES FROM 01.01.2026 IN BOLD

79.1 GENERAL

The “FIM standards for Track Racing Circuits” (STRC) determine the necessary standards for obtaining an FIM Track Racing licence.
The FIM Championships must be held on Track Racing circuits which are homologated by the FIM, as stipulated in the FIM sporting code under art. 10.8.
The specifications as per these regulations are the basic minimum recommendations for track construction considering safety both for competitors and spectators. The CCP **main committee**, however at its sole discretion, can agree the homologation of track racing circuits that vary from these specifications in circumstances where the CCP main committee is fully satisfied that appropriate safety standards have been agreed and implemented. Variations from these regulations in such circumstances will be written into the official track inspection report by the official appointed CCP inspector.

Definition of a temporary track: A temporary track is a race circuit that does not exist as a permanent facility year-round. It is constructed in its entirety before a specific event and dismantled shortly after the race concludes. The layout is only a functional racetrack during that specific race event.

79.2 INSPECTION AND HOMOLOGATION PROCEDURE

79.2.1 Request for a track inspection

Each FMN can apply for a track inspection by the FIM administration. Every application for an FIM track inspection must be submitted together with an accurate plan-drawing of the track to the scale 1:500. This plan-drawing must also indicate the pits area, the changing room, the amenities and accommodation for the public, as well as all relevant dimensions and necessary information.
An accurate construction-drawing of the safety barrier to the scale 1:10 must also be submitted.
ONE EVENT TRACK inspection. STRC will be used as a guideline for the inspection, however, at all times safety for the competitor (and spectators) must be the priority.

A pre-inspection of the venue must be held during the season preceding the one that in which it is intended to stage the race meeting (an absolute minimum of two months before the proposed event). Only in exceptional circumstances as agreed in advance and in writing by the CCP will this stipulation be varied.
A complete track inspection MUST also be completed a minimum of two days before the proposed event. The persons present at the inspection MUST include the appointed CCP inspector, an FMN delegate, the track owner and/or organiser. It is also recommended that one rider will be present.

79.2.2 Homologation procedure

During the year, the FIM administration will receive all documentation (track inspection reports, relevant remarks and conclusions contained in previous reports from the jury presidents and referees) for all tracks hosting world championship race meetings.
The FIM administration will examine the documentation and make the following recommendations to the CCP concerning the tracks that have been proposed by the FMNs for the race meetings of the following year:
a) The track is in order and there are no remarks concerning the organisation.
b) The FMNR and the organisers must be advised about the improvements to be carried out and must confirm in writing that they have been completed within the deadline set by the CCP.
c) A re-inspection is requested for the track, or the FMNR is requested to change the venue to another track conforming to the standards.

A track inspector will be appointed by the CCP in order to control and possibly recommend a homologation for:
a) Any track to be used for an FIM championship for the first time.
b) Existing tracks that have already been used for an FIM championship but have undergone substantial changes affecting the circuit or the safety installations.
c) **Existing tracks previously homologated for an FIM event where a serious accident has occurred due to the circuit, its safety installations, or something else connected with the circuit.**

d) Any particular track following a request from the FIM administration.

A track complying with all the recommendations and conditions of a final track inspection report will be homologated by the CCP and will receive an FIM track licence.
All FIM track licences shall be issued only for one specific event (one event licence). This applies to both permanent and temporary tracks, including those used for a series of events.
No FIM Track Racing licence shall be valid beyond the specific event for which it has been issued. Tracks that have not hosted any FIM event for more than two years, tracks with remarks noted in previous reports, or tracks that have undergone reconstruction, could be subject to a detailed pre-inspection one or two months before the scheduled FIM event.
It is recommended that such inspection be conducted during a national or local race to verify the functionality of all safety installations, services, and infrastructure under real conditions.
The track licence will be issued in accordance with the track details as entered onto the Track Inspection Report by the appointed Inspector. Any change or alteration to the details made without the approval of the CCP will invalidate the licence with immediate effect.

79.2.3 Persons necessary for a track inspection
The appointed CCP track inspector will be accompanied by the following persons:
- A qualified member of the FMNR
- A qualified representative of the owner of the track or the organising club
- A rider (this is highly recommended)

79.2.4 Expenses for a track inspection
The costs of the different track inspections are determined under art. 7.6 of the FIM financial operating guidelines.

79.2.5 Duties of the track inspector
At all inspections, the duty of the appointed track inspector is to examine all the installations, safety features and environmental elements at the circuit, to make recommendations where required and to ensure that these and the necessary services conform to the STRC and to the FIM environmental code.
The FIM administration may ask for a second inspection if essential work or faults remain.

79.2.6 Track inspection report
The appointed track inspector must complete the track inspection report by computer and send it by email to the FIM administration and FMN concerned within a few days after the track inspection. The original signed document must be sent by mail afterwards. In the track inspection report, the track inspector clearly writes down his remarks and proposals regarding the measures to be adopted or improvements to be made.
Once the inspection report has been sent, the concerned FMN has a maximum of three weeks to comment on the said report.

79.2.7 Allocation of an FIM championship
Each FMN which has been allocated an FIM championship for the next year must advise the FIM administration of the venue(s) of the race meeting(s) within the deadline stipulated by the CCP (1st September of the current year).

79.2.8 Liability
No legal action can be taken against the FIM; a track inspector or any FIM official for any reason connected to the homologation of a track, the track installations or the track standards.

79.3 TRACK LAYOUT
79.3.1 General principles
The track must be on level ground and formed by two straights joined by two semi-circles.

79.3.2 Recommended dimensions
The dimensions of the track, as laid down, are recommendations which must be followed as far as

possible. For individual situations, the FIM/CCP can agree on other dimensions at its sole discretion.

79.3.2.1 Length of the track
Measured 1 meter from the inside edge.

Speedway tracks:	From 260 m to 425 m
Ice tracks:	From 260 m to 425 m
Long & Grass tracks:	From 350 m to 1300 m
SGP4:	**From 120 m to 210 m**
125cc Track Racing:	From 200m to 800m
250cc Speedway:	From 200m to 425m
250cc Long Track:	From 350m to 800m
Speedway Sidecar 1000cc:	From 300 m to 700 m

Flat Track circuits

Short Track:	From 120 m to 425 m
Half Mile:	From 426 m to 1100 m
Mile:	From 1101 m to2000 m

TT: This is a Flat Track circuit that can include a jump and/or an extra succession of bends (both left and right) established on the infield of the track. Suitable only on circuits designated as Short Track or Half Mile.

79.3.2.2 Width of the track
The minimum width of the track shall be:

	Straights	Bends
Speedway	10m	14m
Ice speedway	10m	11m
Long & Grass Track	12m	14m
SGP4	**7m**	**10m**
Tracks up to 400m	10m	14m
Tracks from 400 to 700m	12m	14m
Short Track	10m	14m
Half mile	12m	14m
Mile	12m	14m

79.3.3 Banking
Speedway, Long & Grass tracks:
If there is some banking on the track, it must under no circumstances exceed 5% in the straight, 10% in the bends and must remain constant and grow from the inner edge to the safety fence.

79.3.4 Surfacing
For Speedway, Long & Grass tracks:
Asphalt, macadam, concrete or similar solid base ground is not permitted, unless special authorisation is given by the CCP. The granulation of the material used for the top dressing must not exceed 7 mm. The depth of the dressing should not be less than 3 cm. In no circumstances should the granules be large enough to cause injury to the riders. The top dressing must not include toxic or other materials which could affect the health of the riders or be treated with salt, oil or any substances which could corrode or damage in any other way the components of racing motorcycles.
Speedway tracks: The top surface must be granite, shale, brick granules or similar unbound material rolled in on the base ground.
Ice tracks: The top surface must be ice with a minimum thickness of 20 cm.

Long tracks: The top surface must be sand, shale, granite, brick granules or similar unbound material rolled in on the base ground.
Grass tracks: The top surface must be firm, level turf. Only minor undulations are permitted.

79.3.5 Maintenance

Speedway, Long & Grass tracks:
The track should be properly watered down in ample time before the race meeting to ensure satisfactory racing and to protect the public and the riders from dust. Water must also be available to control dust during the racing.
To preserve the evenness of the top dressing, it must be graded as necessary between heats. Graders must be constructed so that they replace the top dressing on the inside area of the track from the outside where it has been thrown during racing.
Ice tracks:
To remove loose ice, the surface must be scraped or brushed as necessary but at least after every four races. The loose ice will be removed from the surface of the track so that the edge marking remains clearly visible to the riders and the referee. For this purpose, power-driven scrapers or brushes must be provided.

79.3.6 Track requirements and equipment

The track is considered in order when the track surface ensures satisfactory riding and overtaking.
In order to obtain this, all necessary equipment such as graders, water tankers, etc. must be provided at all Track Racing race meetings.

79.4 PROTECTIVE DEVICES AND BARRIERS

The use of FIM homologated APDs is compulsory at all FIM Speedway and Long Track race meetings except SGP4.

79.4.1 Safety barriers for natural and artificial ice tracks

The track must be surrounded by up to 3 barriers:
Barrier 1,
A spectator barrier must be provided, at least 2 m high, prohibiting public access to the neutral zone. The stanchions must not protrude above the top of the barrier, and all sharp edges must be covered. This barrier may be dispensed with if the distance from the bends to the public zone is large enough, as shown in the track inspection report.
Barrier 2
A barrier at least 1.2 m high, and (+/-) 1.5 m wide, made of snow or formed by bales must be erected in front of barrier 1. Bales (straw or plastic material) must be suitably covered and retained in place by a rope type system that will allow them to give slightly under impact.
Barrier 3
A barrier at least 80 cm high is erected about 1 m or more in front of barrier 2. It can be composed of bales (straw or plastic material) suitably covered and must be free standing in order to be able to slide under impact.
Option 2:
Barrier 1: As above
Barrier 2: A speedway type barrier, at least 1.2 m high, must be erected around the track. It must absorb kinetic energy in the bends.
Barrier 3: A barrier of at least 80 cm high is erected in front of barrier 2. It can be composed of snow or bales (straw or plastic material or equivalent) suitably covered and must be free standing in order to be able to slide under impact.
If snow is used it should be highlighted in a colour contrasting to the track surface.

79.4.1.1 Safety barriers for natural and artificial ice tracks

For an ice track that is contained within the confines of an FIM certified safety fence for traditional speedway racing:

Barrier 1
A spectator barrier must be provided, at least 2m high, prohibiting public access to the neutral zone. The stanchions must not protrude above the top of the barrier, and all sharp edges must be removed, or

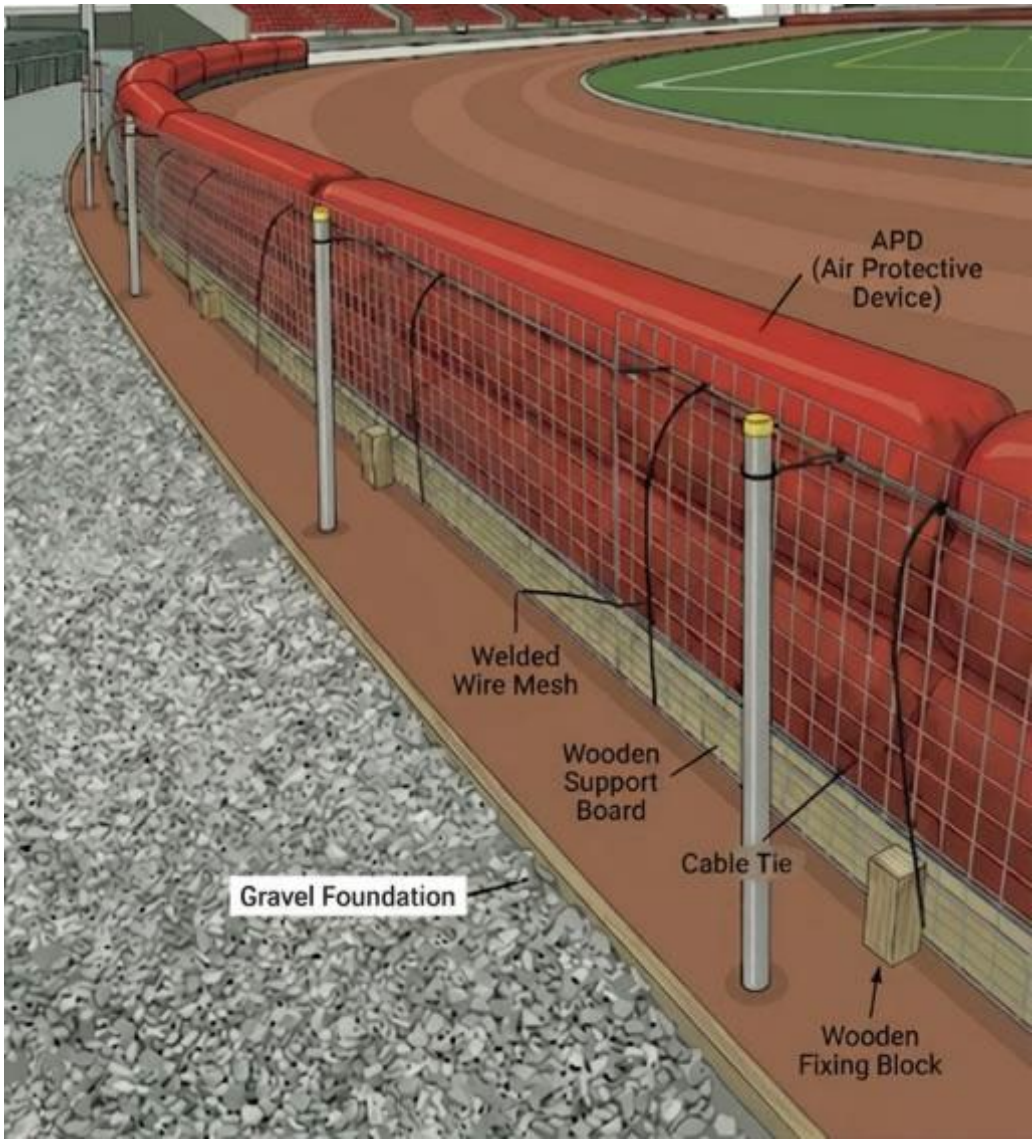
fully protected and covered.
This barrier may be dispensed with at the sole discretion of the CCP following the report and remarks of the FIM appointed track inspector if the distance from the bends to the public zone is large enough so as not to present any obvious danger to the public.

Barrier 1A - The certified speedway fence 1.2 m high and a minimum of 2 m distance from barrier 1 In the bends:
Barrier 2 approx. 1 m from Speedway fence
A barrier at least 1.2 m high, and (+/-) 1.5 m wide, made of snow or formed by bales of an agreed material (i.e. straw or plastic) must be erected in front of barrier 1A.
Bales (straw or plastic material) must be suitably covered and retained in place by a rope type system or similar that will allow them to give slightly to absorb energy under impact.
This row of bales must commence immediately on entry and continue throughout the entire bend and into the following straight for approximately 2 meters.
An appropriate safety fence board (or similar item of agreed material) must be overlaid and suitably secured starting from the speedway safety fence and concluding at the outer edge of the first bale (in the direction of racing) to form an uninterrupted smooth line into the bends.

Barrier 3
A barrier at least 80 cm high is erected about 1 m or more in front of barrier 2. It can be composed of bales (straw or plastic material) suitably covered and must be free standing to be able to slide under impact.

79.4.2 Safety barriers for Speedway, Long Track and Grass Track Circuits
The construction must be designed to provide effective protection for spectators. It shall also, without compromising the previous requirement, be designed so that a rider colliding with it is decelerated in a satisfactory manner from a safety perspective.
The track must be surrounded by a vertical safety fence with a minimum height of 1.2 m.
The properly constructed safety fence may be constructed from breakaway (or splinter-free) wooden planks, board material, plastics, rubber, wire mesh, or any other protective material.
Regardless of the material used, the fence must be constructed to effectively absorb kinetic energy in the event of an impact by either a rider or racing machinery. In the event of a collision, the flexible fence must be constructed in such a way that it cannot strike or come into contact with any fixed parts of the fence, or other rigid structures that could cause additional injury to the rider or damage to the equipment.
As from 01.01.2028, the FIM will no longer licence any venue where the primary safety fence is of a solid, non-flexible construction which does not allow for the absorption of impact energy and lacks flexibility when struck.
The 2026 and 2027 seasons are considered a transitional period for all current venues with rigid or non-flexible safety fences.
Before the start of the 2028 racing season, all such venues must modify their safety fences to comply with these new FIM safety standards.
The upgrade of the safety fence must include the installation of a flexible shock-absorbing system in both bends, and minimum the first 20 metres of each straight, starting from the end of the certified APD. As reference, existing systems, or new systems with equivalent technical characteristics, must be used. Examples include flexible safety systems which are already in use and have demonstrated their effectiveness at the exits of bends 2 and 4.
All required work must be completed no later than three (3) months before the date of any event listed in the official FIM calendar.
If the venue has not yet confirmed its compliance, the organiser of any event included in the FIM calendar must submit to the FIM at least three (3) months prior to the event:
• a picture of the safety fence demonstrating compliance with the above requirements,
• a layout (plan) of the track showing the positioning of the flexible safety system,
• and a technical description of the solution in use.
Tracks with safety barriers but with safety run-off zones of at least 10 meters in straight sections and at least 20 meters at the apex of the corners are not required to have the installation of a flexible shock-absorbing system in both bends and in the first 20 meters of each straight.

Examples of flexible safety fence installations for reference purposes:
1st system type.

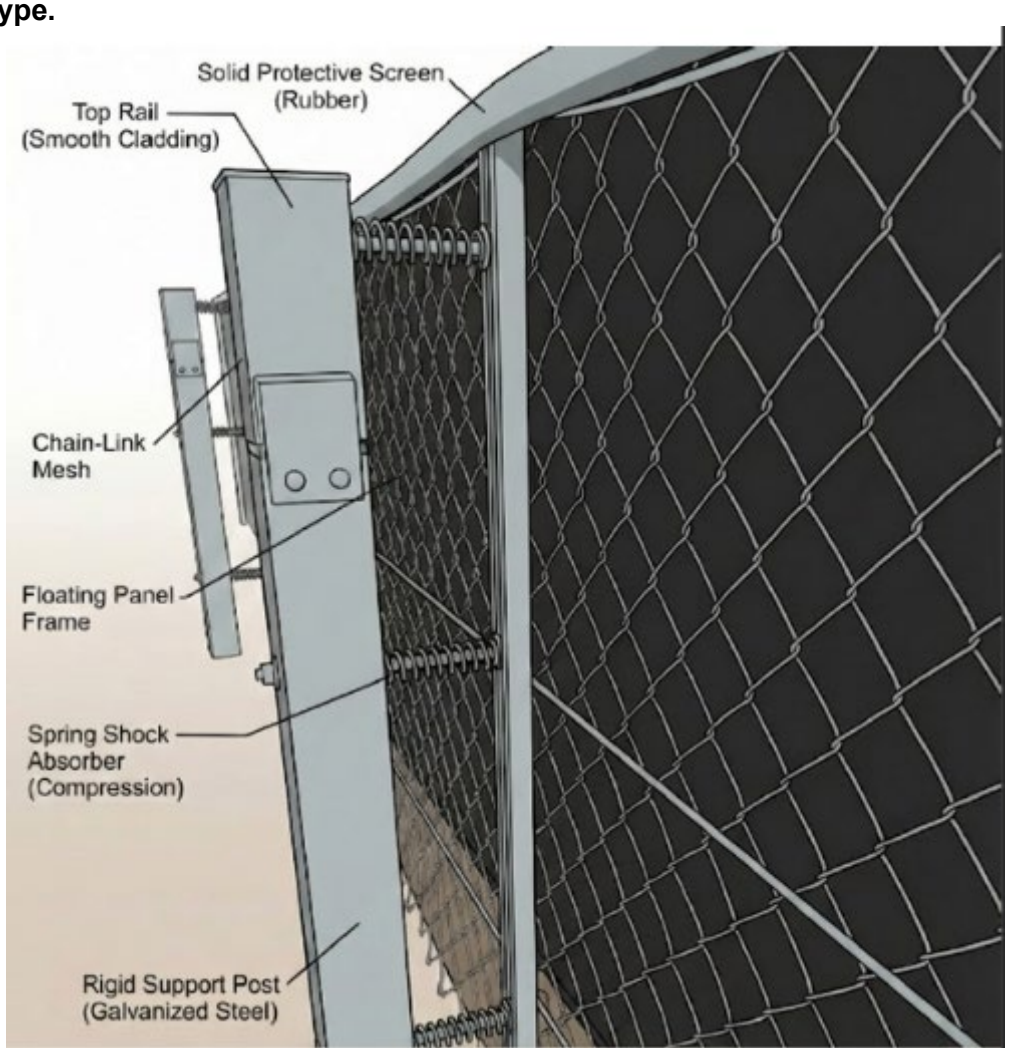


This illustration shows a flexible safety fence installed along the outer radius of a track. The system consists of welded wire mesh supported by metal posts and a wooden support board installed on a gravel foundation. The fence assembly is designed to provide controlled deformation under impact loads, allowing displacement of the mesh and supporting elements. Flexible connections between the mesh and the support posts enable load distribution and progressive energy dissipation during impact. The system reduces peak deceleration forces by limiting sudden contact with rigid structural components and provides an improved impact response compared to conventional rigid barriers.

2nd system type.

