

**FIM EUROPE TRACK RACING
COMMISSION**

2024 Track Racing Rules

(V3 – Issued 15th June 2024)

**FOR
EUROPEAN TRACK RACING
CHAMPIONSHIP AND CUP EVENTS**





NOTE: Any wording that appears in **bold text and is highlighted** denotes either a new clause or rule, OR an amendment/change from the previous version of these rules.

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AMENDMENT RECORD

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2024 Initial issue	1.3 Entrants – 3 rd paragraph ref. Ind Grass Track & Sidecar entry closing date. + requirement for formal identification. Further clarification regarding unfit riders	9 & 10
“ “ “	1.5 Tracks – correct insurance cover when positioning a promotional vehicle or item in the track centre green.	11
“ “ “	6 Reports – All FMN’s concerned to be included in circulation of official results.	12
“ “ “	15.1 General – seven pairs & maximum of six heats for 2024.	32
“ “ “	16.2 Participants – confirmation for requirement of suitable form of identity.	33
“ “ “	18 Individual Grass Track – various amendments. 18.1 General, 18.6.1 new race format for championship Semi Final events, 18.6.2 new section for championship Final events (original text & race format)	36
“ “ “	19.2 Participants – clarification of rider’s nationality, FMN nomination & national anthem for winner’s prize giving ceremony	44
“ “ “	19.4 Race Jackets – arrangements when race jackets are provided by event organiser	44
“ “ “	32 Appendix 1 - SIDECAR (500cc) TECHNICAL SPECIFICATION – section added into FIME Track Racing Rules following the removal of same from FIM Technical Rules (Jan 2024)	83
V2 – March 2024	1.5 Tracks: length of vehicle allowed on the centre green increased from 4 to 5 mtrs	11
“ “ “	25.2.2 Last Qualifying Places: Reference to Grand Final added in numerous places	64
“ “ “	27 Fines : opening statement clarified to confirm fine is per offence	74
“ “ “	APPENDIX 1 – SIDECAR (500cc) TECHNICAL SPECIFICATION: Explanation added to advise that Appendix 1 must be read in conjunction with the current FIM Technical Rules.	83
V3 – June 2024	12.9.2 Equipment Being Removed form Riders Pit Bays – new text added	25
	14.1 Participants – Reference to Semi Final 1 amended to Semi Final 2	30

DEFINITION

FIM Europe organises European Championships and Prize Events (Cups, Trophies etc.). The FIM Europe Championships and Prize Events are staged as a series of qualifying events leading up to a Final / Final Series.

1 LICENSES

1.1 Riders

Licenses for all European Championships and Prize events are issued by the FIM Europe. FIM licences are NOT valid for FIME events.

A rider who is entitled to take part in European Championships and Prize events is required to purchase a FIM Europe license.

The minimum obligatory insurance coverage for riders and passengers is as follows:

- For medical treatment - 14.000 Euro
- For repatriation - 3.400 Euro

1.2 Age of Riders and Passengers

Licenses for riders and passengers are issued only with permission of their own federations and with a minimum age as follows for FIM Europe Championships and Prizes, as well as for international events:

	Min. Age	Max. Age
- Individual Speedway Euro Championship	16 years	-
- European Under 19 Speedway Pairs Cup	16 years	19 years
- European Under 19 Individual Speedway Championship	16 years	19 years
- European Under 23 Team Speedway Championship	16 years	23 years
- European Individual Ice Speedway Championship	16 years	-
- European Pairs Speedway Championship	16 years	-
- European 85cc Youth Speedway Cup	10 years	15 years
- European 250cc Youth Speedway Championship	13 years	16 years
- European 250cc Pairs Speedway Championship	13 years	16 years
- European Individual Grass Track Championship	16 years	-
- European Sidecar Championship	16 years	-
- European 125cc Youth Track Racing Cup	10 years	16 years
- International Speedway, Ice Racing, Sidecar and Grass Track events	16 years	-

The minimum age for each and every category of event starts on the competitors' minimum age birthday.

The maximum age (when applicable) finishes at the end of the year in which the competitor reaches the maximum age.

Applicants aged over 50 years must attach to the rider's license request a certificate of fitness certified by a Doctor designated by his FMN and having special knowledge in motorcycle sport medical requirements.

1.3 Entrants

An entry form for each competitor (nominated by his FMN to compete in a FIM Europe Individual Championship or Cup event) must be completed on the official TRC entry form and signed by both the competitor and their FMN before the first round or staging of any competition.

Where a competitor is entering a championship event (or cup) with more than one round (e.g. Qualifying Round, Semi Final event, Final or series of Finals), then the competitors FMN must send one copy of the entry form to the FIME Track Racing Commission, and a second copy to the organiser of the event. This entry form will confirm that the rider (and passenger if applicable) will compete in all rounds of this championship or Cup – should they qualify.

The SEC Finals are an exception to this rule and rule 12.9.6 will apply.

Entry forms should be sent to the FIME TRC/organising club no later than ten days **(14 days before the event for the European Individual Grass Track and Sidecar Championships)** before the event. In the situation of a rider nomination being announced later than this date, the announcement must be made immediately, in order that the rider can prepare for the event and send his completed entry form as above without further delay.

For 'Team'/Pairs events, entry forms must be completed and submitted on the dedicated form with each member of the team listed not later than ten days prior to each event (Semi Final, Qualifying Round and Final) – except Team/Pairs events in which the reserve rider can be entered at any time until the signing-on deadline for the relevant event.

Once the entry form has been submitted, the rider(s) must participate in the event, unless medically unfit – which must be confirmed by a Medical Certificate. In this situation the FMN of the rider can nominate a replacement rider to the meeting (if it applies). In Team/Pairs events, this rider must be entered with the starting number of the rider he replaces.