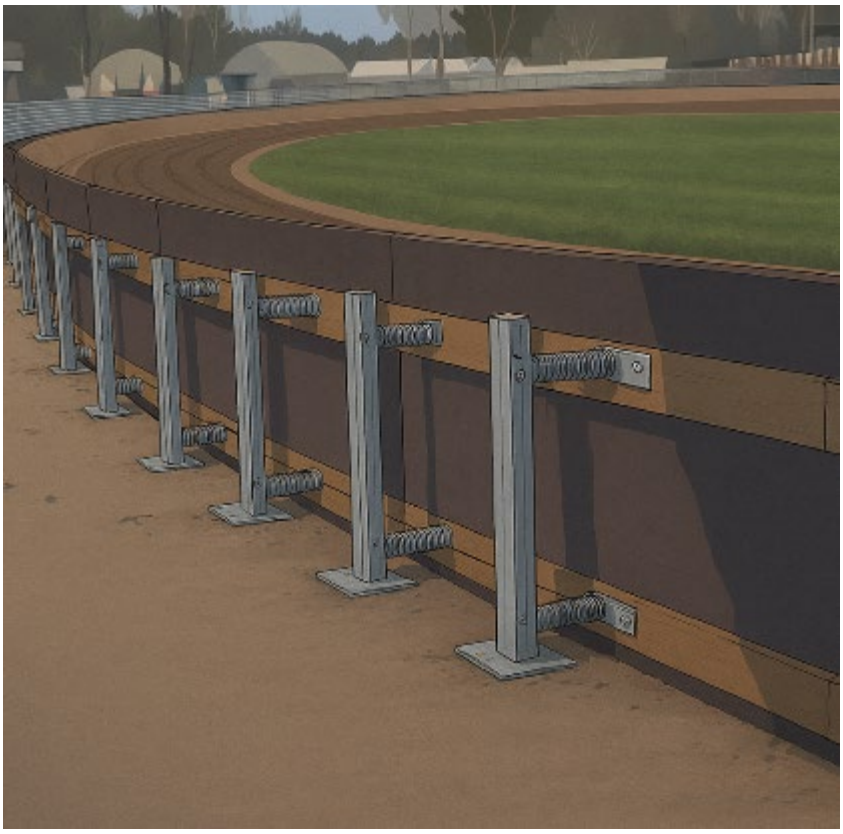
Example of a Swedish flexible safety fence construction This construction is based on rigid load-bearing posts made of galvanised steel combined with a flexible fence panel designed to move under load and absorb impact energy. The main fence structure consists of woven steel wire mesh, suspended on horizontal tension wires. The system is designed to provide controlled deformation with progressively increasing resistance. In the bends, car tyres are used as additional damping elements, positioned between the supporting posts and the mesh fence, in order to reduce direct contact with rigid structural components. The upper edge of the fence is fitted with a continuous top capping with a smooth surface. The lower part of the fence includes an integrated kickboard.

3rd system type.



This construction represents an example of a flexible safety fence system with movable sections. The system is based on load-bearing galvanized steel posts anchored into the ground. A movable ("floating") panel frame is connected to the posts via energy-absorbing elements (compression springs or equivalent solutions), allowing the panel to deflect under impact and absorb kinetic energy. The main surface of each panel is constructed of woven steel wire mesh.
On the track side, a continuous protective screen made of dense material (for example rubber) is installed behind the mesh to prevent contact between the rider and rigid structural elements.
The upper edge of the safety fence is fitted with a continuous top capping with a smooth protective covering.

4th system type.



This illustration shows a protective safety fence installed along the outer radius of a Speedway track. • The system consists of curved plywood protective panels supported by galvanized steel C-profile posts. • Compression spring shock absorbers are mounted between the panels and the posts. • The springs allow controlled panel movement and absorb impact energy during a crash. • This design reduces peak forces acting on the rider and the motorcycle.

79.4.3 Wire mesh fence

If the fence is a wire-mesh construction, unless agreed otherwise by FIM, the following will apply:
The wire must be made in steel and have a minimum diameter of 2,5 mm.
The width between the mesh must not exceed 50 mm. The wire mesh must be carried on the outside by suitable stanchions, which are firmly fixed in the ground. The stanchions must not protrude above the
top of the mesh. An exception is the suspended wire-mesh fence.
Each stanchion must be equipped with one or more coil springs to which the wire mesh is attached. Alternatively, polystyrene, phenol-formaldehyde foam or similar approved crushable material, which will compress and absorb kinetic energy on impact, may be employed instead of springs. Such material must extend the full exposed length of each stanchion.
The mesh must be supported by three horizontal strain wires of a minimum diameter of 6 mm.
The upper wire must be located at the top of the mesh, and second wire approximately 50 cm from the top. The third wire must be located at the bottom. The wires must be securely attached to the stanchions and must go through the net at the top and the bottom of the net at the full length of the wires and not mounted with plastic cable ties. Strain wires must be always kept taut.
For wire-mesh fences, the capping must be made of strong canvas, rubber, plastic or similar flexible material and extend at least 5 cm down both sides of the mesh. The capping must be securely fastened.
Inside the wire mesh, it is recommended to have a cover in suitable material overlapping the top of the fence and reaching down under the kickboard.

79.4.4 Safety barriers on temporary tracks

Temporary Speedway tracks.
The use of FIM homologated APDs is compulsory at all FIM Speedway world championship race meetings including temporary tracks. The APD must be erected against a secondary fence on the bends and first part of the two straights only.
The secondary fence must be approved by the FIM.

Temporary Long Track tracks
Temporary tracks must be equipped with Additional Protection Devices (APD) in both corners. In addition, a flexible safety barrier must be installed for at least the first 20 meters of each straight section, starting from the end of the certified APD.
From 2028, the installation of a flexible shock-absorbing system will be mandatory in both corners and the first 20 meters of each straight section, starting from the end of the certified APD.
If the safety barriers are made of wood or wire mesh, they must be constructed to provide sufficient flexibility in these areas. The posts supporting the barrier must be installed in a way that allows the entire structure to absorb impact effectively.

Alternatives to these protection devices
APDs are not required if the track has a safety run-off area with the following dimensions:
- **minimum 10 meters along straight sections.**
- **minimum 20 meters at the apex of corners.**

Option I
- ***The outer edge of the track is marked with a continuous white line or small flags.***
- ***The safety run-off area is located outside this boundary.***
- ***Straw bales or similar absorbent materials (minimum height 80 cm) are placed tightly together outside the run-off area.***
- **A *safety net made of wire mesh (minimum height 1 meter) is installed at least 3 meters outside the straw bales.***

Option II
- ***Same boundary marking and safety run-off area as in Option I.***
- ***A flexible fence (e.g., wire mesh or rubber) may be 1.2 meters high and not fixed to the ground.***
- ***Outside the fence, a neutral zone with a barrier must prevent public access:***
- ***At least 2 meters wide on straight sections.***
- ***At least 3 meters wide in corners.***

79.4.5 Additional protective devices

Additional protective devices (APD) require an official certification pursuant to the standards, procedures and specifications for the CCP/FIM test for APD.
The certification only for the tested model/product. New models/products must undergo and obtain a new certification in accordance with the relevant tests.
If an APD is used permanently or temporarily, it must be erected against a secondary fence on the bends and first part of the two straights only. The secondary fence must be approved and certified by the FIM.
The height of the APD shall not be less than 1.2 m. The APD must be solidly connected to the top and, as solidly as possible to the bottom of the secondary fence or to the ground in order to avoid a possible rising during impact.
The lower part of each APD must be equipped with a kick board approximately 30 cm high according to art. 79.4.6.
If constructed by the means of modules, these shall be solidly attached and a flap, overlapping and connected to the next module in the direction of racing, must be provided at the end of each module. The same applies for the kick board.
All the materials composing the APD must be fire resistant.
Contingency ADP must be available in order to be able to quickly replace a punctured or damaged unit.
A minimum of 4 spare APD panels in good condition (from the same brand) shall be available at the start of an event. They shall be immediately available and ready for use should any of the APD panels, the

numbers as specified on the track inspection report become damaged or ineffective.
The number of APD panels as specified in the Track Inspection Report must be maintained in effective condition throughout the official practice sessions and race meeting. Should due to any circumstances (crashes/incidents etc.) the available number of panels be exhausted so that the stated number of panels cannot be maintained, track activity must cease immediately. When fitting APDs to the safety fence, a gap of approximately 10-12 cm is permissible between the APD and the fence is permitted to allow for the natural curvature of the outer safety fence.
If during a track inspection by the appointed FIM track inspector or by an appointed jury president, it is found that an APD is not in compliance with the STRC, **then the issuance of the FIM one event licence for that event** may be suspended until preparatory work has been carried out and re-inspected.
The organiser and the clerk of the course are responsible for the fitting of the APD to the safety fence, as required by the manufacturers.
The co-ordinates of the manufacturers and distributors of homologated additional protective devices are listed on the FIM homologation program website https://www.frhp.org/
The following Track Racing additional protective devices are homologated (see manufacturers' and/or distributors' co-ordinates on the FIM homologation program website https://www.frhp.org/): Type A"plus+" (Long Track, Grass Track and Speedway) Type A (Long Track, Grass Track and Speedway), Type B (Speedway).
After five years of use from the original date of installation, FIM approved APDs and/or all units thereof shall be re-inspected by an FIM appointed inspector. Depending on the condition of the APD and all units thereof at the time of the inspection all (or parts) of the APD may then certified as "fit for purpose" to allow continued use for either one or two further years as an absolute maximum.
After a maximum of seven years of use from the original date of installation, the APD (being all original units remaining from the original installation date) must be replaced.
It is the responsibility of the organiser/promoter to maintain adequate records of any replacement units purchased and to be able to demonstrate beyond all reasonable doubt to the appointed FIM track inspector the true age of the APD and or any replacement units.
An Inspection of an APD may be required by FIM at ANY time should there be adequate reason to consider that it is no longer "fit for purpose".
Where work is required to the APD to an acceptable standard the Track License of the circuit or circuits where the APD is in use will be considered suspended until the specified works have been completed.

- Tracks with average speeds over 80km/hour may use only A+ barriers.
- Tracks with average speeds between 70-80 km/hour may use either A+ or A barriers.
- Tracks with average speeds below 70km/hour may use either A+, A or B barriers.
- Average speeds are calculated using the length of the track and the official track record. Evidence of these figures must be supplied to the FIM before any track inspection is carried out.

For existing FIM licensed tracks, this requirement will apply when their existing APDs have reached their expiry date as certified by the FIM.

79.4.5.1. Certification procedure of new additional protective devices

The test procedure as well as the appointed laboratories can be obtained from the FIM administration.

79.4.6 Kick board

The lower part of the safety fence must be equipped with a kick board, approximately 30 cm height.
It must be constructed in such a manner that it will prevent damage to riders and equipment. At the same time, it shall connect the sections of the safety fence. For some type of fence, the kick board may not be necessary. Special permission can only be given by the FIM/CCP Administration.
The sections of the kick board must be overlaid in the direction of racing and painted in order to contrast with the colour of the track surface. For temporary tracks, kick boards are not required on the safety barriers.
The use of a hard, rubber type compound is recommended for the construction of a kick board.
Note: The use of metal kickboard is not allowed.
The area immediately behind the kickboard should be maintained in a manner that leaves the neutral zone completely clear of any debris, build-up of shale, or any other materials that would in any way adversely affect the flexibility of the kickboard.

79.4.7 Access gates

The number of access gates in the safety fence must be the minimum necessary for the efficient organisation of the race meeting. Preferably, no gate should be located at any part of the track where riders may be expected to ride into the fence. Gate stanchions must not be higher than the height of the fence and be covered in an approved manner with crushable material. Hinges and locks must be fitted on the outside of the stanchions and gate frames (in relation to the track).
In any type of fence, the slot for the starting gate should not be wider than necessary for providing operating clearance. The slot must terminate at least 30 cm above the track surface,
and the kick board must be continuous below the slot.

79.4.8 Neutral zone

Ice racing tracks:
The width of the neutral zone should not be less than 2 m in the straights and 3 m in the bends, with a suitable barrier (2 m high protective fence) to deny access to the zone by the public.
Flat Track tracks:
The neutral zone will follow the regulations of the track racing discipline for which the circuit is traditionally licensed i.e. discipline Speedway, Long Track and Ice Racing.
Speedway tracks:
The width of the neutral zone should not be less than 2 m, with a suitable barrier to deny access to the zone by the public.
Long & Grass tracks:
The width of the neutral zone should not be less than 2 m in the straights and 3 m in the bends, with a suitable barrier to deny access to the zone by the public.
If a Long Track event is held at an established Speedway track, the width of the neutral zone in the bends may be reduced to 2 m.
Temporary tracks: (except for ice racing tracks)
There must be a neutral zone on the outside of the safety fence or barrier. This neutral zone must be at least 2 m in width on the straights and 3 m in width in the bends, with a suitable barrier to deny access to the zone by the public.
Obstacles are not permitted unless necessary to serve the organisation of the race meeting. Any lighting posts or other obstacles that could cause damage or injury situated in the neutral zone, within 2 or 3 m minimum distance from the fence must be adequately covered with straw bales or cushioning material at least 60 cm in width and 2 m in height towards the direction of racing.

79.5 MARKING

The inside and outer edges of the track must be clearly marked.

79.5.1 Marking of the outer edge

If there is no safety fence on the outer-edge of the track, the outer-edge must be marked by a continued white line or by small flags. The racing track must also be surrounded by a runoff zone.
The public must be safely protected from the racing by a suitable barrier of rope, net or a similar protective material.

79.5.2 Marking of the inside edge

Speedway, Long & Grass tracks and Flat Track:
The inside edge must be kept visible throughout the race meeting and marked by a continuous line of a colour that contrasts with the track surface. The line may be indicated by means of white powder or whitewash, not less than 15 cm wide, or by a wood or concrete kerb painted in contrast to the surface and not less than 5 cm wide. A kerb must not protrude above the surface by more than 5 cm and must enable a motorcycle to ride over it safely in an emergency. The inside edge may also be indicated by very small flags and, preferably, placed 1 m inside a white inner edge line.
Ice tracks: The inside edge must be kept visible throughout the race meeting and marked by a continuous line in a bright, contrasting colour (such as red or blue) not less than 15 cm wide. The line, marking the inside of the track in the bends, must not be painted nearer than 15 cm to the edge of the track.

79.6 INFIELD AND ADVERTISING

79.6.1 Infield

The infield must be in the same plane as the track and approximately level so that a rider may safely ride on it, should he be forced off the track. No obstacles are permitted within 4 m of the inner edge of the track except for the starting gate and associated start equipment. All permanent obstacles in the infield (goal posts, flood lights, etc.) must be approved by the FIM appointed track inspector and listed on the track inspection report together with details of any protection required. Any temporary obstacles required in connection with the race meeting (loudspeakers, screens, podium, etc.) should be sited as close to the centre of the infield as possible and in any case at least 6 m from the inner edge of the track. Temporary obstacles required in connection with the race meeting and sited within 12 m of the inner edge of the track must be protected with straw bales, polystyrene, or similar crushable material to a minimum height of 2 m from ground level.

Temporary obstacles required in connection with the race meeting and sited more than 12 m from the inner edge of the track should be protected as directed by the Jury President. Any obstacle on the infield which restricts or interferes with the view of the referee is not permitted and must be removed. Motor vehicles are not permitted to be sited on the infield during racing with the exception of Long Tracks exceeding 650 m in length. In these cases, the clerk of the course and the doctor may have a vehicle at their disposal, on the infield, for quick transport to any part of the track in case of an emergency. In addition, an ambulance may be stationed on the infield if the doctor decides this precaution is desirable. Vehicles required for use during the race meeting (water tankers, tractors, graders, etc.) must be accommodated outside the circuit when not in use. No person should be within 4 m of the inner edge of the track whilst racing is in progress and non-essential personnel (start girls, photographers, etc.) should be at least 10 m from the inner edge of the track.

No more than two photographers shall be allowed on the infield whilst racing is in progress except for Long Track, when up to four photographers are allowed. Three photographers shall be allowed on Mayfield promoted events.

No photographers are allowed in the Neutral Zone whilst racing is in progress**.**

79.6.2 Advertising

All advertising boards and structures in the infield must be collapsible and should not exceed 1 m in height.

They must be either inflatable or constructed of light materials such as plywood, polystyrene, thin metal or plastic sheets mounted on light weight frames so that they can collapse easily if struck. They must be placed more than 6 m from the inner edge of the track and be inclined towards the direction of racing.

During the Mayfield promoted race meetings (SGP, SGP2, SGP3, SGP4, SoN, SoN2 and SWC), the central stage and other structures will be permitted infield during the practice and the race with the possibility for the international jury to ask for extra protections if required.

Banners, posters or other displays on the inside of a board fence are only permitted if they are painted on the fence or completely secured by adhesive.

Any banner, poster or other display on the inside of a board fence is only permitted if it is painted on the fence. It must be completely secured by adhesive, or the edges are sufficiently fixed by clamps, nails or screws (each of the possibilities non-protruding or countersunk) without causing any danger to the riders when hitting or touching it.

79.7 TRACK INSTALLATIONS

79.7.1 Starting area

According to the number of starters, the starting area must be divided into equal parts by longitudinal lines of 5 cm width. These lines, on the track surface, are extending back for 1 m from the starting line.

All markings in the starting area must be clearly visible to the referee at all times throughout the race meeting.

For Long Track: the minimum distance between the lines is 1.5 m for solos and 2.5 m for sidecars.

For Grass Track: the minimum distance between the lines is 2 m for solos and 3 m for sidecars.

All lines in the starting area must be marked with powder that contrasts with the colour of the track surface and must be renewed after each race.

On Ice tracks, the lines must be marked in a bright contrasting colour (such as red or blue) and maintained visible throughout the race meeting.

For Flat Track:

Depending on the number of riders taking part in a heat (maximum 6 per row) the start line will be marked as follows:
Row one – will be the start/finish line.
Row two – will be marked with a single line positioned 8 m behind the start/finish line.
Penalty lane – will be marked with a single line positioned 15 m behind the start/finish line
All line markings are to be made using a powder or similar that contrasts with the colour of the track surface.

79.7.2 Starting line

A continuous, straight starting line (which serves, also, as the finishing line), at least 5 cm wide, must be marked across the full width of the track at a right angle to the inner edge.
Speedway and Ice tracks:
The starting line should be positioned in the middle of the straight, and if this is not possible, then not less than 35 m from the entrance to the first bend.
Long & Grass tracks:
The starting line should be positioned in the middle of the straight, or if this is not possible then not less than 2/5 of the length of the straight before the first bend.
Flat Track:
The starting line should usually be positioned approximately in the middle of a straight but may be positioned in different places depending of the tracks/competition.

79.7.3 Starting gate

Vertical stanchions, approximately 3 m in height, must be securely mounted one on the infield and the other outside the safety fence. On the infield, it should be placed approximately 1 m from the inner edge line and should be covered in an approved manner with straw bales or cushioning material at least 60 cm in width and 2 m in height towards the direction of racing.
The outer stanchion should be positioned a minimum of 60 cm away from the outer edge of the safety fence.
In order to ensure compliance, all tracks hosting FIM events are required, unless they have already done so and received acknowledgment from the FIM**,** to email the CCP coordinator a photograph of the outer starting gate stanchion demonstrating compliance with the above regulation. This should be sent at least one month before the date of the event (Except for temporary tracks).
Each stanchion must be equipped with 2 sliders to carry the tapes, with a slider stop at a height of approximately 2.9 m, with a pulley at the top for the elastic cord which raises the slider when it is released.
A solenoid-and-pawl, an electromagnet or similar mechanism must retain the slider when it is in the lower position to give the recommended height of 30 cm for the bottom tape. Two or three tapes must be attached to the sliders of the starting gate with rubber bands at each end which, when not stretched, are no longer than 15 cm and not wider than 2.5 cm.
Metal clips, hooks or other forms of metal connections must not be attached to the tapes or bands. The tapes must be made of an easy breakable material.
The tapes must be of a contrasting colour with the colour of the track surface. For Ice Racing tracks, they should be preferably red or blue.
To prevent the starting gate tapes from being moved by the wind, a stabilizer may be used. The stabilizer must have a solid base and can be made from any non-metallic material.

The gate releasing mechanism must only be controlled from the switchboard.
Should a starting gate fail to operate properly, the green light or a flag may be used for signalling starts.
"In any circumstances, the referee should have a completely unobscured view of all the Riders at the start line, it is compulsory that a transparent panel or wire mesh is installed to improve visibility where necessary."

79.7.4 Signalling

Signals to riders must be given by means of either lights or flags. The size of signaling flags must be 60 x 60 cm minimum.

Green light or national flag	Start
Flashing red light + siren or red flag + siren	All riders stop
Yellow flag with diagonal black stripes -5 cm wide)	Last lap
Black and white chequered flag	Finish
Horn, siren or bell audible in the pits and near the starting line together with flashing amber light	Final warning of limited time for riders to reach the start line
Black flag and light indicating rider's colour or black flag with a disc of a diameter of at least 45 cm indicating the rider's colour	Rider disqualified

A green starting light shall be provided at least 10 m in front of the starting line, clearly visible to the riders and in direction of the racing. For Long & Grass tracks, this green starting light and a red stop light must be positioned max. 30 m in front of the starting line and about 2 m above the track level.
A supplementary green light, operated in conjunction with the green starting light must be located 10 m in the rear of the starting line, and be easily visible to the starting marshal when he is facing the direction of racing.
The disqualification lights shall consist of a group of four to six lights corresponding to the riders' helmet colours (red, blue, white, yellow, green, black & white). They must preferably be assembled in a vertical tower and visible to any part of the stadium. All lamps must be of high intensity type.
Two flashing amber lights, each one operating in conjunction with the 1 minute or 90 seconds horn, siren or bell, must be placed as follows:

a) one in the pits, clearly visible to all riders
b) one near the starting gate

In addition to these lights must be a minimum of three red, flashing lights, positioned not more than 4 m from the track and easily visible by the riders, three marshals with red flags placed at intervals on each bend of the track and a siren that operates with the lights.
All lights must be of high intensity type and be easily visible to the riders.
The lights must be located at least 60 cm outside the safety fence or barrier, but not more than 4 m away. If mounted on the stanchions inside the neutral zone, the stanchions must incorporate a pivot at a height of not more than 30 cm from track level, so that, if it is struck by a rider or machine, the upper part of the stanchion will easily collapse in the direction of racing.

79.7.5 Referee's box

An observation box, placed adjacent to the starting area, must be provided for the referee. This box must be sufficiently high to give the referee an unhindered, overall view of the track and the starting area.
This accommodation must have an adequate roof to protect the referee in case of wet weather. The referee's box must be located on the outside of the track so that the referee can align himself with the starting line.
The box must be located outside the neutral zone or zones and be equipped with a switchboard for operating the starting gate, the signal lamps and the warning horn, siren or bell. The referee's box must have a proper telephone installation for communication with the starting marshal, the pits' marshal, the announcer and provide ample facilities for writing.
The switchboard should be equipped with easily understandable indicators for the functioning of the switches. The wiring must ensure that:

a) The two flashing amber lights will automatically switch off when the green starting lamp (and its subsidiary lamp) has been switched on.
b) The switch to raise the starting gate will not operate until the green starting lamp (and its subsidiary lamp) has been switched on.

c) The green starting lamp (and its subsidiary lamp) will automatically switch off ten seconds **max** after the starting gate has been released.
d) Possibility to switch off the green light without releasing the tapes.
On tracks where racing is held under artificial lighting, an adequate lamp which can be switched on and off by the referee, must be provided in the referee's box.
The switches for operating the disqualification lights in Speedway and Ice races must be placed in the following order: red, blue, white and yellow and, additionally for Long & Grass track (where applicable) green and black & white.
An FIM approved orange box starting system is fitted to the referee's switchboard and available for use at every FIM Track Racing Speedway and Long Track events.
The referee's box must be equipped with a stable and reliable internet connection (Wi-Fi or wired), suitable for use by the referee and the secretary for the operation of official FIM race management, scoring and communication systems.
The internet connection must be available at all times during the event, including practice and racing.

79.7.6 Pits
Each rider must be provided with a minimum of 8 m^2 of space on hard ground.
On all tracks, covered accommodation must be provided to give protection in case of bad weather. Drinking water and washing facilities must be provided throughout the race meeting.
There must be a minimum of one toilet reserved for riders and placed nearby the pits. Facilities for collection of rubbish, oil and tires must be available in the pits.
All the above-mentioned facilities must be clearly identified by visible and permanent signage in English, easily readable and clearly understandable for riders, mechanics and officials.

79.7.7 Changing room
Sufficient enclosed accommodation for at least 20 persons must be provided within the pits area or nearby. These facilities must include toilets, water supplies, showers and seating.

79.7.8 Washing of motorcycles
Washing of motorcycles at the venue must be carried out at places with washing facilities only.
Cleaning (wiping with detergents, for example) or rinsing with pure water (without the addition of any chemical products), is permitted and cleaning must be carried out in accordance with the environmental code and on the following conditions:
a) That a non-porous wash area has been provided, complete with a drain and a separate oil collector. Or,
b) That a pond, lined with a waterproof membrane, is provided with sufficient capacity to contain all the waste arising from motorcycle washing, and the contents are removed by a vacuum tanker for disposal in accordance with local regulations.

79.7.9 FIM marketing requirements
For the FIM Track Racing championships and prize events, the organiser must follow the FIM guidelines and recommendations regarding the advertising, backdrops, press and TV management.

79.8 EMERGENCY SERVICE
79.8.1 Medical service
During the official practice and the meeting, at least one suitably qualified doctor, ambulances (one on practice day and two on race day) and sufficient medical staff with first aid kits must be in attendance. Medical staff with first aid kits and stretcher must be stationed on the infield, in the middle of each bend, and well away from the edge of the track.
The exact whereabouts of the doctor throughout the practice and the meeting must be known by the clerk of the course.
Motor vehicles are not permitted to be sited on the infield during racing with the exception of Long Tracks exceeding 650m in length. In these cases, the clerk of the course and the doctor may have a vehicle at their disposal, on the infield, for quick transport to any part of the track in case of an emergency. In addition, an ambulance may be stationed on the infield if the doctor decides this precaution is desirable.
Please cross refer this information to page 58 diagram entitled race officials.

a) 2 type B vehicles (highly specialized vehicle for the provision of advanced treatment, transport and can serve as a mobile resuscitation center).
b) 1 medical room for minor treatment, observation, examination and assessment of a rider
c) 1 Doctor acting as CMO with, if applicable, a CMO licence according to the requirements for the discipline as set out under art. 09.4.2 of the medical code.
For practices only:
a) 1 type B vehicle (highly specialized vehicle for the provision of advanced treatment, transport and can serve as a mobile resuscitation centre).
b) 1 medical room for minor treatment, observation, examination and assessment of riders.
c) 1 Doctor acting as CMO with, if applicable, a CMO licence according to the requirements for the discipline as set out under art 09.4.2 of the Medical Code.

79.8.2 First-aid room

At least one bed, hot water supplies, and adequate medical stores must be provided in a room or tent from which non-medical staff can be excluded.
The first-aid room will be under the responsibility of the medical officer in charge.

79.8.3 Fire-fighting equipment & emergency tools

The fire extinguishers' minimum standard must be: 5 litres / type AB or ABC/Dry powder extinguishers.
At least four fire extinguishers, which have been checked for proper working order before the practice and before the race meeting, must be located on the infield or near the starting area.
Two similar fire extinguishers must be entrusted to the pits marshal. Two similar fire extinguishers must be placed in the refuelling area.
Tools and spare parts for fast repair of any part of a safety fence must be available.
The firefighting equipment must always be in place in the pits and refuelling area throughout the race meeting, from the commencement of the first machine examination.

79.8.4 Fuel

Provision of fuel
Fuel may only be provided from a point a minimum of 7 meters from any other vehicle. The area must be secured, and the supplier must display "no smoking" and "no naked light" signs. In addition, the supplier must comply with appropriate local regulations.

79.9 PRESS FACILITIES

The following minimum facilities for the Press must be provided in 1 workroom with tables, chairs and typewriters:

- 1 telephone with direct lines
- 1 photocopy machine
- Internet connection

Telephone communications may be charged to the journalists. The only persons authorised in this room are the media (TV, journalists and photographers) and FIM/FMN officials.
It is recommended to provide the press with free drinks and a small buffet.

79.10 FIM SPEEDWAY GRAND PRIX WORLD CHAMPIONSHIP, FIM SPEEDWAY WORLD CUP & FIM SPEEDWAY OF NATIONS

The rules of the present appendix apply for all tracks used for the FIM Speedway Grand Prix World championship, FIM Speedway World Cup and the FIM Speedway of Nations, except where different or added to the FIM Speedway Grand Prix world championship, FIM Speedway World Cup and FIM Speedway of Nations rules.

79.11 GUIDELINES FOR FLAT TRACK TT CIRCUITS

A TT Flat track is a Flat Track circuit that can include a jump and/or an extra succession of bends, both left and right, established on the infield of the track.
As the governing body for motorcycle sport, the FIM is committed to promoting safe motorcycle sport throughout the world. These guidelines have been published by FIM with the aim of assisting an FMN, clubs, organizers and promoters, and FIM approved Track Inspectors, to conduct an inspection assessment and where appropriate, homologation of TT Flat tracks. The purpose is to facilitate a level of uniformity and in doing so contributing to safety and fairness for all competitors/participants and

Officials. Notwithstanding these guidelines however, the safe operation and management of tracks and events, remains the responsibility of the staging FMN, FMN, clubs, organizers and promoters. For the purposes of obtaining a track license to conduct an international event, additional measures may be required to comply with FIM standards. The FIM publishes these guidelines to assist in the development of tracks for international competition.
It is the responsibility of the staging FMN, clubs, organizers, track operator and promoters to ensure compliance with all local, state and territory or federal laws, regulations and codes, regarding the safe design, construction, management and operation of the track and all support facilities. It is their responsibility that the track and associated facilities are fully compliant with any planning, building, environmental, occupational health and safety, public safety or other local, state or territory laws, regulations or codes. The FIM cannot and does not conduct any business or undertaking to ensure that participants in events, officials or other persons attending such events held at FIM licensed facilities are not put at risk.

1. Track layout

a) A TT Flat Track circuit can be permanent or temporary.
b) Competitor safety and spectator viewing should both be considered when designing and constructing the track.
c) Consideration should be given to drainage in the event of heavy rainfall.

2. Construction Length

120m minimum to 1100m maximum measured along the centre of the entire length of the track. The start straight must not have a jump along its length.
Width
Minimum 10m along the start/finish straight. Each rider should have a minimum width of 1 meter at the start gate.
The width of the usable course should not be less than approximately 8 m at the narrowest point. The course must not have any sudden narrowing.

Starting gate area

1. The start can be either by the use of a start gate, lights or flags.
2. The area in front and behind the starting gate must be prepared in a consistent manner providing conditions as equal as possible for all riders placed on the same row.

The jump

The TT track may incorporate a jump in the centre of the circuit.
1. The layout of the jump must be designed with the riders' safety in mind.
2. Special consideration must be given to the angle of the track at the jump face and landing zone.
3. The jump should not exceed 1m in height.

The jump must be designed in such a way that it can be identified easily by the riders and that it can be completely "rolled" with the wheels of the motorcycle in contact with the soil. The width of the top of the jump must always respect the approximate minimum width of 8 m whereas the width of the section of the course before the jump can be larger, but never more than by 20% at the start of the take-off of the jump (Ex: the top of the jump is 6 m wide; the section of the course before the jump is maximum 7,2 m). The design of the take-off and landing sides of the jump must be similar and cover the width of the course at that point. It is not allowed to create artificial double lines on the jump.
The width of the track on a jump should be at least 1 meter wider on the landing side than the take off point and subject to the risk being assessed.
The free vertical space between the jump and any obstacle above the ground must be approximately 3 m minimum.

Referee's box

An observation box, placed adjacent to the starting area, must be provided for the referee and must be in accordance with art. 79.7.6.

Parallel contiguous tracks

Where there is opposing traffic i.e. on a loop or where tracks run alongside each other, they are

known as parallel contiguous tracks. The danger must be risk assessed before allowing an unprotected area of track to exist.

1. Parallel contiguous tracks should have sufficient distance in between them according to the lay-out of the course in question.
2. Depending on the distance between parallel contiguous tracks, they should be separated
3. and/or protected by any or a combination of the following:

a) Earth banking of maximum 50 cm high;
b) Wooden/metal/plastic fence;
c) Straw bales/foam or rubber blocks/shock absorbing material;
d) Flexible and/or easily breakable advertising material.

4. There should be no spectators in the zone between parallel contiguous tracks.
5. Special attention must be placed on parallel contiguous areas to prevent accidents and also so that no unfair advantage can be gained by any rider cutting them out.

Course marking

The course should be defined on both sides of the actual riding width by any combination of the following:

a) Manufactured plastic/composite course markers. Course markers must be made of flexible material and be in a contrasting colour from the ground/surroundings. They must have an adequate fixing system into the ground. They must be adequately spaced and fixed into the ground, all along both sides of the course. The top of a marker should be round shaped. Course markers should have a minimum width of 5 cm and maximum 10 cm. The part of the course markers above the ground should not exceed 50 cm.

b) Straw bales, foam/rubber blocks or other shock absorbing material.

1) Shock absorbing material may be used in addition to the course markers/pegs so as to prevent riders from leaving the course.
2) Shock absorbing material (without plastic wrapping), must be in a contrasting colour from the ground/surroundings.
3) It is recommended to cover the shock absorbing material in a plastic wrapping of a contrasting colour from the ground/ surroundings
4) If the shock absorbing material is being used to mark the course, it is recommended to place it sideways and on the outer side of the marker/post.
5) The height of shock absorbing material above the ground should not be more than 50 cm unless it is being used as a protection tool.

c) Earth banking.

Earth banking may be used to mark the inside and outside of the course (actual riding width) and may also be used to separate contiguous tracks.

1) The leading edge of the earth banking should always be round shaped.
2) The minimum height of the earth banking above the ground should not be less than 50 cm.

d) Flexible/easily breakable advertising material;

1) Advertising material may be used to mark the course.
2) Advertising material may be used so as to prevent riders from leaving the course.
3) Advertising material may be used to separate contiguous tracks.
4) In all cases, the advertising material should be placed at minimum 1 m from the outer side from the course markers
5) Whenever advertising material is placed parallel to the course, then it must be overlapping each other in the direction of the course (as fish scales).

e) Continuously marked white lines.

3. Public and rider safety

Public zones

1. Zones for the public should be created alongside the course.
2. It is mandatory to restrict the zones for the public to outside of the course and keep the inside of the course free of spectators.
3. Zones closed to the public must be clearly marked.
4. On the race track and other relevant areas, there must be a minimum of two lines of protection between competitors/machines, and members of the public. This should comprise of a safety fence,

then a neutral zone, and then a spectator fence.
There must be a safety fence in the area between the markers/posts and the spectator fence. The safety fence can be made of flexible netting or other shock absorbing material. It should be minimum 80 cm in height. The safety fence must be placed 1 m from the outer side of the markers/posts.

5. Zones for the public must be protected by a spectator fence, protected by shock absorbing material.
6. Spectator fencing must be sufficiently sturdy to prevent a motorcycle to pass through or below it. Spectator fences must be positioned at least 2 m from the inner safety fence to create a neutral zone.
7. The minimum height of a spectator fence situated 2m from the inner safety fence is 2 m. This minimum height can be reduced to an absolute minimum of 1.2m if the neutral zone is increased.
8. The FIM jury president and the clerk of the course are allowed to jointly relocate the zones for the public whenever they judge it necessary for safety reasons.
9. The spectator fence may have gates which must be well controlled.

Protection of obstacles
Straw bales and/or foam/rubber blocks in a plastic wrapping, or other shock absorbent materials to protect the riders from danger must be placed to cover all obstacles that may pose a potential hazard sufficiently, such as poles, bridges, publicity, podiums, walls, camera posts, etc.

Flag Marshal posts
There must be a sufficient number of official flag marshal posts all around the course in order to give information by flag signals to the competitors during a race. The posts must be distinctly indicated, and the location chosen so that signs given are clearly visible to the competitors. The number of the flag marshal post must be indicated at each post.
The areas where marshals are to be positioned should provide the utmost safety. Posts must be well situated to ensure an overall view of the track by the marshals. Flag marshal positions should be placed bearing in mind the safety of the flag marshals so that they are not in the run-off areas or where an accident may occur.
The dimensions of the track and safety features are recommendations which should be followed as closely as possible. At its sole discretion the FIM can agree on other dimensions following recommendations from the FIM track inspector.

4. Surface

a) The top surface must be granite, shale, brick granules, or similar unbound material rolled in on the base ground.
b) The grain size of the material used for top dressing should not exceed 7 mm in diameter.
c) The depth of the dressing should be not less than 30 mm.
d) The use of concrete or paved surfaces on the course is forbidden

5. Maintenance

To preserve the evenness of the top dressing, it should be graded as necessary between races. Graders should be constructed so that they replace the top dressing on the inside area of the track from the outside where it has been thrown during racing.
Note: Special consideration should be given to drainage in the construction of the track to guard against the effect of adverse weather conditions.

6. Applications for track inspection

Applications for licensing of TT Flat Tracks must include a drawing of the track and surrounds, which must include the following:

a) The racetrack proper,
b) The location, extent, height and construction type of the first line of protection (safety fence),
c) The location, extent, height and construction type of the second line of protection (spectator fence),
d) The location and extent of pit entry/exit roads,
e) The location, extent and size of all marshal points, details of the track watering system and any other features within the racing arena,
f) The location and number of competitor and spectator toilet/shower facilities,
g) the location of first aid rooms/units,
h) The location of ambulance parking site and entrance to racing arena,

i) The GPS location of the track.

79.12 GUIDELINES FOR SGP4 TRACKS

SGP4 competitions are intended for young riders and may be held on dedicated small tracks, with a maximum length of 210 meters.
Minimum width of the track 7m in the straights and 10m in the bends.

1. General safety requirements

All standard safety requirements for permanent or temporary Speedway tracks apply to SGP4 tracks, except for the obligation to install Additional Protection Devices (APDs) – APDs are not mandatory for SGP4 competitions.

2. Track configuration options

SGP4 tracks may be:
- **constructed as independent facilities (permanent or temporary), or**
- **placed inside an existing Speedway track, typically within the infield of a stadium.**

If the SGP4 track is located inside a regular Speedway track, the following applies:
- **No safety fence is required, as the outer area of the main track provides sufficient safety run-off space;**
- **The outer boundary of the SGP4 track must be clearly marked, using paint or small flags;**
- **A run-off safety zone must be provided outside the marked line.**

3. Referee position

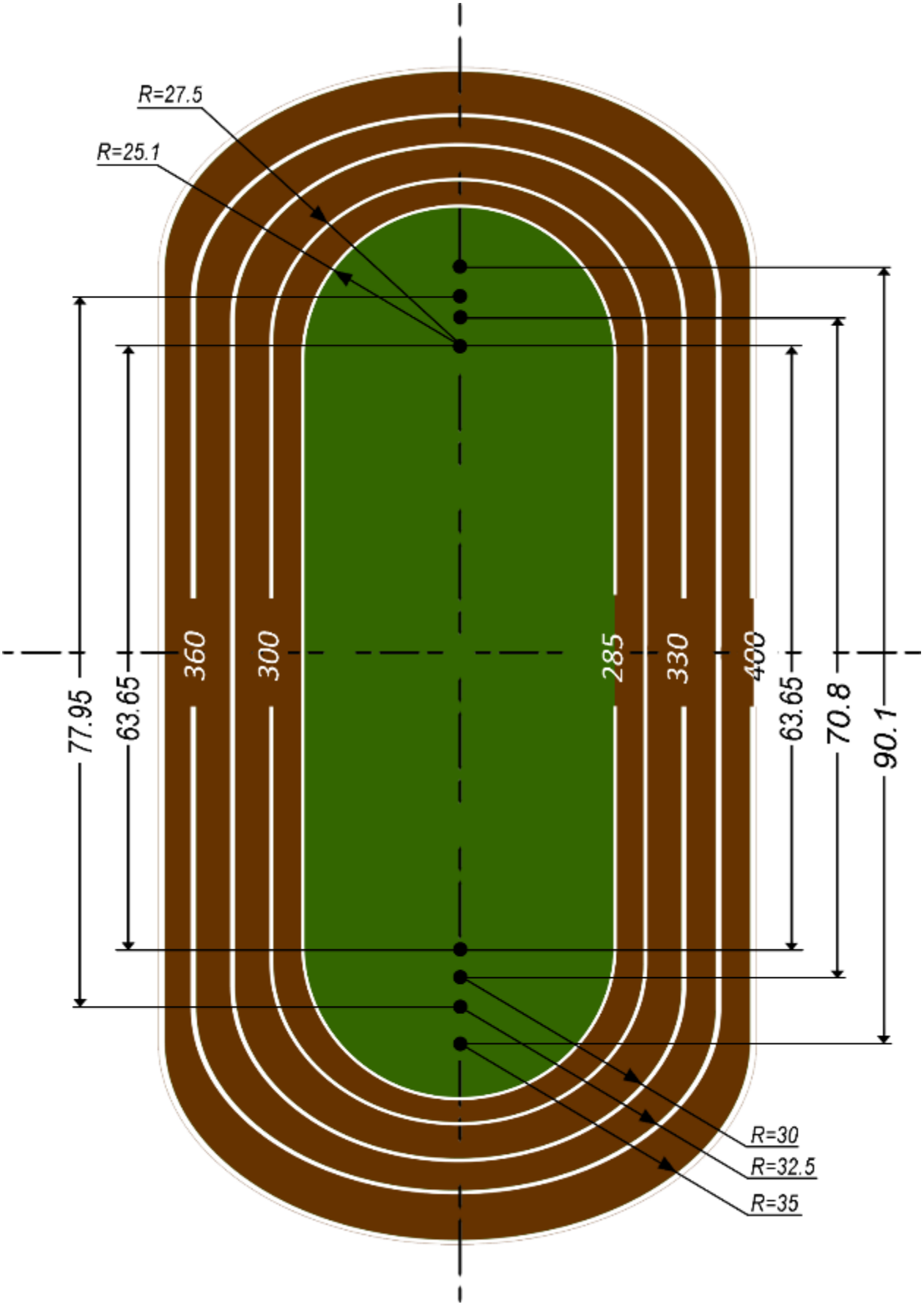
- **For independent SGP4 tracks, a dedicated referee's control booth must be positioned centrally and elevated to provide full visibility;**
- **If the event is held on an infield track, it is acceptable to use the existing referee's booth of the main track;**
- **However, if the main control booth does not provide full visibility (e.g., if not located centrally), an additional control station must be arranged for proper supervision of the SGP4 event.**