If any members of the team are not present until the commencement of the first heat, the team reserve rider must replace him with his starting number.

A competitor or a team who refuses a nomination by their FMN to compete in an FIM Europe championship or Cup event or, having accepted nomination refuses to take part, shall be deemed suspended internationally for a minimum period of ONE day before and up to THREE days after the meeting concerned.

Furthermore, the competitor or a team shall be considered ineligible for all FIM Europe championship events for the remainder of the season.

A competitor or a team who has accepted a nomination to compete in a FIM Europe championship event, or who has qualified for the next round (i.e. Semi Final, Final or Final series), must participate at every event.

A competitor, having been declared and medically certified as unfit to take part in an event (to the satisfaction of either the FIME or the Jury), shall be suspended internationally for a minimum period of one day before (where applicable) and up to three days after the event concerned.

If a rider is prevented from arriving at an event for any reason that could be construed as “force majeure”, then a decision on the acceptability of the “force majeure” situation must be made by the FIM Europe Jury of the event from which the competitor or team is absent, or by the FIM Europe Track Racing Commission, if the absence is known one week prior to the event.

If the race meeting Doctor/CMO declares the rider unfit, the rider cannot continue racing in that event. The rider will also be banned for the period of time recommended to the International Jury by the Doctor/CMO of the race meeting. In this case, the rider must undergo a medical examination before the start of the next event.

A rider refusing to continue racing in an FIME event will be banned for a period decided by the International Jury of the race meeting. In this situation the International Jury must also consider any possible “force majeure”.

When a rider is withdrawing for any reasons and the withdrawal is accepted by the International Jury, the rider is not allowed to re-enter that event.

In all Championship and Cup events, where the age of participants must be verified by the Jury, a passport or a formal identity should be presented for this purpose. In team competitions, all members of a team must present the passport or a formal identity of the country they represent.

During an FIME event, the Jury, Referee or appointed Race Director has the authority to penalise an FIME licensed rider, a FIM/FIME licensed Official or any other person (e.g. volunteers), in line with the FIME Disciplinary Code. Refer also to section 27 ‘Fines’.

1.4 Substitute Riders

For all events of any FIME competition (except Team events), at least two substitute riders/Sidecars must be available.

For the first round of any Championship/Cup, the substitute riders/Sidecars are nominated by the FMNR.

For the following rounds of any competition, the substitute riders will be qualifiers from the previous rounds as stipulated in the rules for certain Championship/Cup events.

If the rules do not provide another solution, the substitute who has qualified from the 1st Semi Final (or Qualifying Round) will be the first substitute on the starting list of the Final, then the first substitute from the 2nd Semi Final (or Qualifying Round) and so on.

Prior to publishing an event Starting List – in the situation of an injured/unavailable rider(s), then he/they will be replaced by the next riders from the same Semi Final (or Qualifying Round) – should time allow.

Once the Starting List has been published, an injured/unavailable rider will be replaced by the first substitute on the Starting List and so on. The substitute places on the Starting List will then be completed by riders nominated the FMNR as Track Reserves.

Also in order to complete the line-up of competitors in the case of a non-appearance of the nominated/qualified riders and substitutes in any event, the FMNR can nominate their own riders/Sidecars as Track Reserves.

The points scored by a Track Reserve count towards the result of the event he is competing in (so the rider/Sidecar team is classified in the overall result of this event), unless the Track Reserve participated in any previous round of the competition and has not qualified further.

1.5 Tracks

Tracks used for European Championships or Cups must be homologated by the FIM Europe or the FIM and have a valid FIM Europe or FIM track license.

It is now compulsory that during all FIME Track Racing events, a large format scoreboard (e.g. printed on thick card, 'Correx' board or similar material, or a large TV screen), should be positioned in an easily accessible place within the pits. The Clerk of the Course must appoint a designed person whose responsibility is to update the scoreboard after each heat, in line with the official results as announced by the Referee.

A promotional car/vehicle (specifically used for advertising purposes) or other similar marketing device (maximum dimensions: 5 mtrs in length x 3 mtrs wide x 2 mtrs high), may be placed on the centre green of the track during racing (as close to the middle as possible), only if the organiser/promoter has suitable and specific insurance which covers such a situation.

In addition, suitable arrangements must be in place for the protection of the vehicle/object (by the use of thick foam or air bags positioned on all corners/sides), and these arrangements must have been accepted by the Jury.

1.6 Centre Green Personnel

Due to a number of recent 'near miss incidents', it is strongly recommended that only those staff necessary should be positioned within the centre green (e.g. Clerk of Course, flag marshals, appointed photographers [where applicable] and First Aid personnel).

It is **STRONGLY RECOMMENDED** that if 'Grid Girls' form part of the pre-race presentation, then once the riders arrive at the tapes, the Grid Girls must then leave the track, and stand behind the safety fence and neutral zone.

2 JURY SYSTEM

2.1 Jury Composition

The Jury consists of the following people: Qualifying Rounds and Semi Finals (not applicable to Individual SEC Events, Individual Grass Track Semi Finals and Sidecar Qualifying Rounds) and **applicable to 250cc Pairs Speedway Championship Finals EXCEPT the last event – 2 people:**

- Jury President/ Referee
- National Jury Member (FMNR)

All Individual Speedway Euro Championship Events (Qualifying Rounds, ECC and Final Series) + Individual Grass Track Semi Finals and Sidecar Qualifying Rounds – 3 people:

- Jury President – a member of the Track Racing Commission
- Referee
- National Jury Member (FMNR)

Finals – 3 people:

- Jury President – a member of the Track Racing Commission
- Referee
- National Jury Member (FMNR)

2.2 Appeals against the Jury

Appeals against the decision of the Jury or the Referee of the meeting have to be made to the FIM Europe Disciplinary Commission observing the procedure stated by the Disciplinary and Arbitration Code of the FIM Europe.

2.3 Collection of One Event Licenses

The Jury President should collect all 'One Event' licenses during the event and will be responsible for destroying them.

3 OFFICIAL'S LICENSES

Any of the following Officials must, when on duty at the FIM Europe Championships or Prize Events, be a holder of the appropriate FIM Europe or FIM license which is valid for the current year:

- Jury President – holder of a FIM Europe or an FIM Clerk of the Course or Track Racing Referee's license for Track Racing,
- Jury Member – holder of a FIM Europe or an FIM Clerk of the Course license for Track Racing,
- Jury President/Referee – holder of a FIM Europe or an FIM license for Track Racing Referee
- Referee – holder of a FIM Europe or an FIM license for Track Racing Referee
- SEC/ECC/**ETSC** Race Director – holder of a FIM Europe or an FIM Clerk of the Course license for Track Racing,
- Clerk of the Course – holder of a FIM Europe or an FIM Clerk of the Course license for Track Racing,

- FMNR and FMN Delegates – holder of a FIM Europe or an FIM Clerk of the Course license for Track Racing,
- Technical Stewards – holder of a FIM Europe or an FIM license for Track Racing Technical Stewards,
- Timekeeper – holder of a FIM Europe or an FIM license for Timekeepers
- Environmental Steward – holder of a FIM Europe or an FIM license for Environmental Stewards,
- Team Manager – holder of a FIM Europe or an FIM Clerk of the Course license for Track Racing.

4 SUPPLEMENTARY REGULATIONS

The Supplementary Regulations (SR's) for an event must be sent directly to the FIM Europe Track Racing Commission (TRC) Chairman for approval AT LEAST 60 DAYS prior to the event. The TRC Chairman will signify approval of the Supplementary Regulations by adding his signature to the last page of the SR's. Once the SR's have been approved, the TRC Chairman will send a copy to the FMNR, the Jury President/ Referee and the FIM Europe General Secretariat.

In the situation where the TRC Chairman does not receive the Supplementary Regulations within the specified time frame of 60 days, the FMNR responsible for the meeting will be fined 130 €

The organiser of a European Championship or Cup event must provide the Jury President with a copy of the insurance policy written in English or French covering their own third-party liability and those of the manufacturers, riders, passengers, sponsors and officials in case of accidents to third parties during an event or during any practice sessions.

The insurance policy shall also cover any possible liability of the FIM Europe to third parties.

The minimum amount of coverage of the third-party liability insurance provided for is 170,000 € per event.

Note 1: The third-party insurance will come into effect two days before the official practice session and will terminate two days after the last race day.

Note 2: A copy of the third-party liability insurance document must be emailed to the TRC NO LATER than seven days before the meeting.

It is now compulsory for the organiser of any FIME Track Racing event (except 85cc and 125cc) to ensure that a supply of Methanol (together with a suitable certificate) is available at the stadium/track (either supplied free of charge or against payment – as per the applicable regulations). If the methanol is chargeable, then information confirming the price must be stipulated in the event Supplementary Regulations.

5 RESULTS

The organiser or Jury President must send the results of the European Championships/Cups immediately after the meeting to: the FIM Europe General Secretariat (e-mail: sport@fim-europe.com), the FIM Europe Press Office (e-mail: fimeuropepress@gmail.com), the FIM Europe results website (e-mail: results@fim-europe.com), the FIM, (e-mail: ccp@fim.ch) and the TRC Chairman (e-mail: trc.fime@gmail.com).

6 REPORTS

The Jury President, Jury President/Referee and Referee must send the following documentation to the FIM Europe Secretariat in Rome and the TRC Chairman:

- The results must be sent immediately after the last Jury meeting; to the FIM Europe General Secretariat, the FIM, the FMNR, **all FMN's concerned** and the TRC Chairman.
- Details of any protests submitted together with the fees collected.
- The Jury President's or Referee's report within 72 hours following the event.
- The SEC Race Director must also submit his/her report within 72 hours following the event.
- A completed copy of the events spreadsheet – if provided

Press Release (Race Report) – in addition to the above, the Jury President is also responsible for compiling a short report – using the TRC's 'Press Release' template. This report must be submitted to the FIME Press Office, and all addresses listed in the document, together with the official results and suitable photographs from the event, immediately following the end of the final Jury meeting.

The organisers are therefore requested to provide a personal computer (for sending and receiving emails), together with a working Internet connection (can be either wi-fi or cable).

The results list of the Championships and Cups will appear on the FIM Europe (www.fim-europe.com) and FIM Internet sites (www.fim-live.com).

In addition to the above reports, the Jury President, Jury President/Referee must send a copy of any Accident Report form(s) – as completed by the Chief Medical Officer – promptly to the relevant injured rider's federation.

7 FIM EUROPE FLAG/ FIM EUROPE LOGO/ PODIUM

It is mandatory for all FMNR/Organisers to display the FIM Europe flag during all European Championships or Cup events – including any Qualifying Rounds, Semi Finals and the SEC Challenge.

The FIM Europe flag must be purchased from the FIM Europe Executive Secretariat in Rome.

On all official documents regarding FIM Europe Championship or Cup events, the FIM Europe logo must be used in the official colours. A jpeg/eps file can be requested from the General Secretariat in Rome.

An official winner's podium **MUST** be provided by the organisers of the 'Final' event in each European Championship or Cup competition to ensure that a high standard of presentation is achieved for the prize giving ceremony.