79.3

TRACK MEASUREMENTS – Speedway

Radius of bends to length of straights – metres

Examples but not compulsory

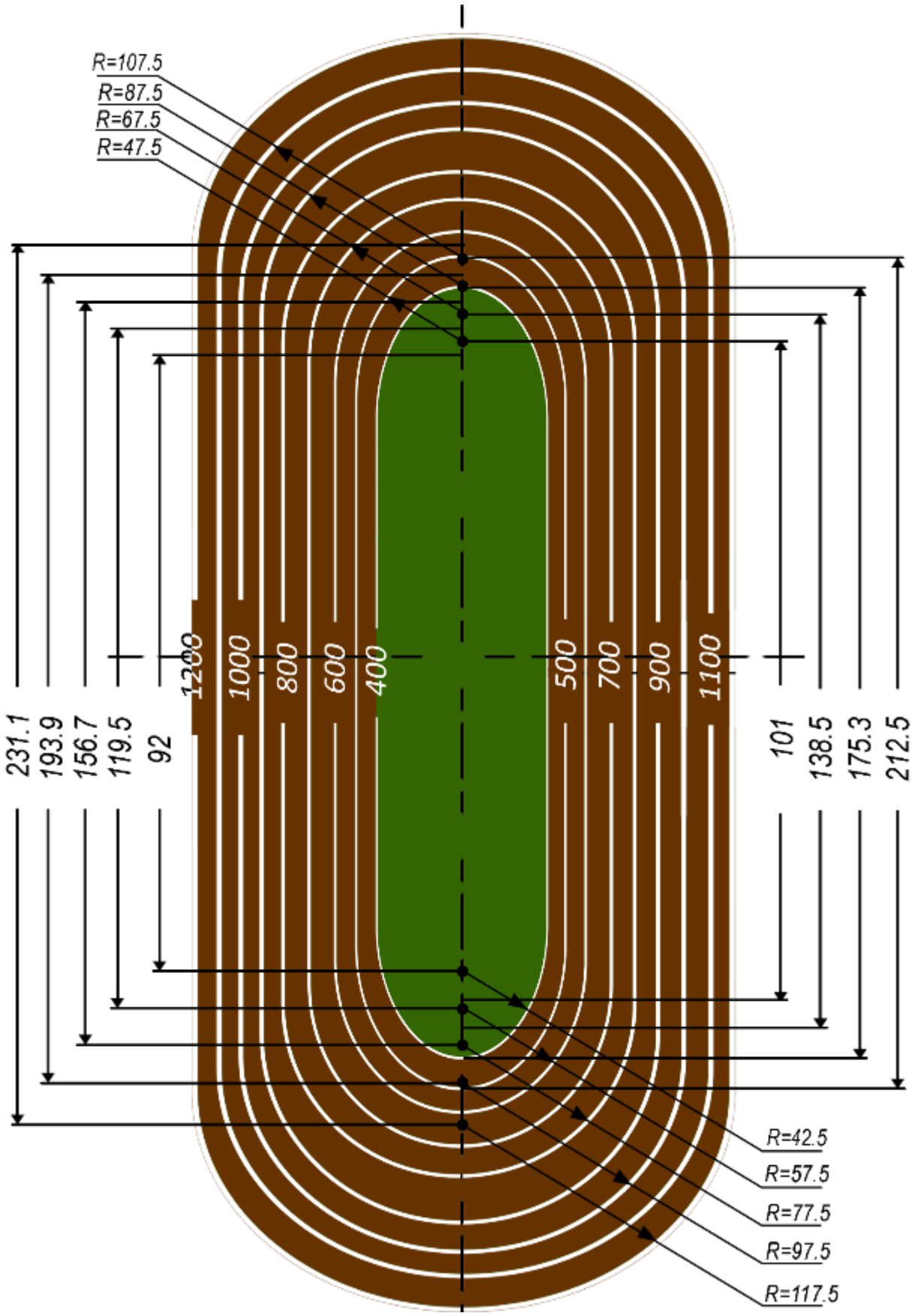


79.3

TRACK MEASUREMENTS – Long Track

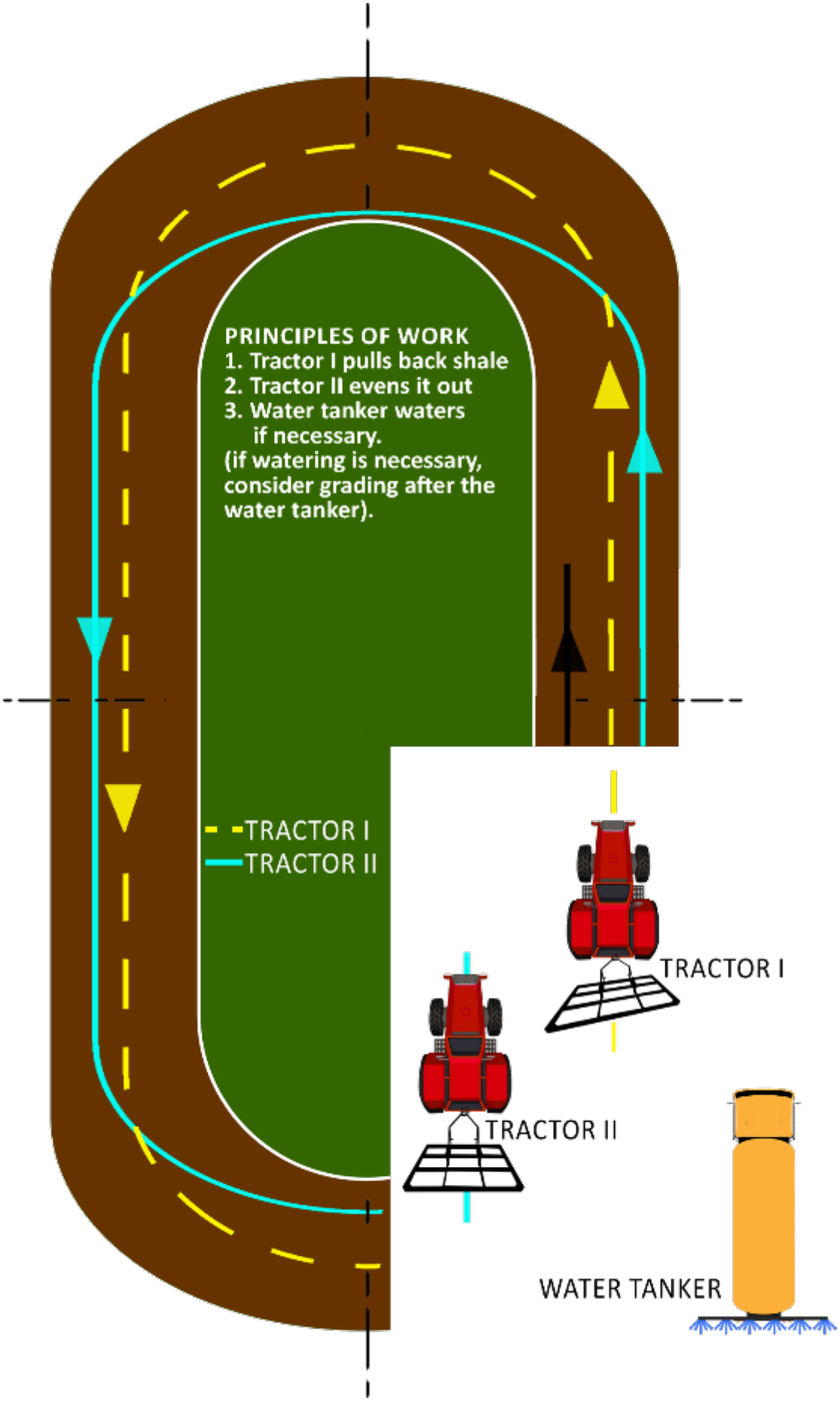
Radius of bends to length of straights – metres

Examples but not compulsory



79.3.5

GRADING AND WATERING OF THE TRACK

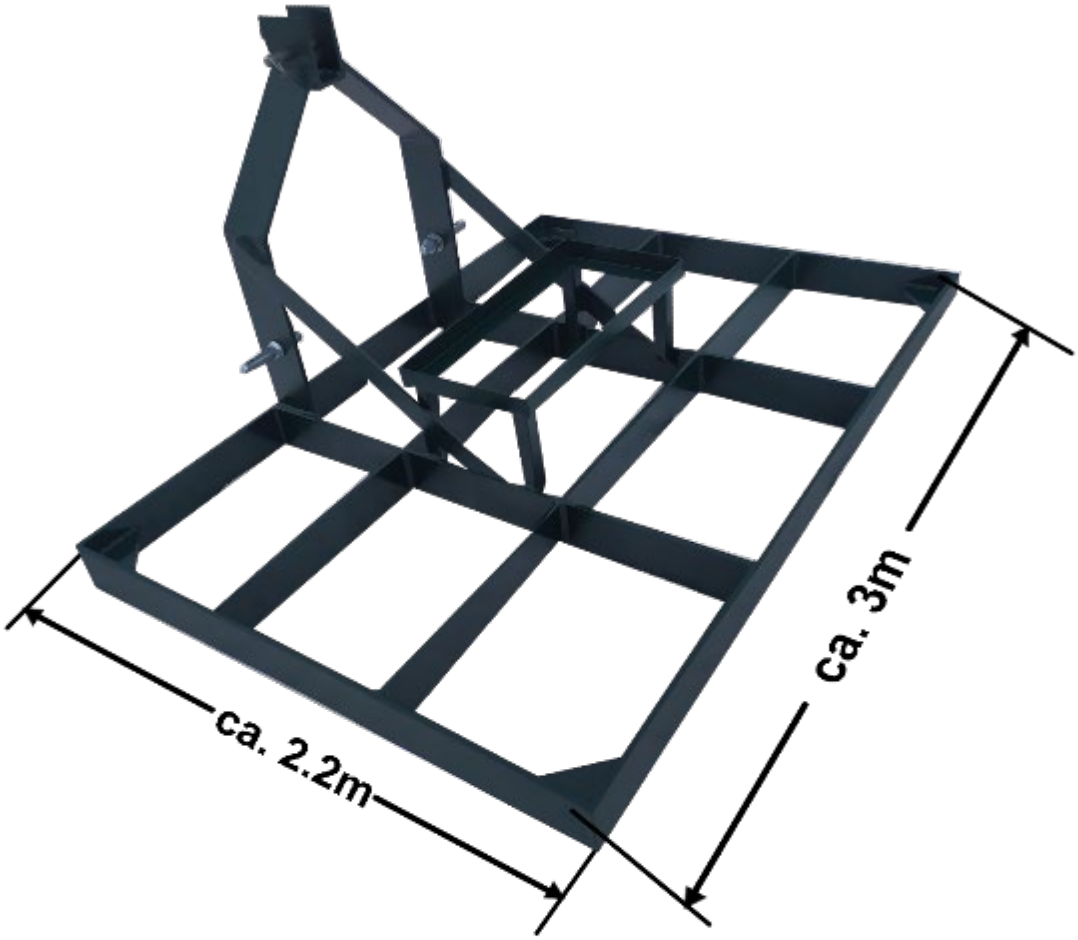


79.3.5

EXAMPLES

EQUIPMENT FOR PROPER TRACK MAINTENANCE

CONSTRUCTION OF GRADER



FIXING TO THE TRACTOR

79.3.5

TRACK MAINTENANCE

NOT SO:	BUT SO:
Grading after each 4th heat or less	Grading after each heat
	
Track before racing	Track before racing
	
Track after first race	Track after first race
	
Track after second race	Track before second race
	
Track after third race	Track after second race
	
Track after fourth race	Track before third race

Result: Track foundation ruined.
Racing poor and safety jeopardize!