It is also strongly recommended that a winner's podium should be supplied by organisers of qualifying rounds and Semi-Finals of FIM Europe Championship events.

8 PRIZE GIVING CEREMONY TO THE EUROPEAN CHAMPIONS

The prize giving ceremony for the first three riders (or Pairs or Teams), of any European Championship or Cup event must be held on the occasion of the Final or the last event of a series.

The riders will receive medals provided by the FIM Europe.

Furthermore, the FMN's of the respective riders will receive from the FIM Europe a commemorative individual prize for distribution to the riders at the end of the year.

9 GENERAL INFORMATION

All communications of the FIM Europe General Secretariat are always made through the FMN's. The FMN's are requested to transmit all information (rules, letters, calendars, etc.) to all relevant persons and organisations (Members of FIM Europe Commission and Panel Members, Organisers, Jury Members, Jury Presidents, Referees, Riders, etc.).

Communications to members of the FIM Europe Council and the Chairmen of the Commissions are made directly to them.

10 APPLICABLE RULES

The following rules are in force for Track Racing:

- FIM Europe Statutes and By-Laws
- FIM Europe Annuaire **2024**
- FIM Europe Disciplinary and Arbitration Code **2024**
- FIM Track Racing Technical Rules **2024**
- FIM Medical Code **2024**
- FIM Anti-Doping Code **2024**
- FIM **Sustainability** Code **2024**
- FIM Track Racing Appendices **2024 – General Rules**
- FIM Standards for Track Racing Circuits **2024**
- FIM Code of Ethics **2024**

In addition to the rules mentioned above, the **2024** rules for European Track Racing Championships and Cup events for are also applicable.

All rules – as stated in the **2024** FIM Track Racing Appendices (General Rules for Track Racing) – are applicable to all FIM Europe Championship and Cup events. However, if there is a contradiction between a rule that appears in the FIM and FIM Europe Track Racing Rules (TRR's), then the FIM Europe rule takes priority.

11 THE ENVIRONMENT

Environmental issues and the protection of our planet is an extremely sensitive subject, therefore organisers, competitors and spectators alike must all work together to ensure we do our very best to protect the environment.

The FIM Sustainability Code is fully supported and upheld by FIM Europe. However, the TRC would remind organisers to ensure that every effort **MUST** be taken to ensure that the ground is protected from spillages and leakages. Therefore, any waste oil containers must be positioned within a bund (a protective container or absorbent material to prevent further leakage), and that generators used at an FIME event are positioned on either an environmental mat or other suitable protection.

Organisers must also make arrangements for providing a suitable number of waste collection points for general rubbish (waste bags, collection bins etc.) based on the number of spectators they anticipate attending their event

12 INDIVIDUAL SPEEDWAY EURO CHAMPIONSHIP (SEC)

12.1 General

The Individual Speedway Euro Championship (SEC) consists of the 'Qualification stage' with four Qualifying Rounds, the Individual Speedway Euro Championship Challenge (ECC) and the series of four 'Final' events.

The Final series will be organised in partnership with a contractual FIM Europe Promoter.

The Individual Speedway Euro Championship Bureau (ECB) is a specific commission responsible for controlling the organisation of the Individual Speedway Euro Championship Final series. The ECB will consist of **four** members – two members from the contractual FIM Europe Promoter and two members from FIM Europe Track Racing Commission. The ECB Chairman will be the Chairman of FIM Europe Track Racing Commission. Decisions of the ECB are undertaken by voting and require simple majority in votes. In case of a tie, the Chairman will exercise a casting vote.

12.2 Participants

For the 'Qualification stage' of this championship, each FMN can nominate their own riders. The riders will then be allocated (by the FIM Europe TRC) to the various Qualifying Round events. The FMNR of each Qualifying Round can nominate two substitutes to this event. The line-up of riders for the Final series events will be completed by nominated and Wild Card riders as stipulated in 12.9

Note: FIM Speedway Grand Prix 'permanent' riders are not entitled to participate in the SEC Qualifying Rounds or the ECC.

12.3 Event Format

All SEC events consist of 'Qualifying Heats' as listed in the table over the page.

Note: the 'Last Chance' Heat and the 'Final' Heat will only be run in SEC Final events.

All heats will consist of four laps.

(continued over the page)

Qualifying Heats Table

Helmet Colour	Red <i>(inside)</i>	Blue	White	Yellow <i>(outside)</i>
Heat No.	Riders' Starting Numbers			
1	1	2	3	4
2	5	7	6	8
3	10	11	9	12
4	15	14	16	13
5	13	1	5	9
6	14	10	2	6
7	11	15	7	3
8	4	8	12	16
9	6	16	1	11
10	12	5	15	2
11	8	9	3	14
12	13	4	10	7
INTERVAL				
13	7	12	14	1
14	2	13	8	11
15	16	3	10	5
16	9	6	4	15
17	1	8	15	10
18	9	2	7	16
19	3	12	13	6
20	5	14	11	4

After Heat 20 there will be an Intermediate Classification according to the total race points each rider has scored during the Qualifying Heats.

This classification will be deemed as the final classification for all SEC Qualifying Rounds as well as the ECC.

In case of any tie in the Intermediate Classification after Heat 20, article 25.1 applies (for SEC Finals refer to 12.9.11).

In the SEC Finals, the two best placed riders will qualify for the Heat 22 (Final Heat). The riders placed 3rd to 6th will participate in Heat 21 (Last Chance Heat). If a rider is not able to participate in the Last Chance Heat or in the Final Heat, he **CAN NOT** be replaced by another rider. He will be deemed as the last place finisher of that heat.

Heat 21 Last Chance Heat

The riders placed 3rd – 6th will participate in this heat. The winner and the runner up of this heat will qualify for the Heat 22 (Final Heat).

Riders' gate positions will be chosen by the riders in the order determined by their position in the intermediate classification. No points will be awarded in Heat 21.

Heat 22 'Final Heat'.

Following the Intermediate Classification (after Heat 20), the two best placed riders, plus the winner and runner up of Heat 21 (the Last Chance Heat) will participate in the 'Final Heat'.

Riders' gate positions will be chosen by the riders in the following order: 1st placed rider of the Intermediate Classification (1st choice), then the 2nd placed rider of Intermediate Classification (2nd choice), followed by the winner of the Last Chance Heat (3rd choice), and finally the runner up of Last Chance Heat.

12.4 Results

The final classification will be according to the points scored during the event. For Qualifying Rounds and the ECC: the results will be decided after Heat 20. For SEC Finals: Position's 1st – 4th in the final event classification will be according to the result of the Final Heat (Heat 22) – irrespective of the total race points scored.

After Heat 21, the remaining riders will be classified for positions 5th to 18th according to the points they have scored after Heat 20

In the case of any ties, refer to section 25 'Ties' further within these rules (for the Finals please also refer to article 12.9.11)

Qualifying Rounds, ECC and Finals: If the meeting has to be abandoned for whatever reason before the full schedule of heats has been completed, the 'Intermediate Classification' – after either Heat 12, 16 or 20 (depending on the number of heats completed) – will be confirmed as the final event result.

12.5 Qualifying Rounds

There will be four Qualifying Round events organised at the 'Qualification' stage of the SEC. The four best riders from each Qualifying Round (as per 12.4 above) will qualify to the ECC, the two reserve riders for the ECC will be two riders nominated by the organiser of the ECC unless no FMNR rider has qualified to the ECC, then the FMNR can nominate its own rider for this event.

In this case, only the three best riders from Qualifying Round 3 will qualify to the ECC and the fourth rider of this Qualifying Round 3, will be the 1st reserve rider for the ECC. When this situation arises, the FMNR of the ECC organiser will nominate the 2nd reserve rider for the ECC.

If a rider who has qualified for the ECC is not able to take part, he will be replaced by the next placed rider from his respective Qualifying Round –should time allow. In the situation where the FMNR has nominated its own rider to the ECC, and the Starting List has been published (with the 4th rider of the Qualifying Round 3 as the 1st ECC reserve), he will replace any rider who has qualified and is not able to take part in the ECC. Once such a replacement has taken place any other riders who are not able to take part in the ECC, will be replaced by the next placed rider from their respective Qualifying Round –should time allow.

12.6 ECC

The five best riders from the ECC will qualify to the SEC Final Series.

12.7 Practice

If the practice is planned on the same day as the event, then it must be scheduled a minimum of three hours prior to the first heat.

For the SEC Final rounds, scheduled practice may be replaced by a 'Warm-Up session' – which must be accepted by the ECB Commission prior to approval of the Supplementary Regulations for an event.

The 'Warm-Up session' must be scheduled no later than 90 minutes prior to the first heat.

In line with the current 'FIME Official Practice Schedule', practice will consist of two sessions per rider. Each session will be two minutes long, as determined by the Referee.

During all practice sessions there will be a maximum of four riders on the track.

12.8 SEC Race Director

In line with FIME Sporting Code 40.7, a Race Director can be nominated for the ECC and SEC Finals.

The Race Director is responsible for the conduct and efficient running of the SEC. He is not a voting member of the International Jury but shall be present at all FIME Jury meetings.

The Race Director must ensure that the FIME's contractual commitments with the FIME SEC Promoter are fulfilled and complied with.

12.9 Final Series

12.9.1 Qualified Riders

Riders placed 1st to 5th from the previous year's SEC will automatically qualify for the Final Series.

If one or more of these five riders has also qualified for the FIM Speedway Grand Prix (as permanent riders), then he/they will also be allowed to participate in the SEC.

Riders placed 1st to 5th in the ECC will qualify for the Final series.

12.9.2 Nominated Riders

Five additional riders will be nominated by the ECB for the Final series – at the latest – one week after the Individual ECC.

If any rider placed 1st to 5th in the previous year's SEC refuses, or is unable to participate in the Final series, a subsequent 'Nominated' rider (or riders) will participate in his/their place (or places) in the Final series. The 'Nominated' rider (or riders) cannot be the permanent riders of the FIM Speedway Grand Prix. The 'Nominated' rider or riders will be nominated by the ECB.

12.9.3 Wild Card Riders

'Wild Card' riders (SEC Final series) will be nominated for each 'Final' event. All FMNs may propose suitable Wild Card riders. These proposals must be made in writing to the ECB email: trc.fime@gmail.com no later than one month prior to the event.

The ECB will make the final approval and nomination.

After nomination, the official SEC Final series entry form for Wild Card Riders must be completed and signed by both the rider and his FMN.

The FMN is responsible for completing and submitting the entry form to the FIM Europe Track Racing Commission at least two weeks before the event to which the rider is nominated.

Furthermore, the rider commits himself – by his signature – to be fully aware of all the FIM Europe rules; to accept them, and to compete in the SEC Final Series event for which he has been nominated.

12.9.4 Track Reserve Riders

The FMNR will propose two 'Track Reserve Riders' to compete in each Final event. Proposals must be made in writing to the FIM Europe Track Racing Commission no later than one month prior to the meeting. The ECB will make the final approval and nominations.

After nomination, the official SEC Final Series entry form for Track Reserve riders must be completed and signed by both the rider and his FMN. The FMN is responsible for completing and submitting the entry form to the FIM Europe Track Racing Commission at least two weeks prior to the event for which the rider has been nominated.