79.3.5

EXAMPLES

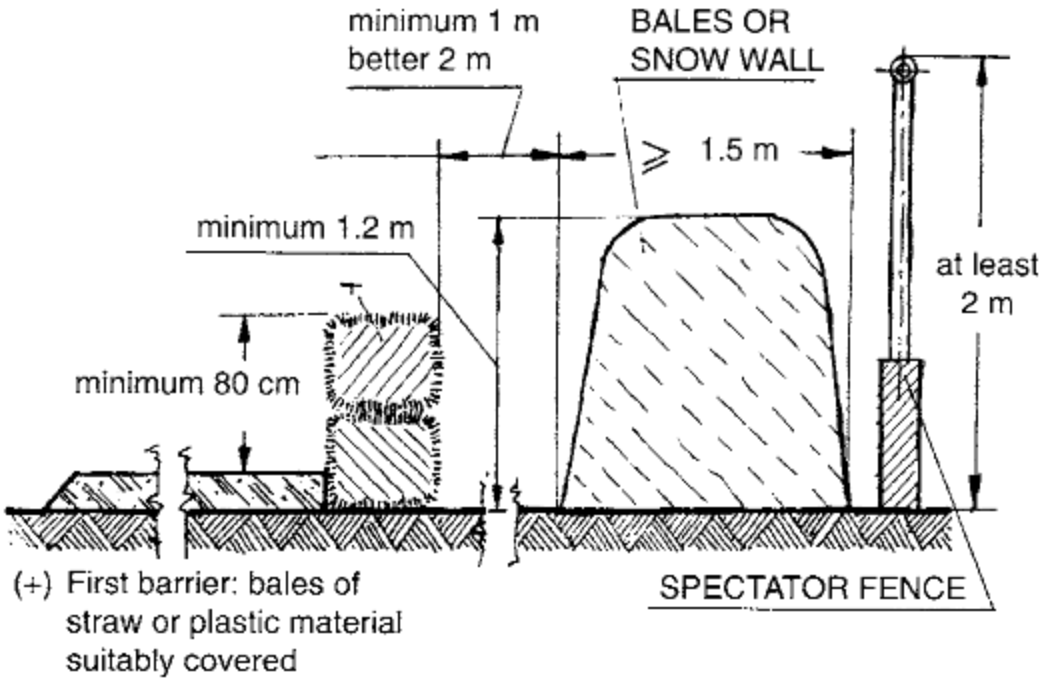
EQUIPMENT FOR PROPER TRACK MAINTENANCE

GRADER FOR RESTORATION OF LEVEL OF SUB-SOIL

FARMING EQUIPMENT FOR WATERING BETWEEN HEATS

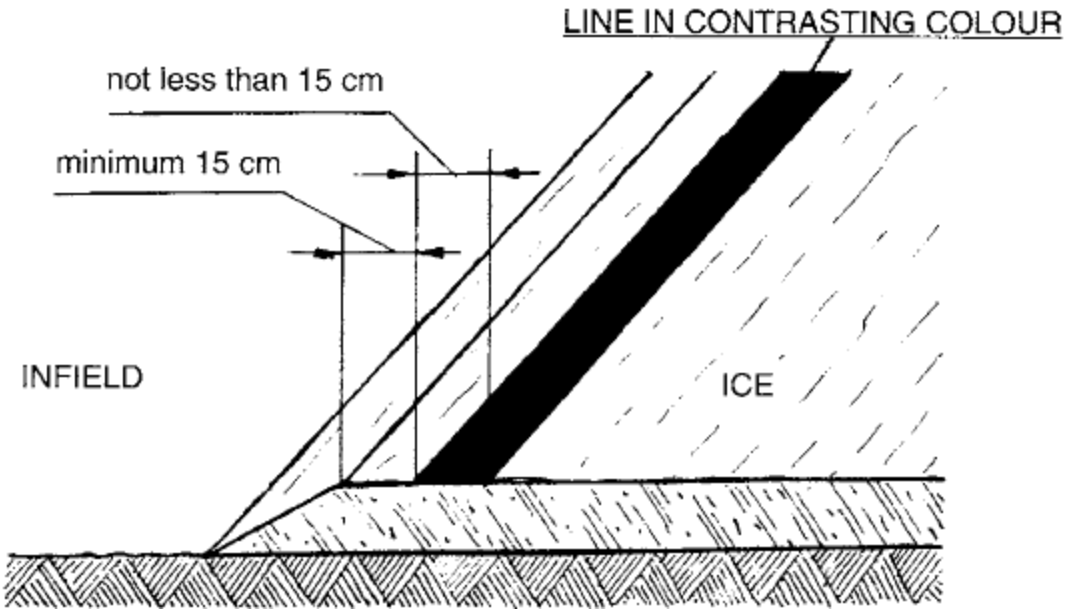
79.4.1

SAFETY BARRIERS FOR ICE TRACKS

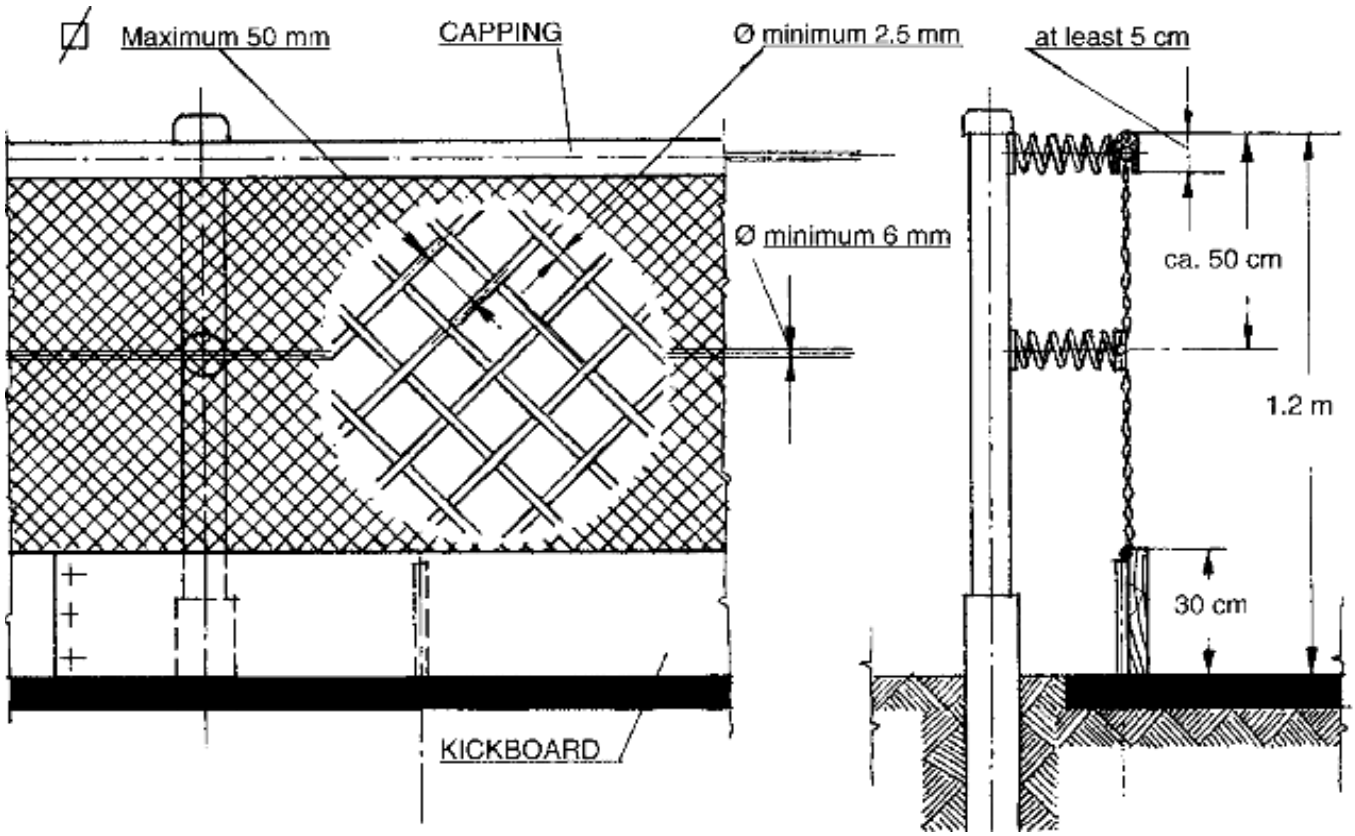


Art. 079.5.2

MARKING OF THE INSIDE EDGE OF THE BENDS ON THE ICE-TRACKS

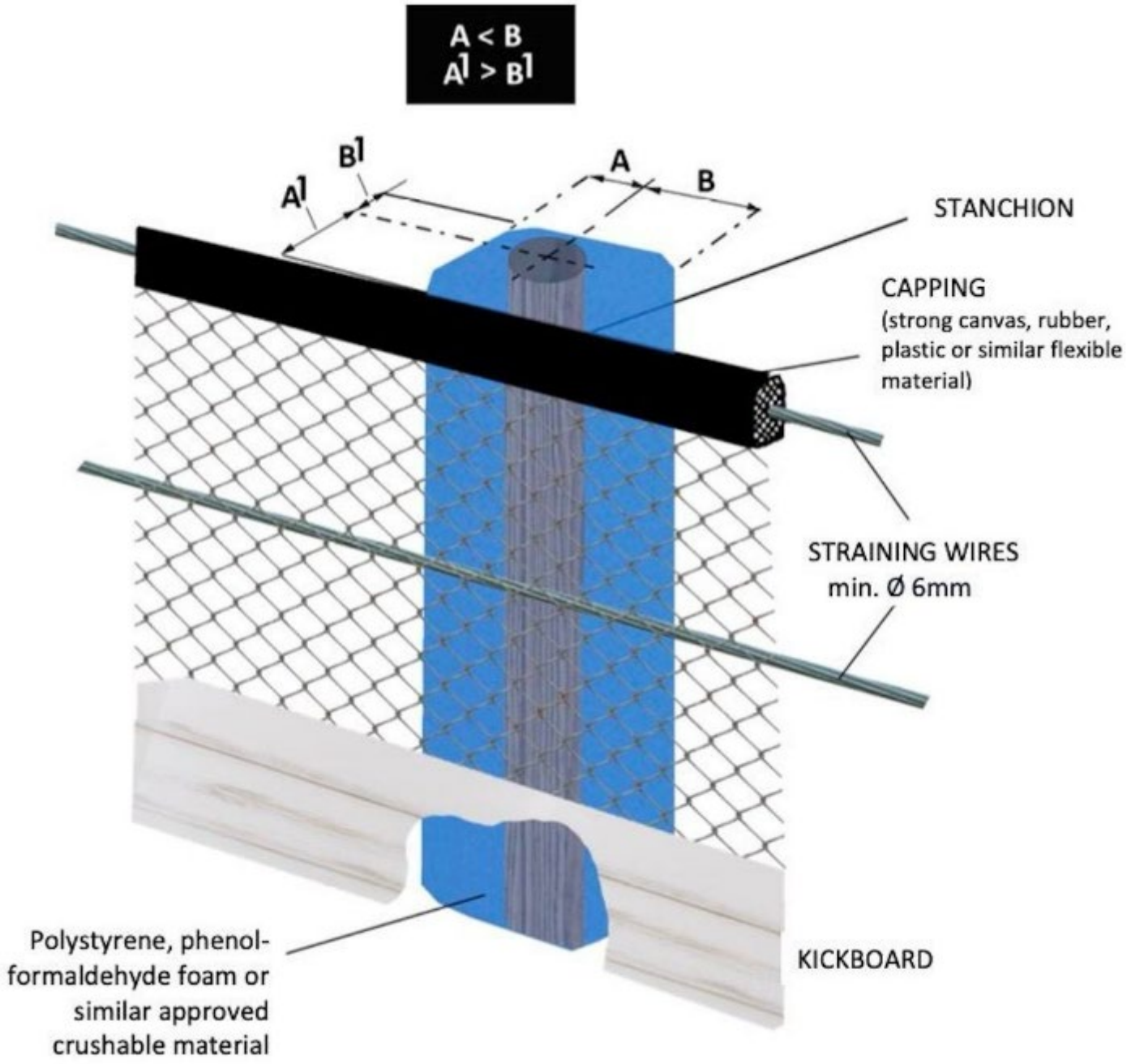


79.4.3 THE WIRE-MESH FENCE

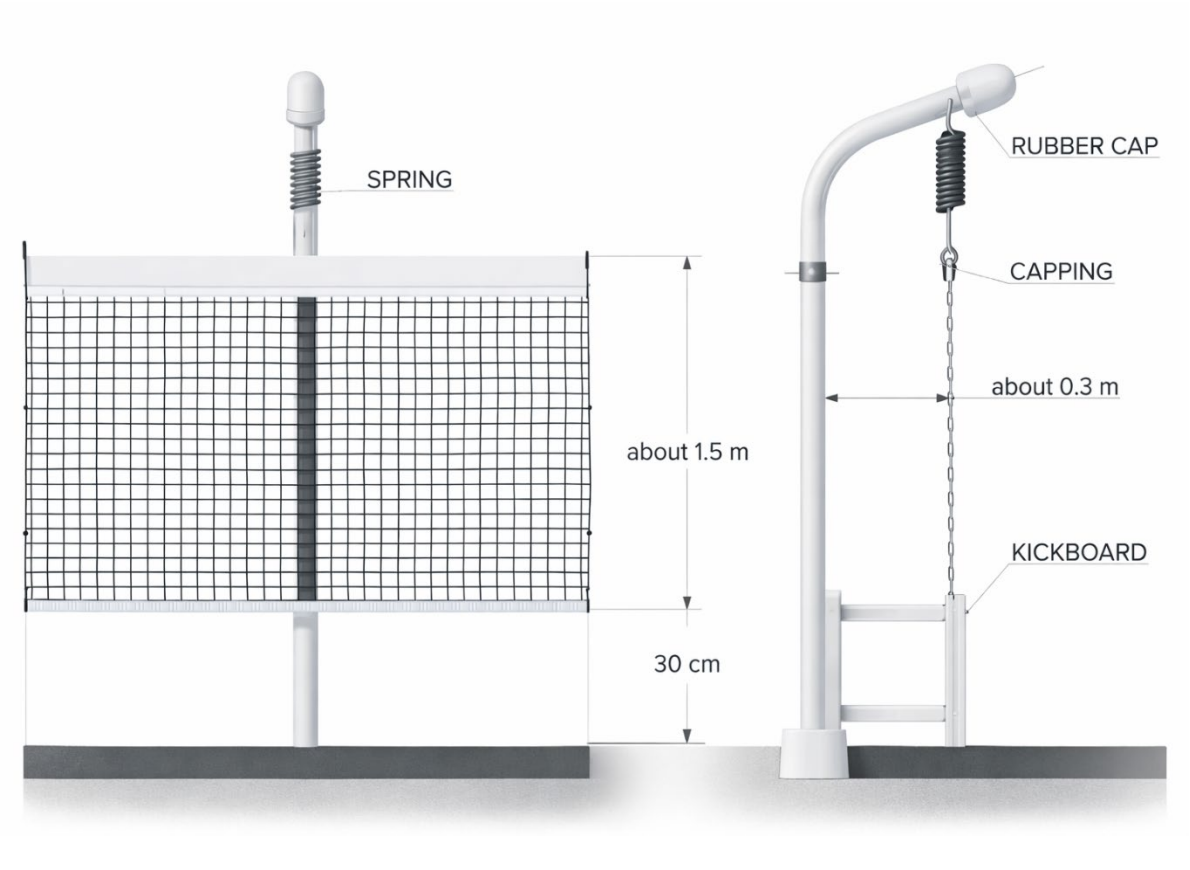


THE FENCE – OF WIRE MESH CONSTRUCTION

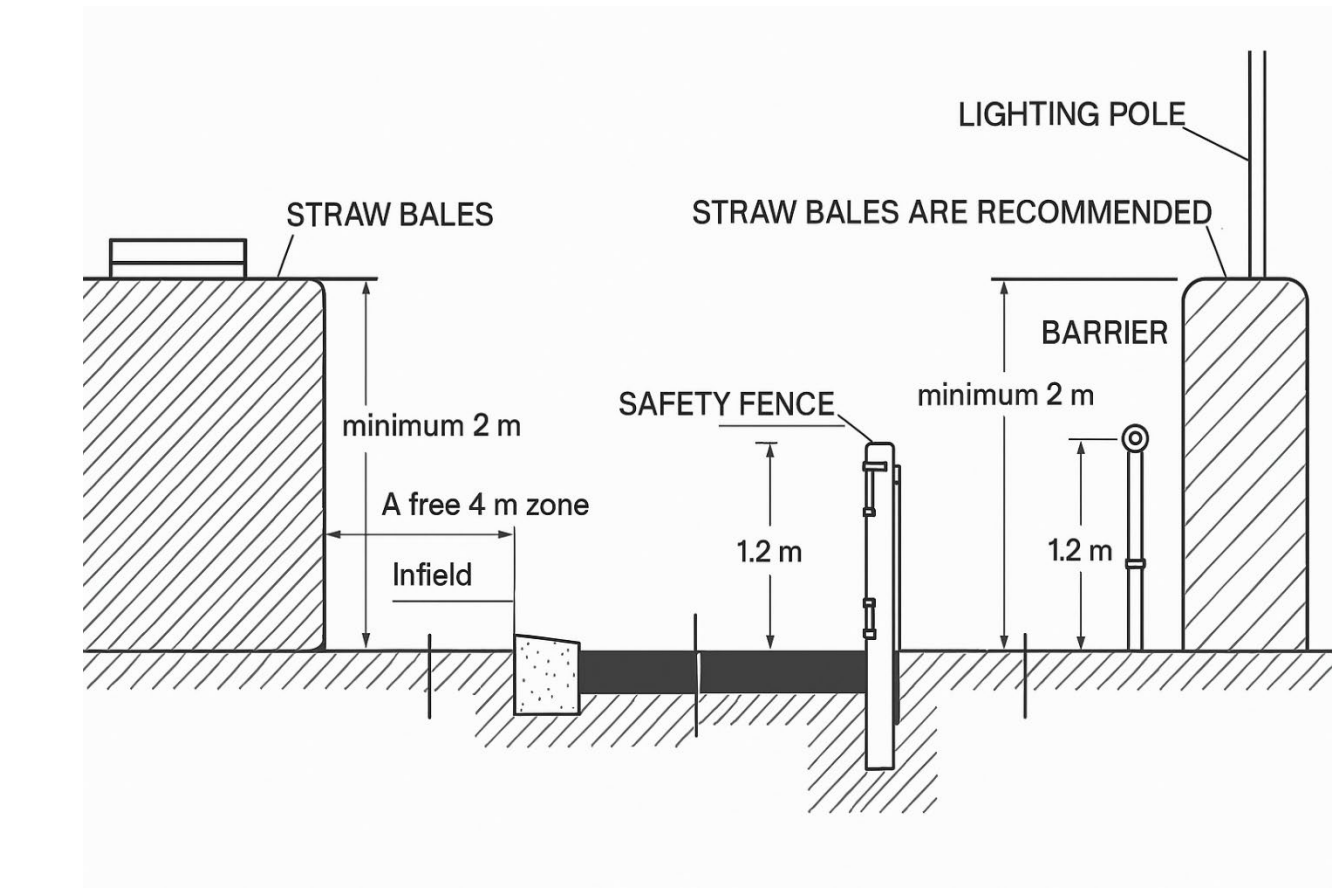
(Stanchion protected)



79.4.3 WIRE MESH FENCE (SUSPENDED)

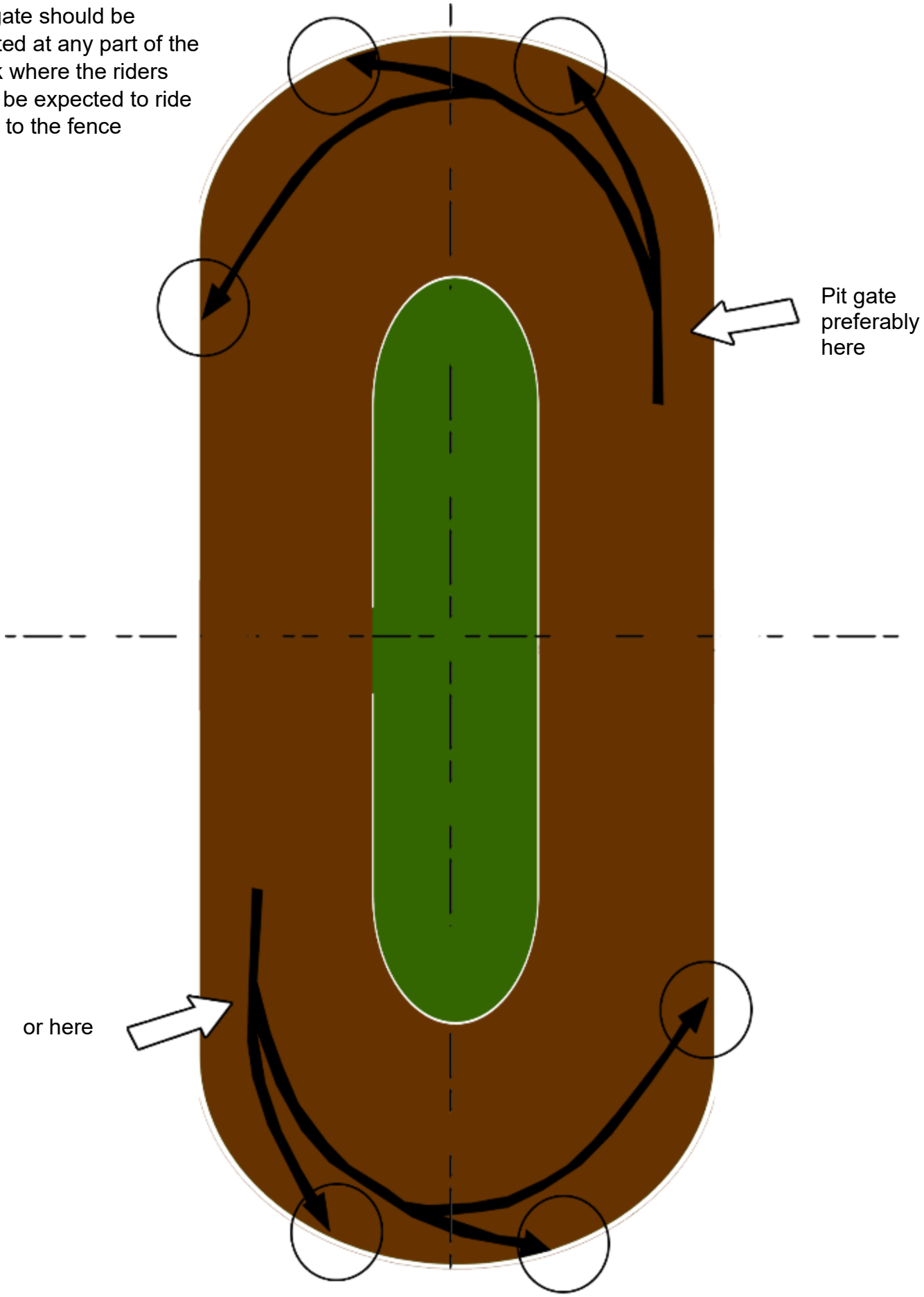


79.4.4 COVERING OF OBSTACLES ON INSIDE AND OUTSIDE OF FENCE (SPEEDWAY)

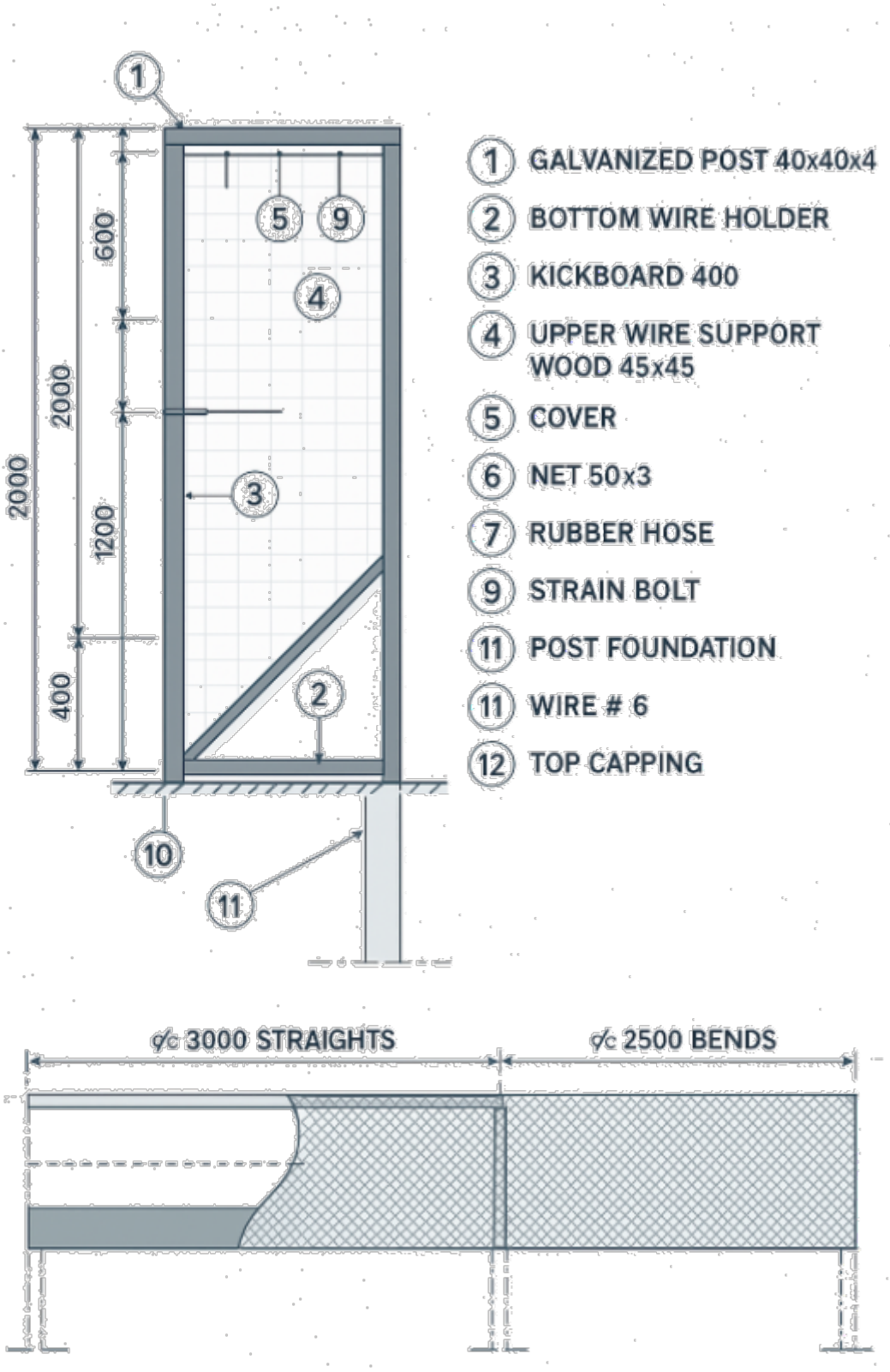


79.4.7

No gate should be located at any part of the track where the riders may be expected to ride near to the fence

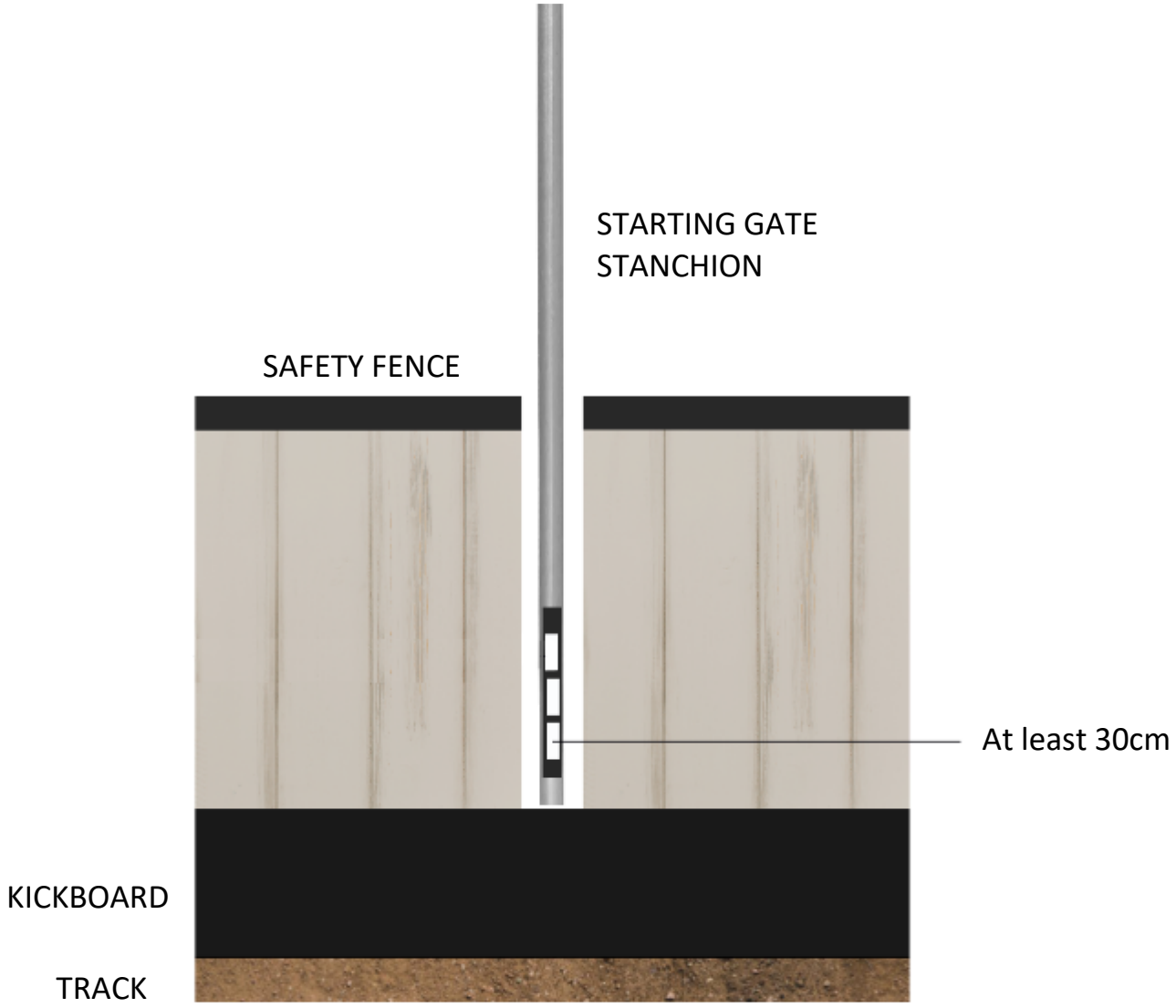


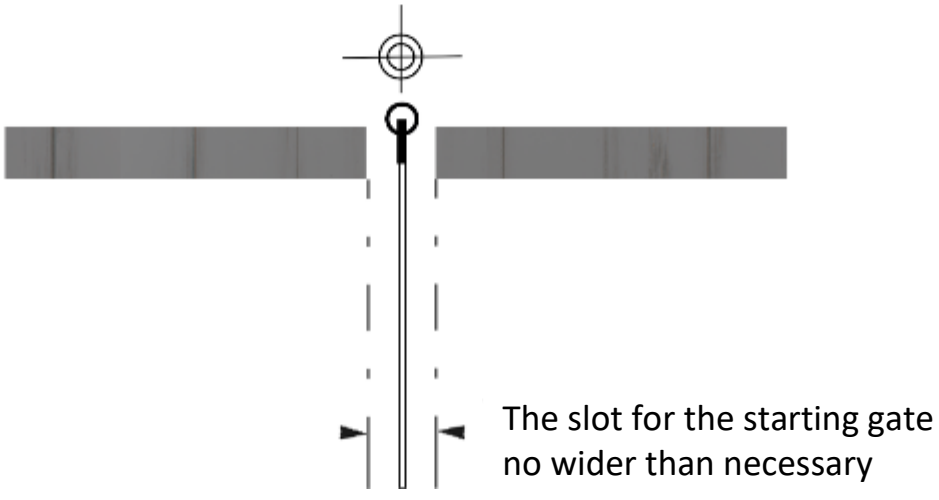
79.4.4


1 GALVANIZED POST 40x40x4
2 BOTTOM WIRE HOLDER
3 KICKBOARD 400
4 UPPER WIRE SUPPORT WOOD 45x45
5 COVER
6 NET 50x3
7 RUBBER HOSE
9 STRAIN BOLT
11 POST FOUNDATION
11 WIRE # 6
12 TOP CAPPING
600
2000
2000
1200
400
c/c 3000 STRAIGHTS
c/c 2500 BENDS