Furthermore, the rider commits himself – by his signature – to be fully aware of all the FIM Europe rules; to accept them, and to compete in the SEC Final series event for which he has been nominated.

12.9.5 Qualified Substitute Riders

The ECB will nominate four riders to the 'Qualified Substitute List'.

In case of the absence of one or more riders in the Final events, the first available Qualified Substitute rider (or riders) – according to their placing on the SEC 'Qualified Substitutes list' – will be elevated to that event and will take the place(s) of the relevant missing rider(s).

The list of Qualified Substitute riders will be published by the FIM Europe Track Racing Commission after the ECC.

All Qualified Substitute riders must submit the official SEC Final series entry form for Qualified Substitute riders to the FIM Europe Track Racing Commission prior to the deadline required by the Commission. This entry form must be completed and signed by both the rider and his FMN.

This entry form enters the rider into ALL the SEC Individual Final series events he may be called up to compete in, unless prevented from doing so by injury or other "force majeure".

If a rider is unable to compete due to injury, then a suitably qualified Medical Practitioner must certify the injury or illness in writing to that effect.

The FMN is responsible for the completion of this entry form and submitting it to the FIM Europe Track Racing Commission.

Furthermore, the rider commits himself – by his signature – to be fully aware of all the FIM Europe rules; to accept them, and to compete in the SEC Final series event for which he has been nominated.

If a rider from the 'Qualified Substitutes List' (SEC Finals) receives a nomination (usually by email or telephone), to take part in a meeting LATER than 48 hours prior to the 'Signing On' time for the event, he has the right to reject the nomination.

A Qualified Substitute rider, who (without a reason accepted by the Chairman of the FIM Europe Track Racing Commission), refuses to take part in a meeting, may be removed from the Qualified Substitute riders list for the rest of the season.

If no 'Qualified Substitutes' are available, the ECB or the International Jury may nominate one or more substitute riders.

12.9.6 Entries

No entry fee may be charged.

Only Qualified and Nominated riders will be allowed to enter the SEC Final series.

All riders must submit the official SEC Final series entry form to the FIM Europe Track Racing Commission prior to the deadline required by the Commission. This entry form must be completed and signed by both the rider and his FMN.

This entry form confirms that the rider will compete in all the SEC Final series events of the year.

The FMN is responsible for the completion of this entry form as well as submitting it to the FIM Europe Track Racing Commission (for Wild Cards refer to article 12.9.3, for Track Reserve riders refer to article 12.9.4 and for Qualified Substitute riders refer to article 12.9.5).

Furthermore, the rider commits himself – by his signature – to be fully aware of all the FIM Europe rules; to accept them, and to compete in all the events of the SEC Final series.

A rider, who has entered the SEC Final series and refuses to take part, shall be deemed to be suspended from competing internationally for a period of one day before and up to three days after the SEC series meeting concerned. Furthermore, he will be considered as ineligible for the SEC series for the remainder of the season.

A competitor who has started in the SEC series must participate therein unless prevented from doing so by injury or other "force majeure".

If a rider is unable to compete due to injury, then a suitably qualified Medical Practitioner must certify the injury or illness in writing to that effect.

The competitor shall be deemed suspended internationally for a minimum period of one day before (where applicable) and up to three days after the event concerned.

In the case of a "force majeure", the International Jury of the meeting will decide on the situation/circumstances surrounding the rider's non-appearance.

If the absence of the rider is fully justified and accepted by the International Jury, he will be reinstated in the SEC series.

No FMN or other body or person may withdraw a rider from the competition once he has entered – without prior authorisation in writing from the FIM Europe Track Racing Commission.

12.9.7 Riding Numbers (Starting Position Draw)

Before the first SEC Final of the season, the ECB will publish a 'Ranking List' of all participants of the Final Series.

Riders who finished in positions 1st to 5th in the previous year SEC Final classification will be allocated ranking numbers 1 to 5 according to their placing.

If any of these riders do not accept the invitation to take part in the SEC Finals, the remaining riders will be progressed on the 'Ranking List' accordingly.

In each SEC Final event, riding number 16 will be allocated to the 'Wild Card' rider, and riding numbers 17 and 18 will be allocated to the Track Reserve riders.

The ranking SEC number will be used to resolve any eventual ties where the lowest ranked number is deemed to be the better placed rider. Additionally, the fifteen permanent and up to four substitute SEC riders may apply to use their own 'personal racing number' on their race jacket and motorcycle.

They may choose any riding number with a maximum of three digits, provided that it has not previously been allocated to another rider – and the number does not start with a 0 (zero). Riding numbers 1 to 22 are reserved for the use of FIME only. Riders can only use them if it complies with their ranking numbers.

To request a specific 'personal racing number', the rider must send an application to the FIME TRC within a set deadline – which is seven days after the ECC date.

Should more than one rider request the same 'personal racing number', preference will be given to the rider who has a clear history of using this number, or if this is not the case, this number will be allocated to the rider with the higher-ranking position (lowest ranking number). Other riders will then need to select an alternative number.

Riders who have not requested a specific personal riding number within the deadline will be required to use their ranking SEC number.

The FIME SEC promoter will supply the riding number jackets, and it is compulsory for each rider to wear their riding number jacket at all times e.g. during any TV interviews, ballots, practice sessions, Riders Parade, press conferences, racing, during the Prize Giving Ceremony and in the pits area.

It is not permitted to cover any part of the riding number jacket with any other logo, sticker or object, other than safety related equipment (e.g. a neck brace).

All riding number jackets (issued by the FIME SEC promoter), will need to be signed out when received and signed back in again when returned by the rider's mechanic or representative – to a collection point to be confirmed by the Race Director at each event.