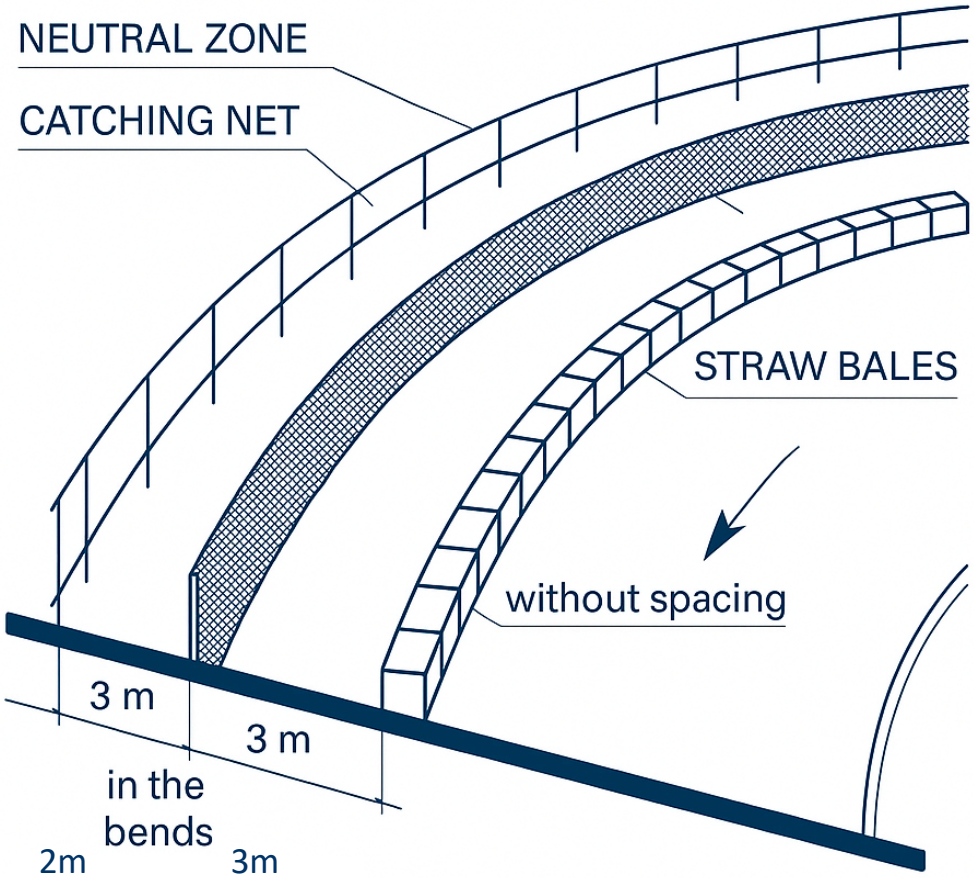
OPENING IN THE FENCE FOR THE STARTING MACHINE

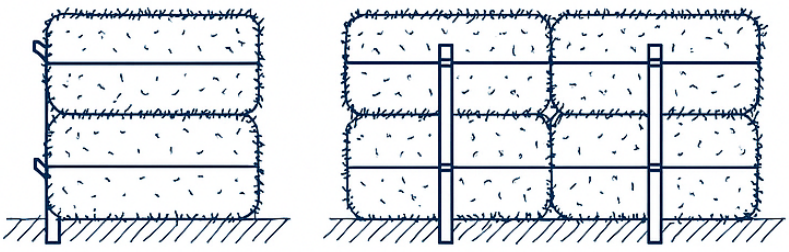
(Stanchion protected)





79.4.5 TEMPORARY FENCE OF STRAW BALES

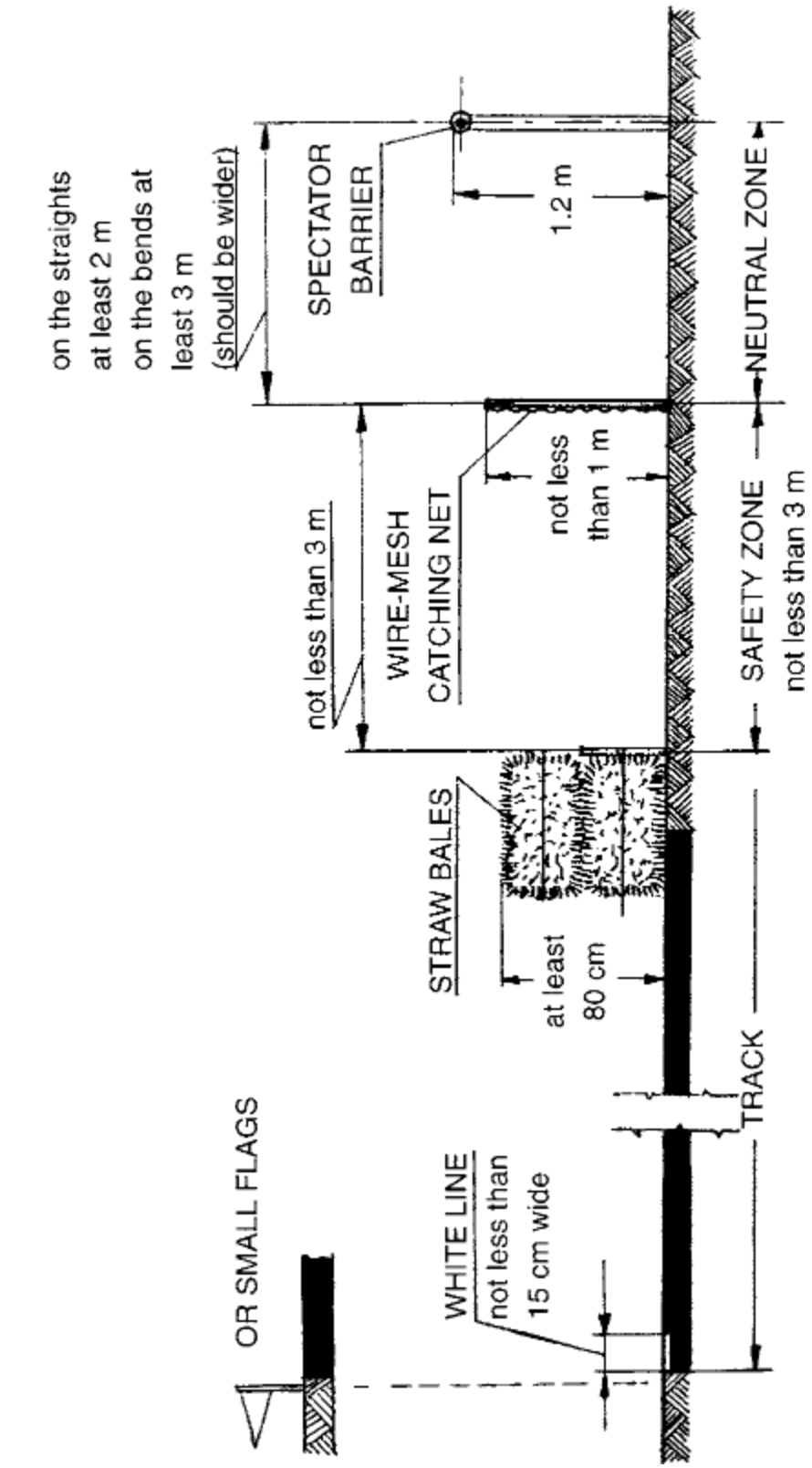




STRAW BALES MUST BE ATTACHED
TO EACH OTHER

79.4.5

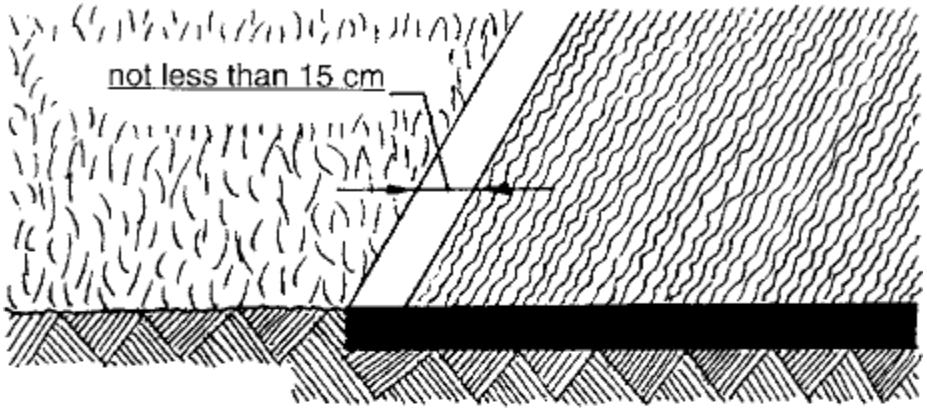
FENCE WITH STRAW BALES ON TEMPORARY TRACKS



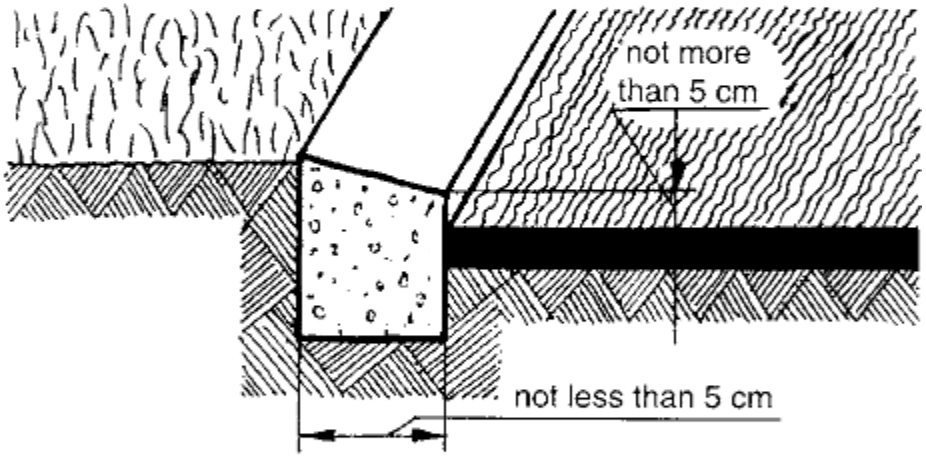
79.5.2

MARKING OF INSIDE EDGE (SPEEDWAY)

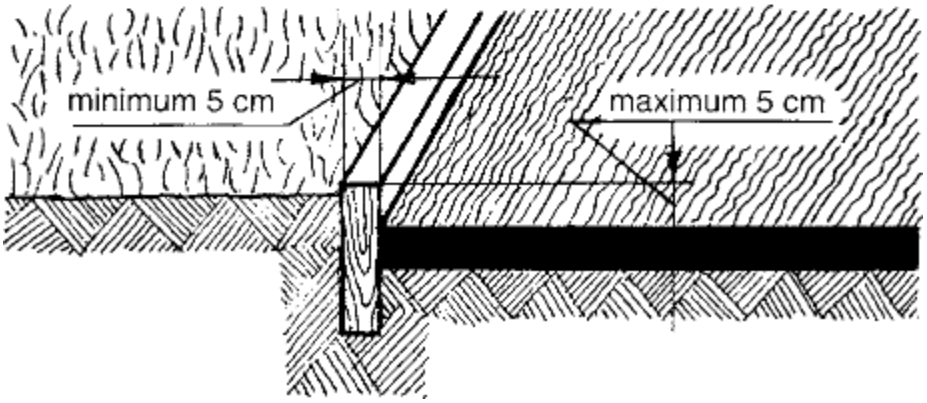
WHITE LINE



CONCRETE KERB



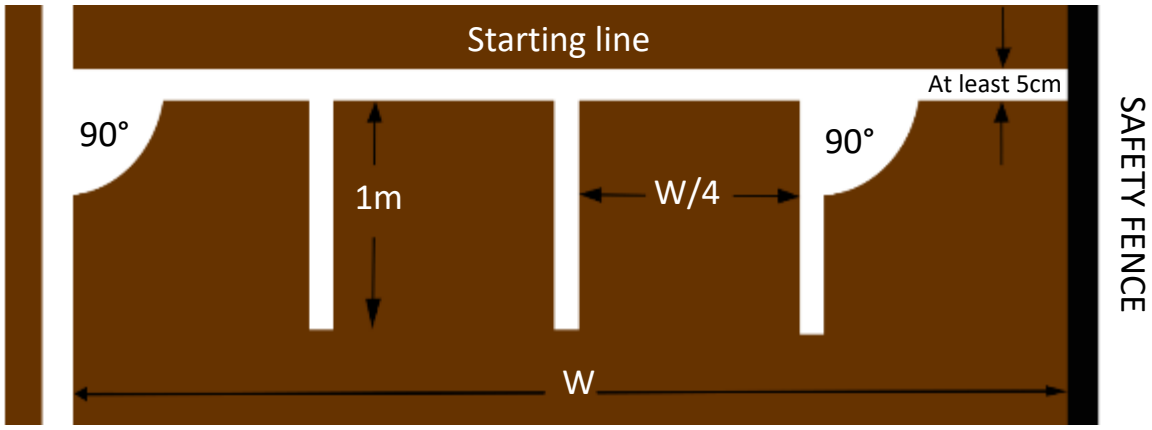
LIST OF WOOD OR SIMILAR MATERIAL



THE STARTING AREA

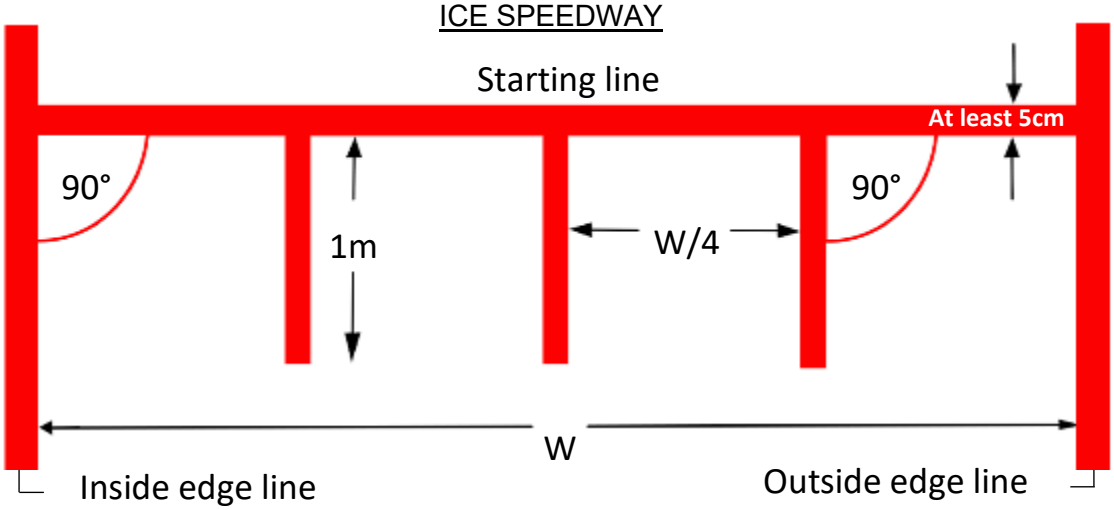
The starting line should be positioned in the middle of the straight, but never less than 35 m from the entrance to the first bend on Speedway and Ice tracks: 2/5 from the last bend and no closer than 2/5 to the first bend on Long Tracks.

SPEEDWAY

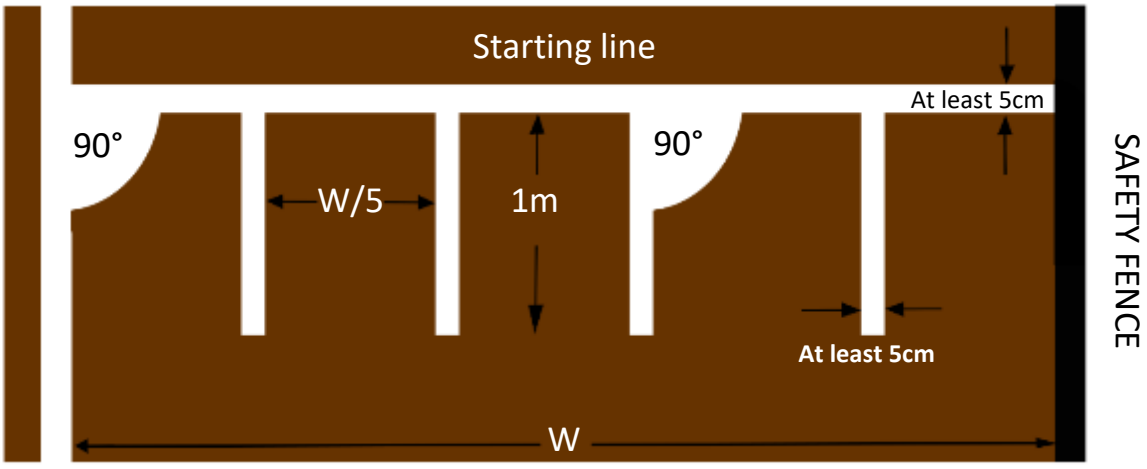


Inner kerb or white line or inside edge line (Ice Speedway)
At least 5cm

ICE SPEEDWAY

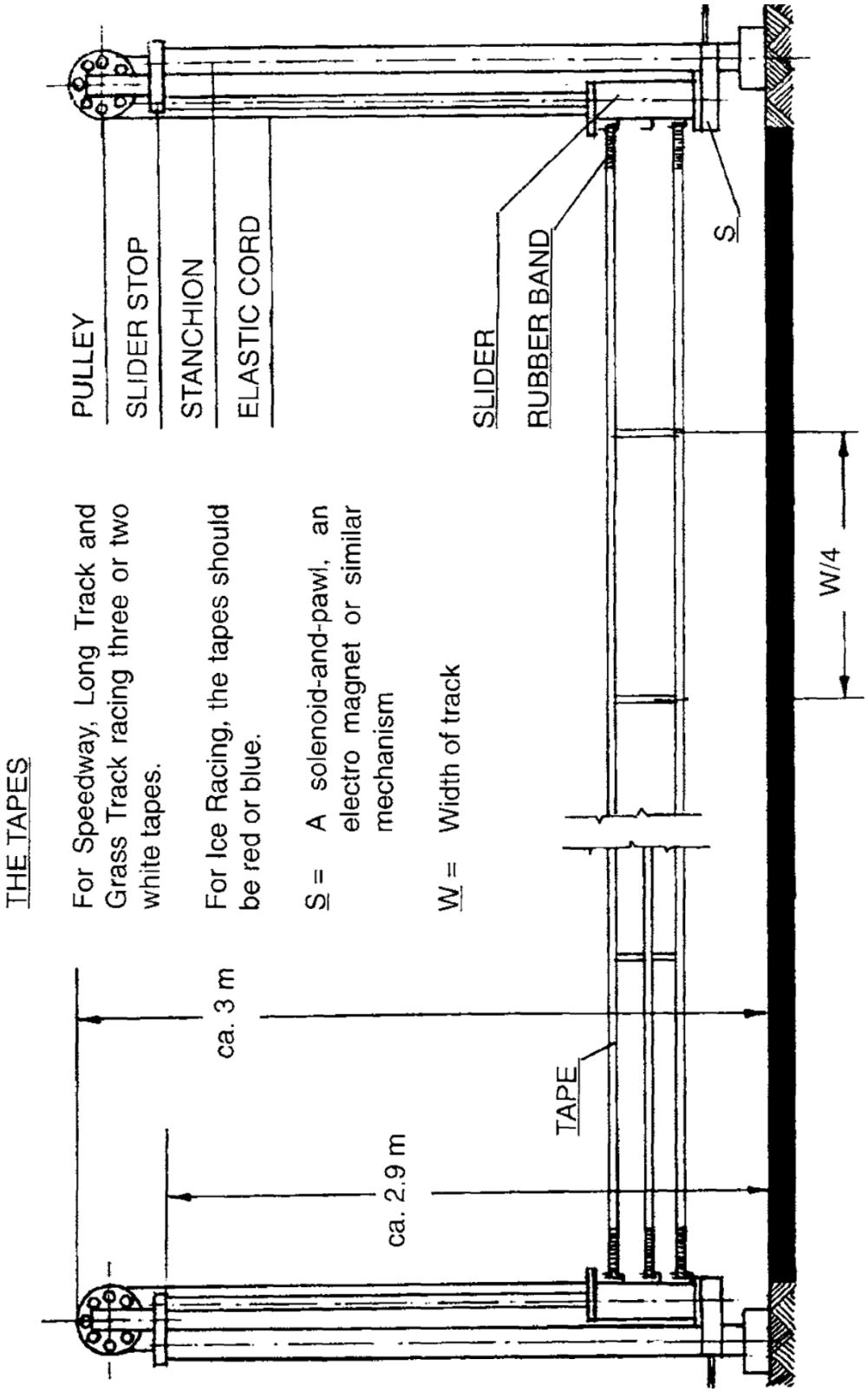


LONG TRACK



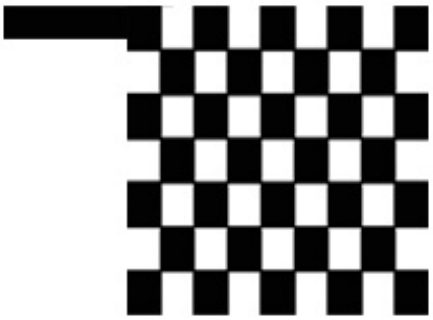
Inner kerb or white line - at least 5cm

79.7.3 STARTING GATE

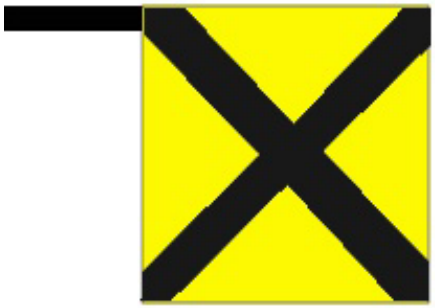


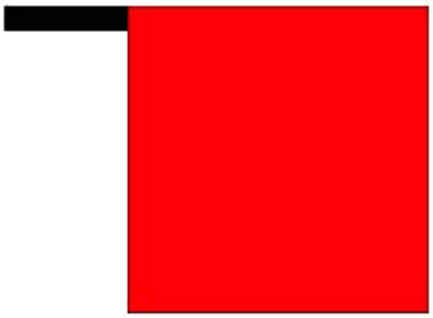
79.7.4

SIGNALS FLAGS & DISCS

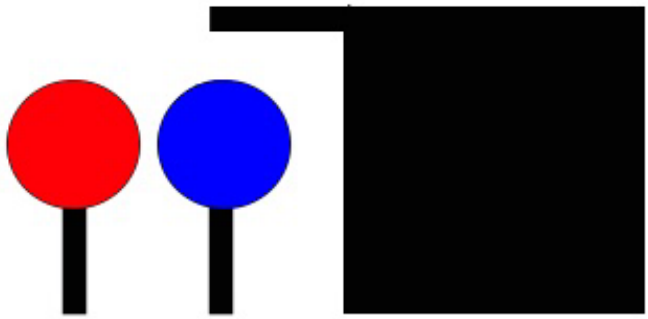


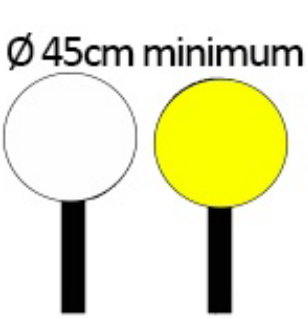
Flags minimum size: 60 x 60cm

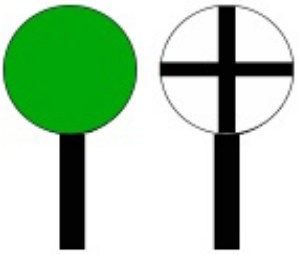


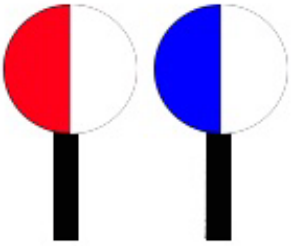


DISQUALIFICATIONS SIGNALS

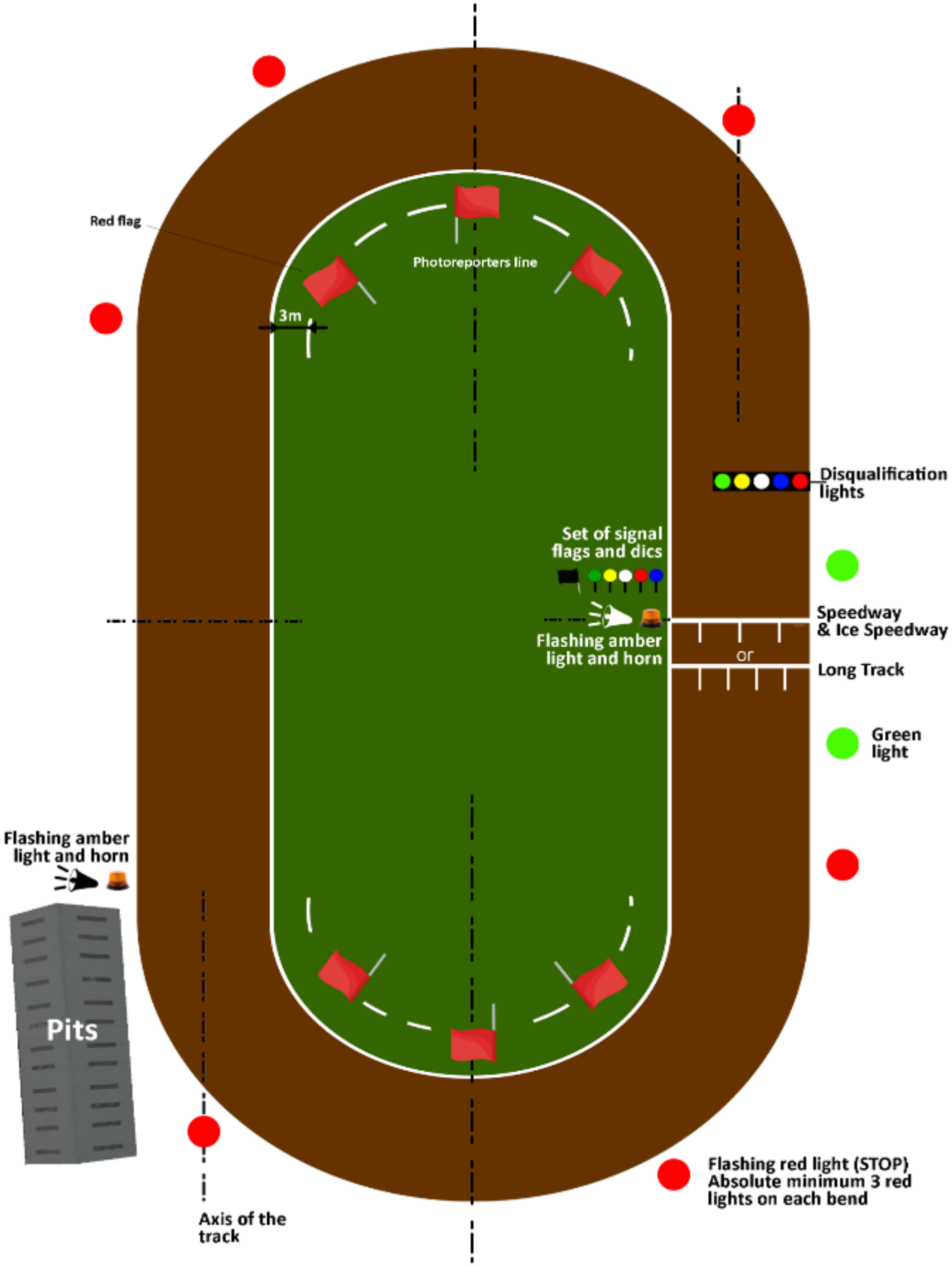




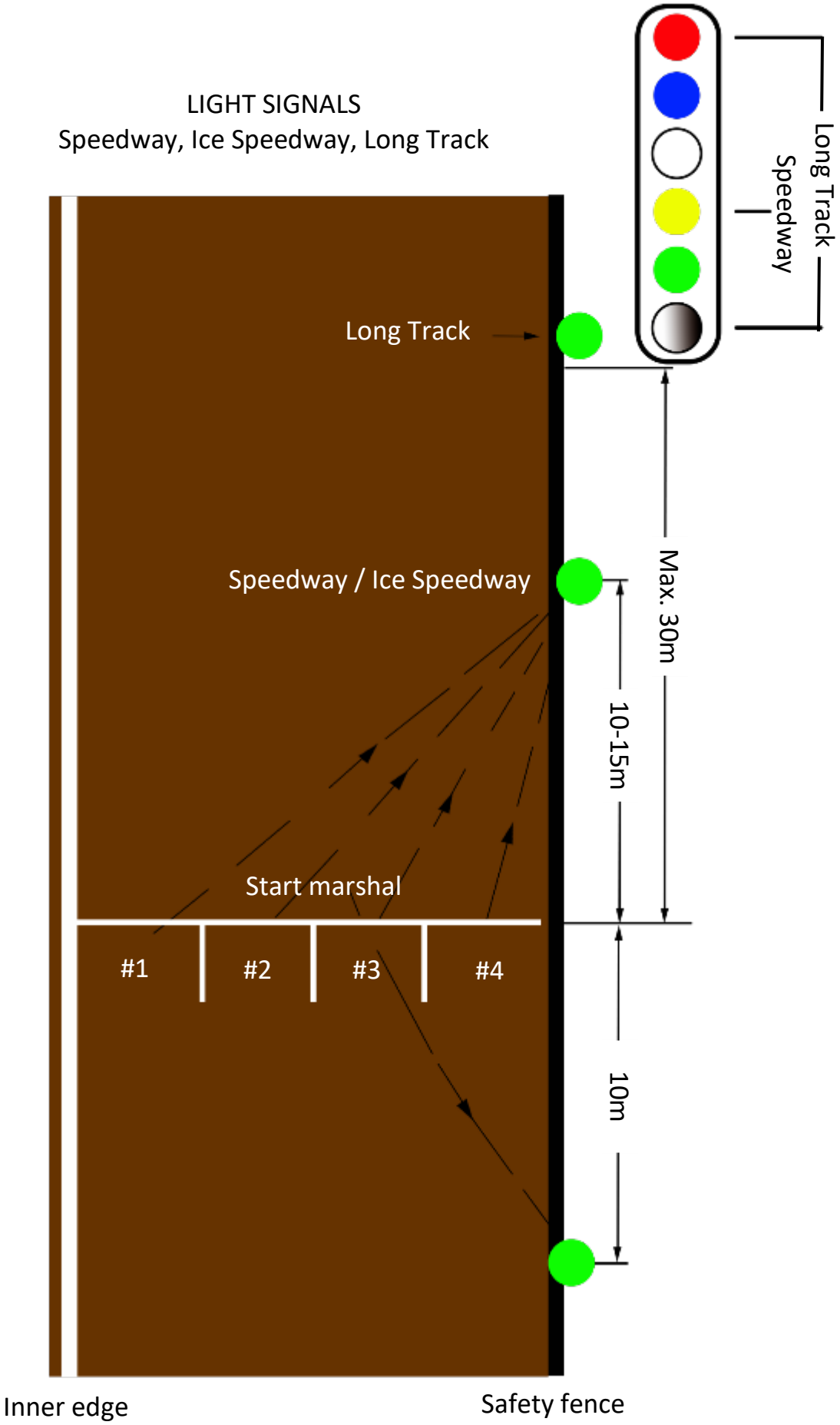




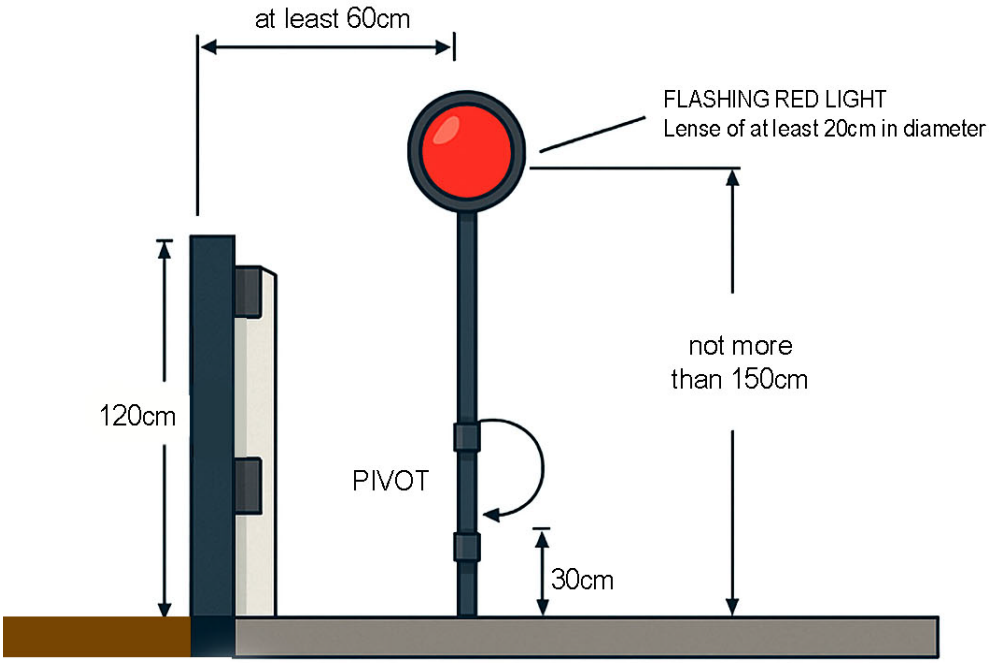
79.7.4 and 79.7.5 TRACK SIGNALS (Speedway, Ice and Long Tracks)

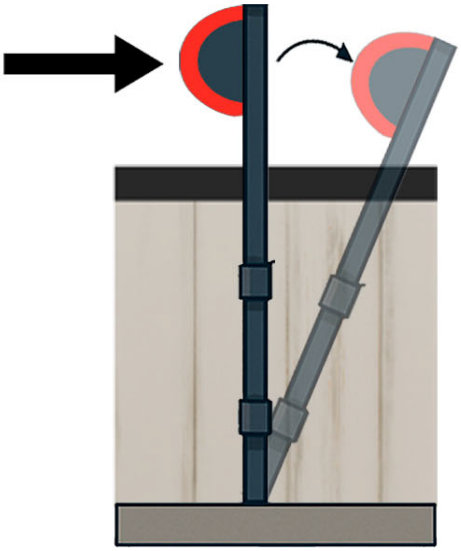


79.7.5 Disqualification Lights



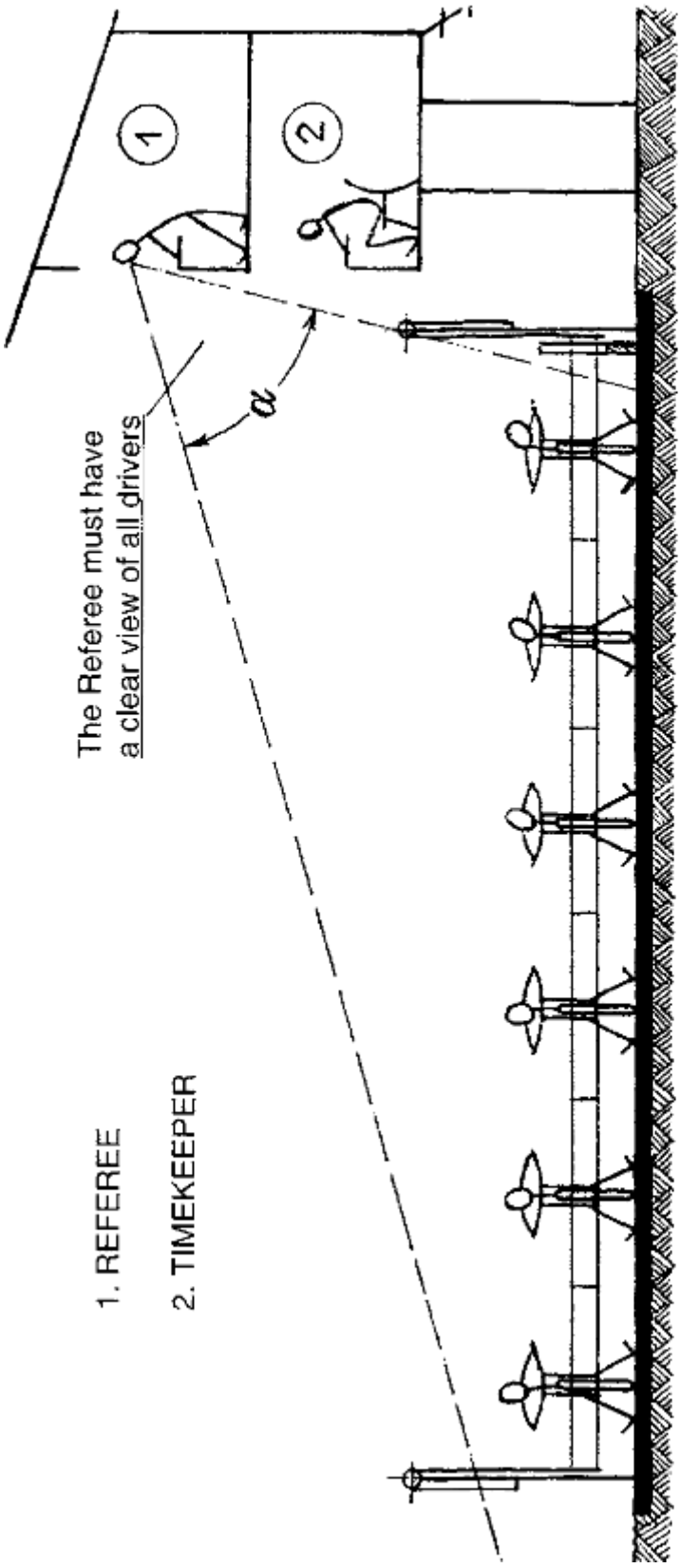
79.7.5 Pivots for red stop lights





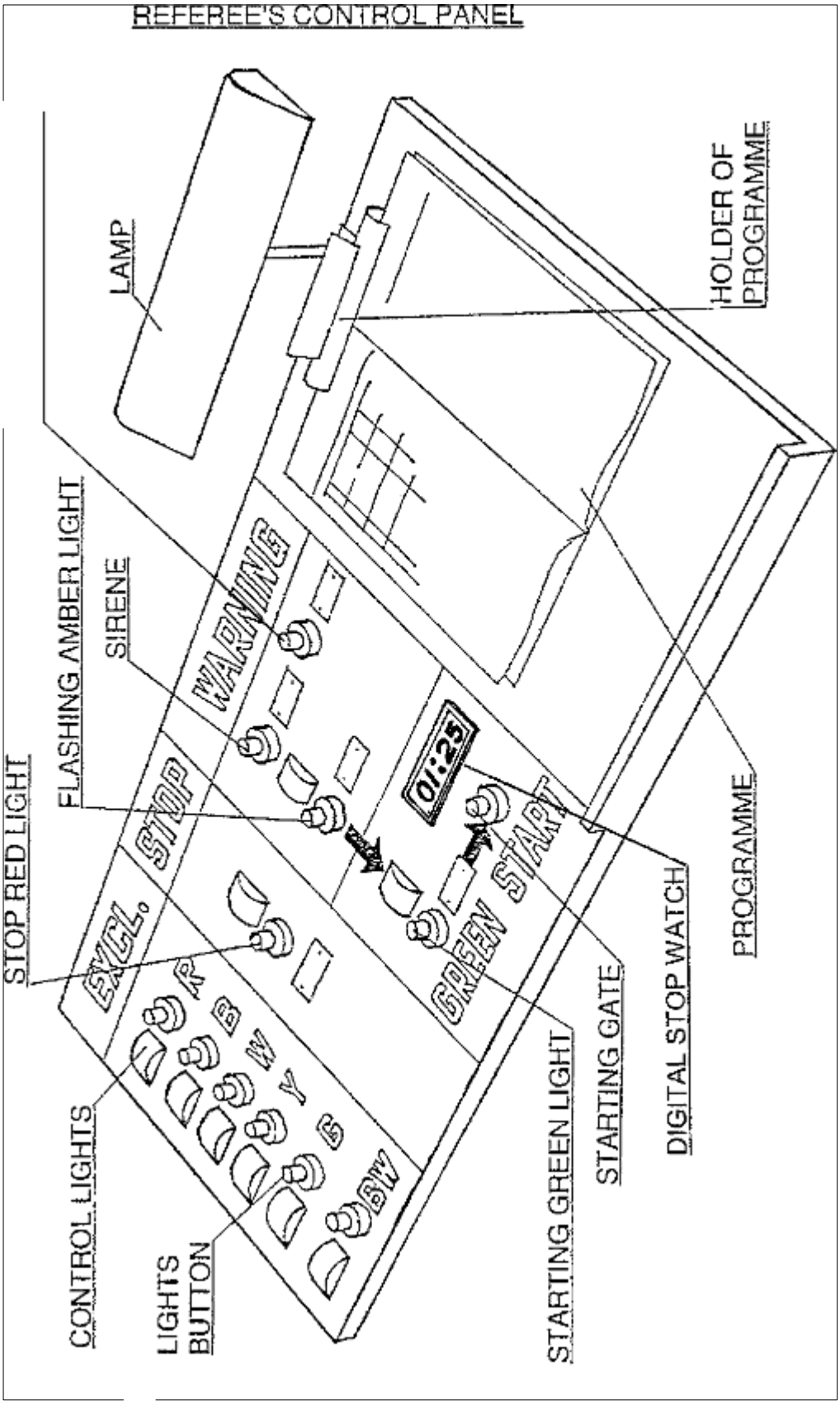
79.7.6

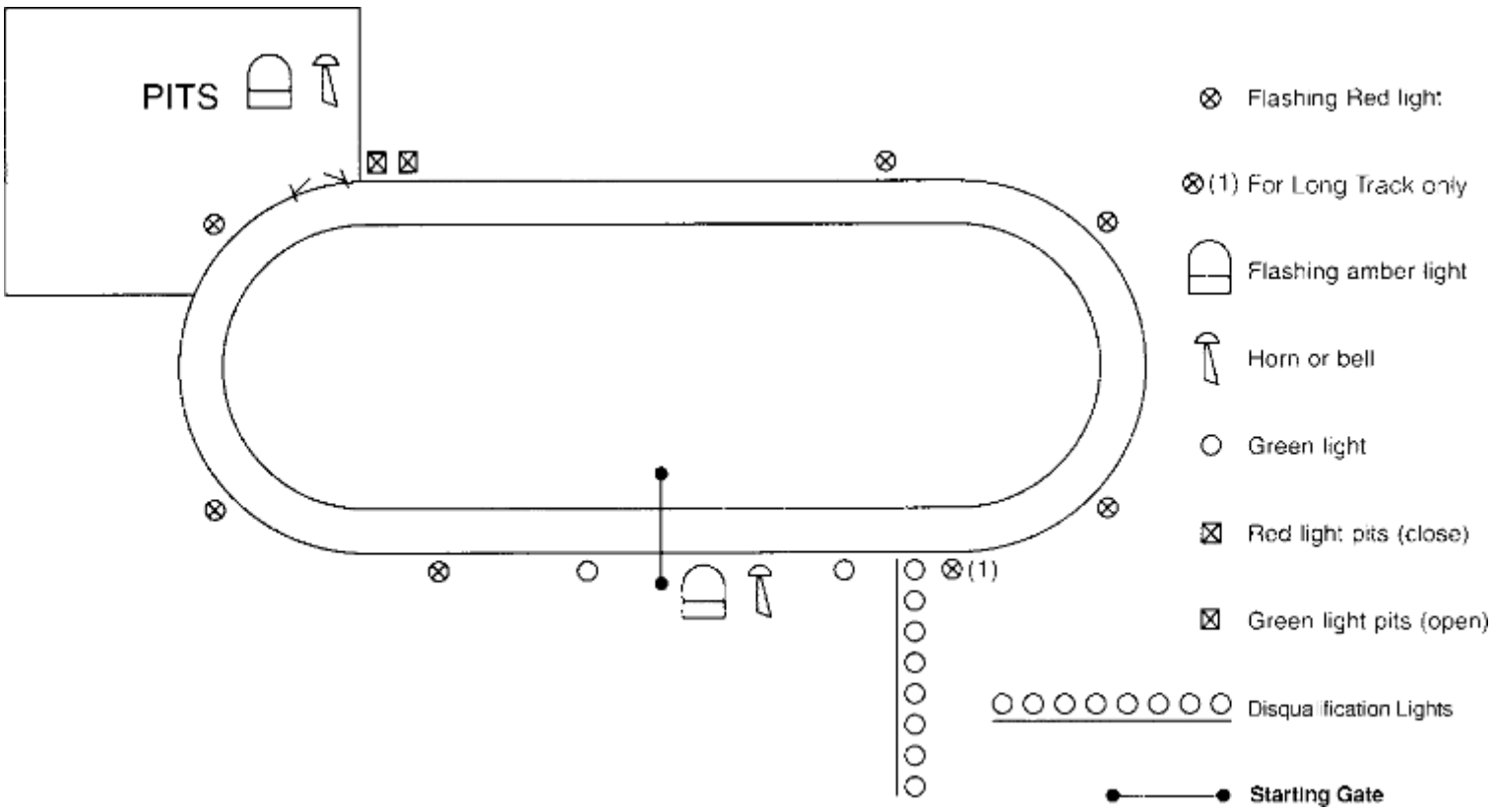
ALIGNMENT WITH STARTING LINE



PREFERABLE: The accomodation for the Referee and the Timekeeper should be located on the starting side of the track, so that the Referee and the Timekeeper can align themselves with the starting line.