Each rider is responsible for his riding number jacket – with the cost of any riding number jacket not returned being charged to the rider – the cost of which will be deducted from his prize money.

A starting position draw for each Final event will be balloted by the FIME.

12.9.8 Additional Requirements for the SEC Finals

- A large faced 'count-down' clock must be positioned on the infield – in front of the start line tapes – to indicate the remaining time of the 'Two Minute' time allowance.
- A second white lining machine must be provided near the pit gate (entrance to the track), together with a dedicated operator.
- The attendance for a Chief Medical Officer (e.g. an FIM licensed Doctor), is recommended for all SEC Finals.

12.9.9 Fuel

Fuel will be supplied free of charge to the riders by the event organisers. It is compulsory for the riders to use the fuel supplied by the organiser during both practice and racing.

12.9.10 Restaging of the Event

If due to adverse weather conditions, the event cannot be run on the scheduled date, and the Jury – in agreement with the organiser/promoter – having studied the regional and national weather forecasts – assume that it will not be possible to rerun the event on the official restaging date, then the event will be postponed, and the organiser/promoter may propose a new date to run the event.

This new 'staging' date must be accepted by the TRC Chairman or Vice Chairman, and a new set of Supplementary Regulations for the event must be issued with 24 hours of the cancellation and sent to the FIME TRC for approval.

12.9.11 Results

Each SEC Final meeting results will be according to article 12.4

In the situation of any ties in the classification after Heat 20, then refer to article 25.1 a, b, c. If the tie cannot be solved by this criterion, then the rider with the 'lower ranking' number on the SEC 'Ranking List' will be deemed the better placed rider.

The total points scored by each rider in the Qualifying Heats and the 'Final Heat' of each Final event will also be credited as European Championship points.

After each SEC 'Final' event, an Intermediate Classification list will be made. In case of any ties on the Intermediate Classification list, the rider with the 'lower ranking' number on the SEC 'Ranking List' will be deemed the better placed rider.

The Individual Speedway Euro Champion will be the rider having collected the most European championship points at the end of the series.

The Speedway Euro Champion will have the right to become a permanent FIM Speedway Grand Prix (SGP) rider for the following year. If for whatever reason the SEC Champion cannot compete in the following years SGP, then no other SEC rider will be offered this position.

In case of a tie between one or more riders in the final overall classification, a run-off will take place to decide the 1st, 2nd and 3rd places. If in the 'Final Classification', there is a tie for 5th place, then this will require a run-off to decide the final place for the following year's qualified riders. For all other places, the rider with the 'lower ranking' number on the SEC 'Ranking List' will be deemed the better placed rider.

12.9.12 Riders Pit Bays and Winners Prize Giving Ceremony

Due to the live TV broadcast of the SEC Finals, the dismantling, packing up and removal of riders' equipment and motorcycles from each rider's pit bay is not allowed until the completion of the Final heat of the event.

Riders who have participated in the "Last Chance" and the Final heats must remain dressed in their racing suits for 20 minutes after the completion of the Final heat, in order to participate in the activities and winner's prize giving ceremony organised by the series Promoter.

13 EUROPEAN TEAM SPEEDWAY CHAMPIONSHIP

13.1 General Competition for National Teams.

Teams from different nations will compete in three Final events, called 'Final A', 'Final B' and the 'Grand Final'. The TRC will nominate the teams from those who have applied to compete in the events.

In addition to these teams, a team from the organising FMNR – hosting each Final – is guaranteed a place in that Final.

The riders of each team must be of the same nationality as the FMN that has nominated them. One permanent FIM SGP rider of the current year is allowed to race in each team.

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

The winning teams in 'Final A' and 'Final B' will qualify through to the 'Grand Final', together with the highest point scoring team of the two teams which finished second in their respective Finals – refer to article 25.2.2 in case of a tie.

If, in any of the 'Finals A' and 'B', there is a tie for the qualifying place to the Grand Final, there will be an additional heat to resolve the tie – refer to item 25.2.

13.2 Race Director

In line with FIME Sporting Code 40.7, a Race Director can be nominated for the European Team Speedway Championship Final.

The Race Director is responsible for the conduct and efficient running of the event. He is not a voting member of the International Jury but shall be present at all FIME Jury meetings.

The Race Director must ensure that the FIME's contractual commitments with the FIME Promoter are fulfilled and complied with.

13.3 Team Composition

The four competing teams will consist of five riders: four riders having programmed rides and the fifth rider being a substitute who must be an Under 21 rider, as follows:

Team A	(RED helmet colour)	No's	1	2	3	4	17 (substitute)
Team B	(BLUE helmet colour)	No's	5	6	7	8	18 (substitute)
Team C	(WHITE helmet colour)	No's	9	10	11	12	19 (substitute)
Team D	(YELLOW helmet colour)	No's	13	14	15	16	20 (substitute)

13.4 Substitute Riders

The substitute rider may take the place of any programmed rider at any time, within the maximum number of permitted heats (five heats) when decided by the Team Manager.

NOTE: There will be no Joker rule for this championship.

A team which is 6 points behind the leading team, can use a tactical reserve once in the meeting in heats 5-20. Any other rider of the team can replace the rider scheduled for that heat.

13.5 Briefing Sessions

Team Managers, nominated, and licensed Officials (not the competitors) must attend the Briefing sessions (as presented by the Jury President, Referee, Race Director, and the Clerk of the Course). It is the responsibility of the Team Managers to then brief their riders of any information that is relevant to the smooth running of the event (timings for practice, alcohol breath testing, arrangements for the rider's presentation etc.).