79.7.6


REFEREE'S CONTROL PANEL
LAMP
HOLDER OF PROGRAMME
FLASHING AMBER LIGHT
SIRENE
WARNING
STOP
EXCL.
STOP RED LIGHT
01:25
GREEN START
PROGRAMME
CONTROL LIGHTS
LIGHTS BUTTON
STARTING GREEN LIGHT
STARTING GATE
DIGITAL STOP WATCH
R
B
W
Y
G
BW



The six red heat stop lights have to be independent from everything, so that they can be switched on and off independently.

Two green lights have to be switched on and off together. The starting gate can operate only when these two lights are on. When these lights are off the starting gate must not operate.

The lights have to go out 10 seconds after the start.

Two flashing amber lights have to work together, one in the pits and one in the neighbourhood of the starting gate. They have to go out when the green starting lights have been switched on.

Two horns or bells have to go on and off together, one in the pits and one in the neighbourhood of the starting gate.

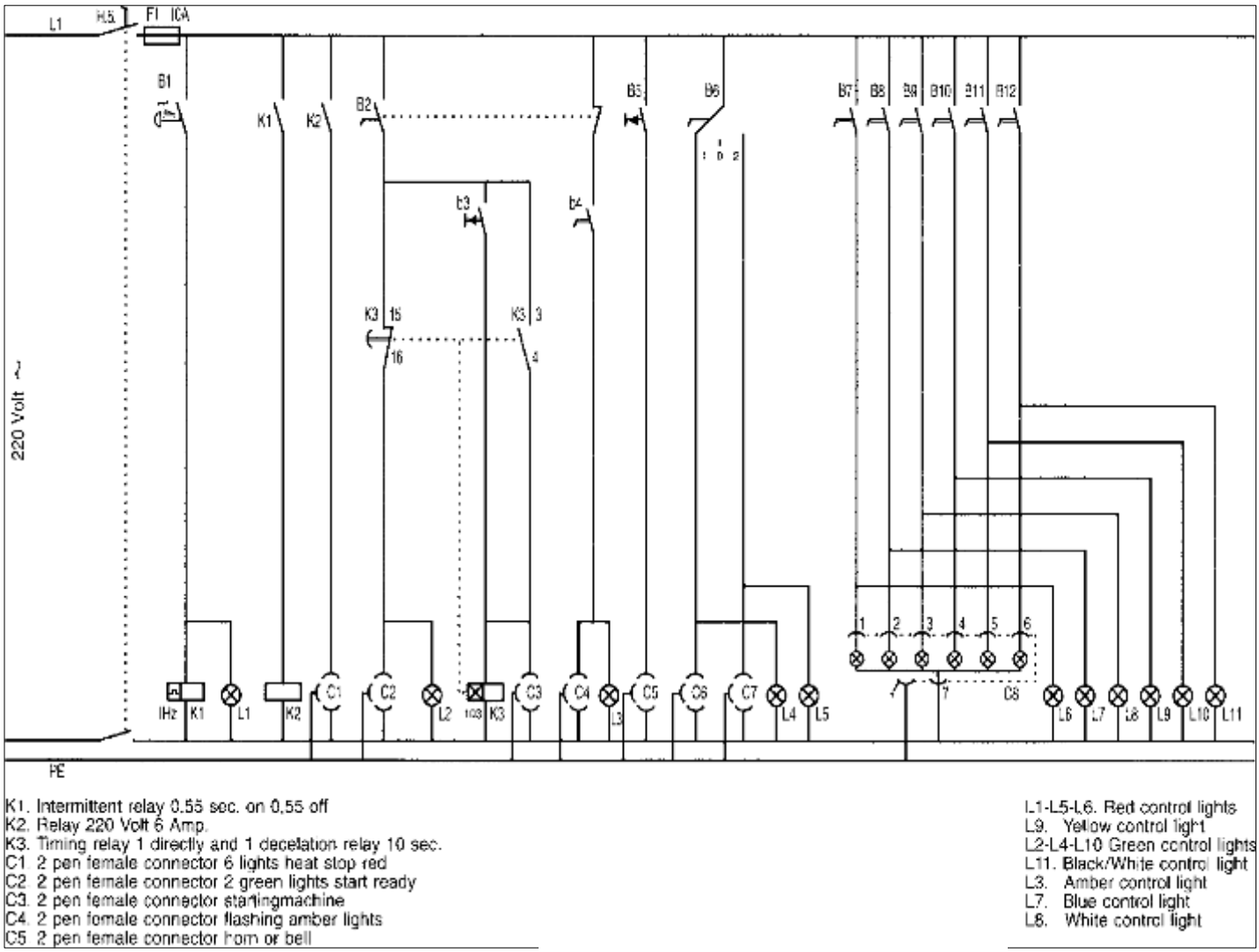
Disqualification lights have to go on and off independently of each other. The green and red lights in the pits have to go on and off independently from each other. Start: The heat can only be started when the green starting lights are on.

The stopwatch should operate in conjunction with some of the switchboard buttons as follows:

Pressing the flashing amber light button: watch reset and start

Pressing the green light button: watch reset and start

Pressing the starting gate button: watch reset and start



K1. Intermittent relay 0,55 sec. on 0,55 off
K2. Relay 220 Volt 6 Amp.
K3. Timing relay 1 directly and 1 decelation relay 10 sec.
C1 2 pen female connector 6 lights heat stop red
C2 2 pen female connector 2 green lights start ready
C3. 2 pen female connector startingmachine
C4. 2 pen female connector flashing amber lights
C5 2 pen female connector horn or bell

L1-L5-L6. Red control lights
L9. Yellow control light
L2-L4-L10 Green control lights
L11. Black/White control light
L3. Amber control light
L7. Blue control light
L8. White control light

C6. 2 pen female connector green lights pits

C7. 2 pen female connector red light pits

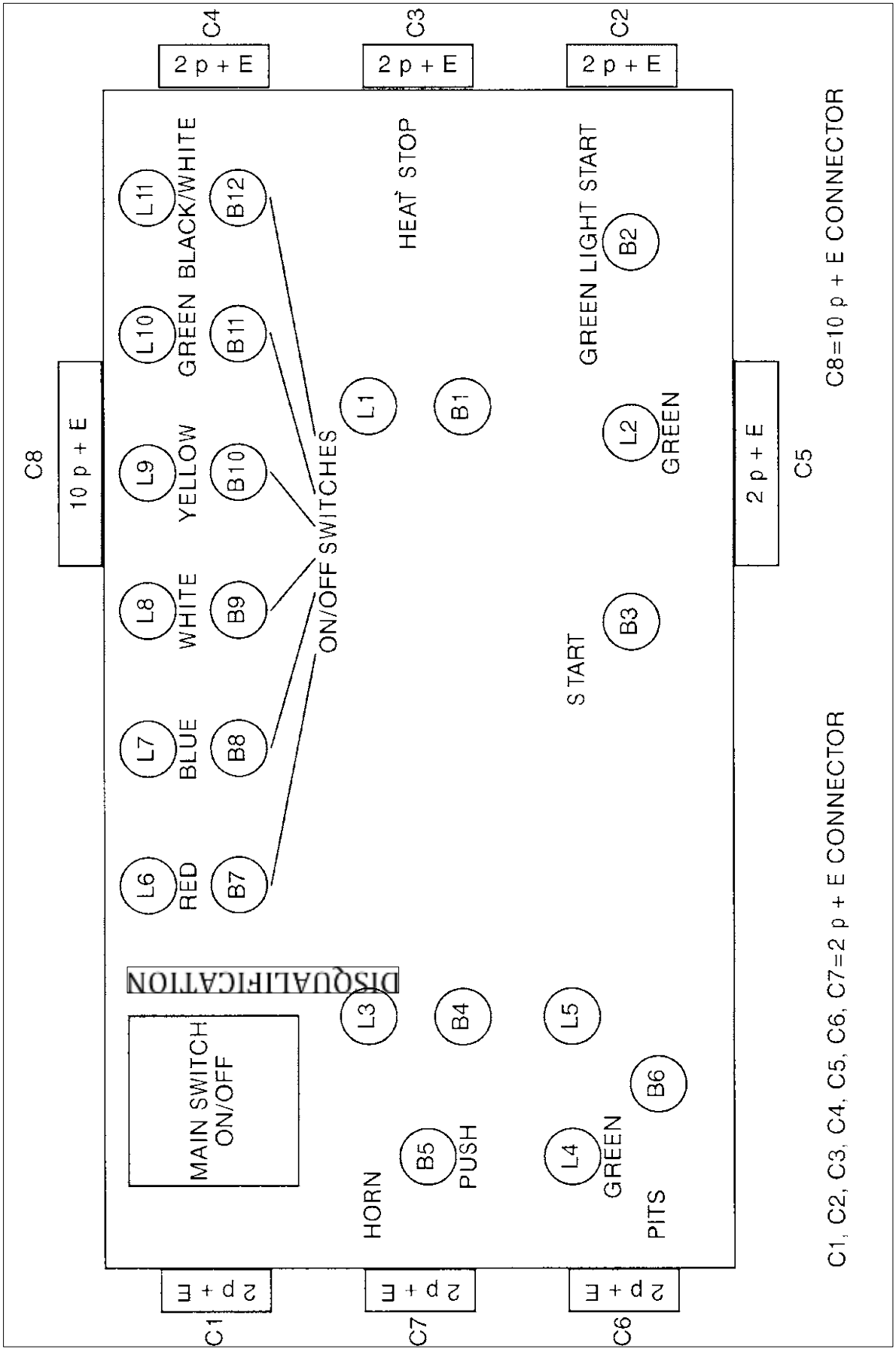
C8. 10 pen female connector disqualification lights (6)

B1. Safety push button

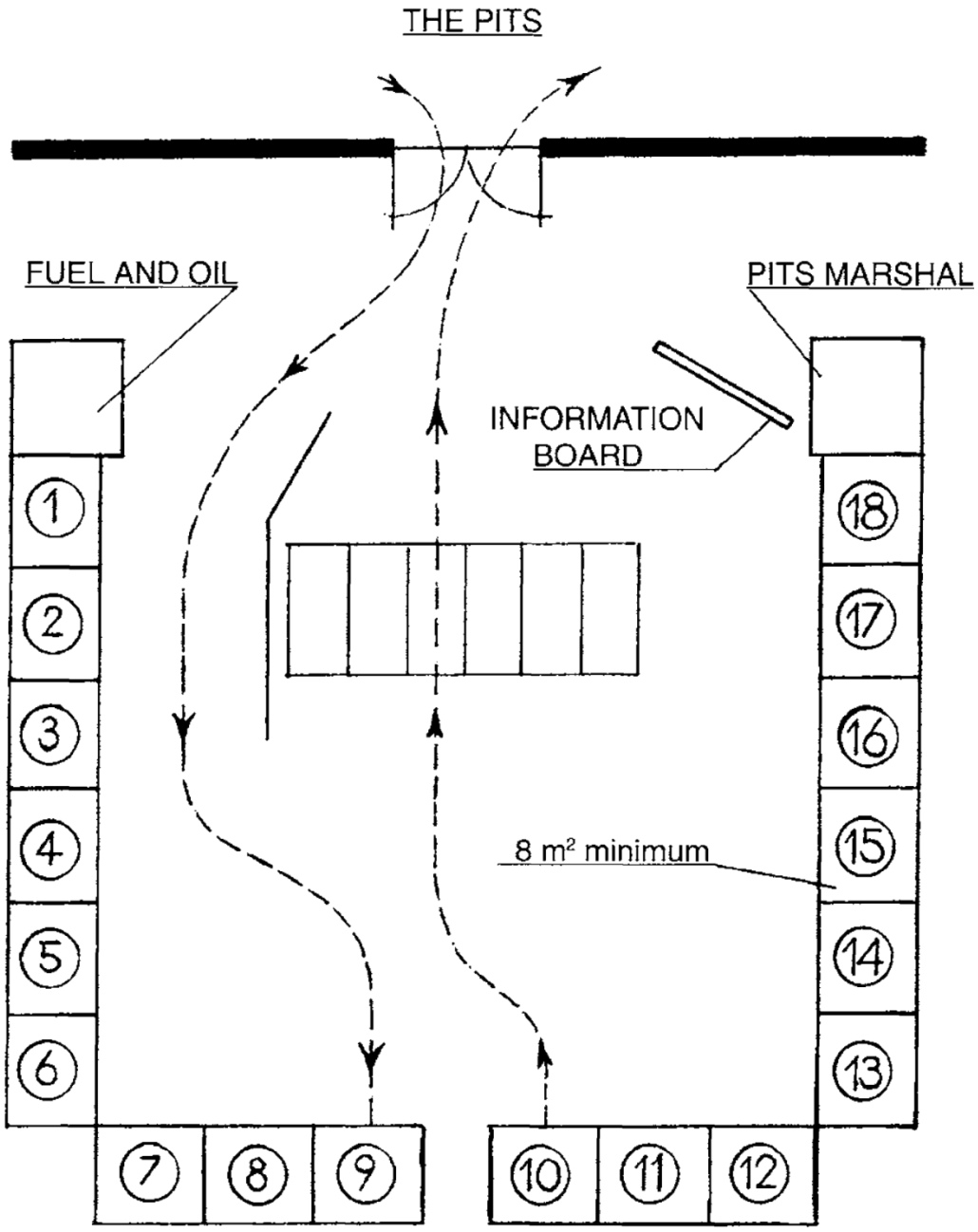
B2.-B4-B7-B8-B9-B11-B12. Switch on/off

B3- B5 Push button

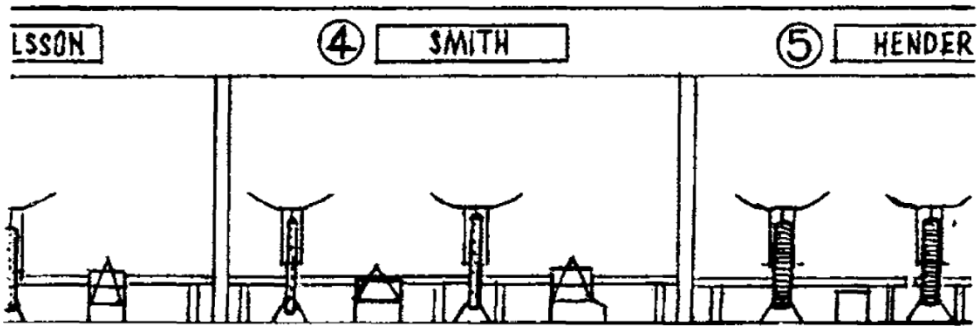
B6. Switch on-neutral-off F1. Fuse 10 Amp. 220 Volt


C4
2 p + E
C3
2 p + E
C2
2 p + E
C8
10 p + E
C5
2 p + E
C8=10 p + E CONNECTOR
C1
2 p + E
C7
2 p + E
C6
2 p + E
C1, C2, C3, C4, C5, C6, C7=2 p + E CONNECTOR
L11
B12
BLACK/WHITE
L10
B11
GREEN
L9
B10
YELLOW
L8
B9
WHITE
L7
B8
BLUE
L6
B7
RED
ON/OFF SWITCHES
L1
B1
HEAT' STOP
L2
B2
GREEN LIGHT START
L3
B4
L5
B3
START
DISQUALIFICATION
MAIN SWITCH
ON/OFF
B5
PUSH
HORN
L4
GREEN
B6
PITS

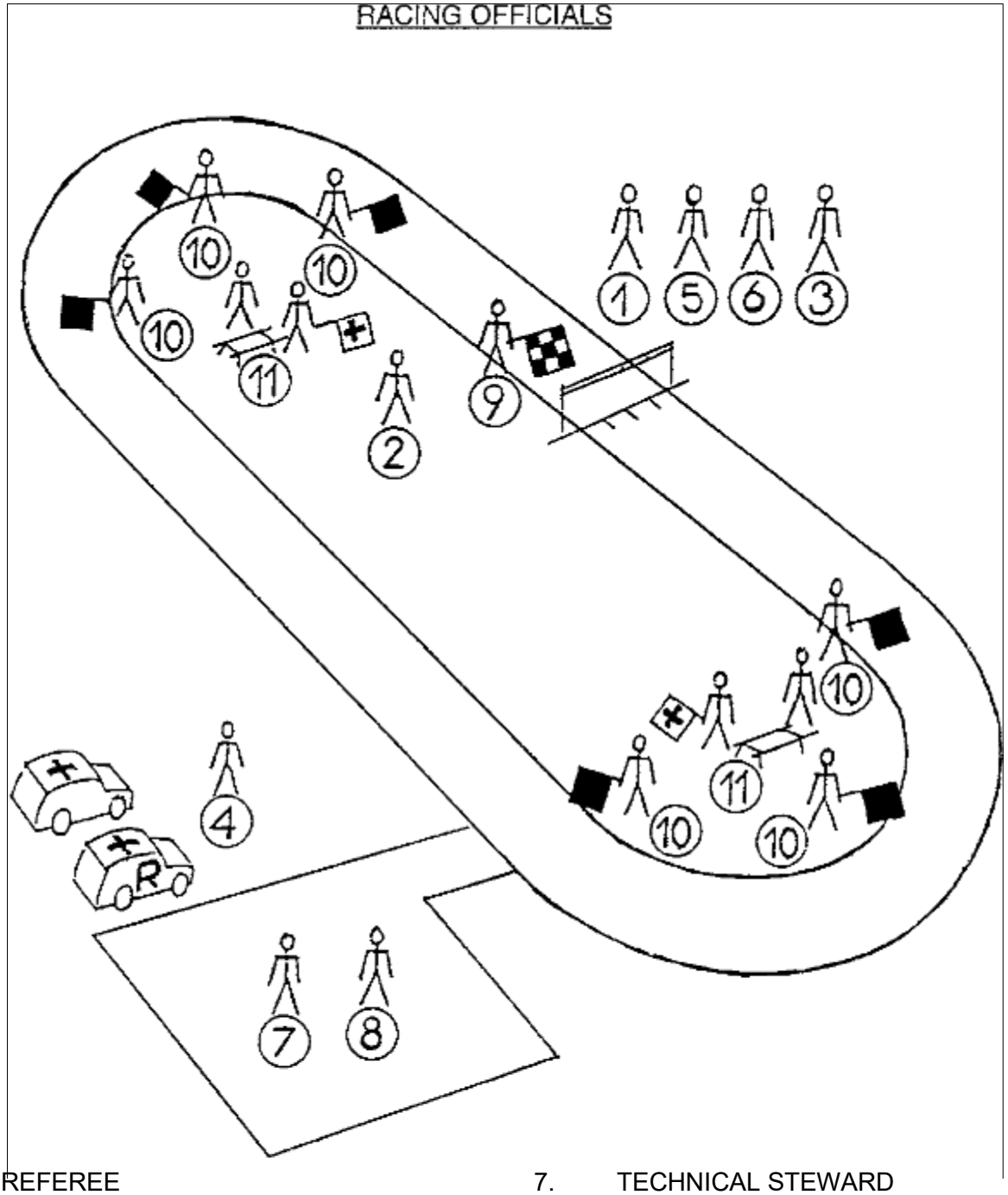
79.7.7



BOXES FOR THE DRIVERS IN THE PITS



79.8



1. REFEREE
2. CLERK OF THE COURSE
3. SECRETARY OF THE RACE MEETING
4. DOCTOR
5. TIMEKEEPER
6. SPEAKER and
7. TECHNICAL STEWARD
8. PITS' MARSHAL
9. STARTING MARSHALL
10. FLAG MARSHALS (three on each bend)
11. FIRST-AID MEDICAL STAFF (with a stretcher and a "Red- Cross" flag)

79.9

PRESS INSTALLATIONS

1 copy machine, 1 printer

Tables and chairs

Electric extensions

Internet connection