13.6 Practice

If practice is planned on the same day as the event, then it must be scheduled a minimum of three hours prior to the first heat.

One practice session will be planned for each team where each rider will have two practice runs.

Teams may have a maximum of four riders participating in each practice session in line with the current 'FIME Official Practice Schedule'

Each practice session will be two minutes long, as determined by the Referee.

For this competition, scheduled practice may be replaced by a 'Warm-Up session' – which must be subject to the approval of the TRC Chairman prior to the approval of the Supplementary Regulations for the event.

The 'Warm-Up session' must be scheduled no later than 90 minutes prior to the first heat.

13.7 Race Format (applies to each Final):

Heat No.	Gate 1 <i>(inside)</i>	Gate 2	Gate 3	Gate 4 <i>(outside)</i>
Riders' Starting Numbers				
1	12	5	4	14
2	6	3	13	11
3	2	9	8	15
4	7	1	16	10
INTERVAL				
5	9	16	6	4
6	3	10	15	5
7	13	12	7	2
8	11	14	1	8
INTERVAL				
9	8	4	10	13
10	14	7	9	3
11	5	11	2	16
12	15	6	12	1
INTERVAL				
13	16	8	3	12
14	4	15	11	7
15	10	2	14	6
16	1	13	5	9
INTERVAL				
17	4 th A	4 th B	4 th C	4 th D
18	3 rd B	3 rd C	3 rd D	3 rd A
19	2 nd C	2 nd D	2 nd A	2 nd B
20	1 st D	1 st A	1 st B	1 st C

After Heat 16, the points scored (including any points scored as a tactical reserve) will be taken into account for riders nominated for Heats 17, 18, 19 and 20.

In the situation where riders of the same team are tied on points, the Team Manager will determine which rider will ride in which heat.

The rider nominated as the 'substitute', will be the substitute rider for the whole meeting. After sixteen heats the substitute rider is not classified, but he is entitled to race in a maximum of five heats in the meeting (plus one heat as the tactical reserve).

Ties (between teams) – in the event of a tie in the classification of the event, refer to article 25.2.1 further within these rules.

The minimum number of heats which must be accomplished for the result to be standing is 12.

14 EUROPEAN UNDER 19 INDIVIDUAL SPEEDWAY CHAMPIONSHIP

14.1 Participants

Competitions for individual riders: sixteen riders (plus two substitute riders) will compete in each meeting.

For this championship, each FMN must nominate their own riders. The number of riders from each FMN will be allocated by the TRC to the Semi Final events.

The limit for the minimum age starts on the date of the rider's birthday and the limit for the maximum age (19 years) finishes at the end of the year in which the competitor reaches their 19th birthday.

The following number of riders will qualify to the Final:

- Semi Final 1: Eight riders
- Semi Final 2: Eight riders

The substitute riders for the Final will be the two riders placed ninth in their respective Semi Final who scored the most points.

In case of a tie refer to article 25.1.1.

The FMNR hosting the Final, will have at least one rider competing in the Final.

If no FMNR rider has qualified from the Semi Finals, then only seven riders and one substitute rider will qualify to the Final from Semi Final **2** and the host FMNR can nominate its rider for the Final.

In the situation where the host FMNR rider (qualified or nominated), cannot participate in the Final, (e.g. due to injury), the FMNR can replace him with another rider.

14.2 Practice

If practice is planned on the same day as the event, then it must be scheduled a minimum of three hours prior to the first heat.

Practice will consist of two sessions per rider – in line with the current 'FIME Official Practice Schedule'. Each session will be two minutes long, as determined by the Referee.

During all practice sessions there will be a maximum of four riders on the track.

14.3 Race Format

All heats will consist of four laps.

The events are conducted according to the schedule for 20 heats.

(Continued over the page)

Helmet Colour	Red (inside)	Blue	White	Yellow (outside)
Heat No.	Riders Starting numbers			
1	1	2	3	4
2	5	7	6	8
3	10	11	9	12
4	15	14	16	13
5	13	1	5	9
6	14	10	2	6
7	11	15	7	3
8	4	8	12	16
9	6	16	1	11
10	12	5	15	2
11	8	9	3	14
12	13	4	10	7
INTERVAL				
13	7	12	14	1
14	2	13	8	11
15	16	3	10	5
16	9	6	4	15
17	1	8	15	10
18	9	2	7	16
19	3	12	13	6
20	5	14	11	4

In the event of a tie, refer to article 25 'Ties' further within these rules.

In case of the meeting being abandoned before Heat 20, classification after Heat 12 or 16 (according to the number of heats having been accomplished) will be the final classification of the meeting.

15 EUROPEAN UNDER 19 SPEEDWAY PAIRS CHAMPIONSHIP

15.1 General

Competitions for National Pairs: **seven** 'Pairs' will compete in the Final event. **Following a decision of the TRC Chairman (or Vice Chairman in case of his absence), a mixed pair with riders of different nationalities may be allowed to compete in the event.**

Each 'Pair' consists of two scheduled riders + one substitute rider (this is not compulsory, but strongly recommended), who are entitled to race in a maximum of **six** heats.

The limit for the minimum age (16 years) starts on the date of the rider's birthday and the limit for the maximum age (19 years) finishes at the end of the year in which the competitor reaches their 19th birthday

A 'Pair' representing the FMNR hosting the Final will be allocated a place in the Final.

If the situation arises where a 'Pair' is missing, the FMNR will provide an additional 'Pair'. The points scored by the additional 'Pair' will be counted towards the results of the race. However, the additional 'Pair' will not be classified in the final championship result.

If for whatever reason there will be less 'Pairs' for the Final, then following a decision of the TRC Chairman (or Vice Chairman in case of his absence), the event will be run according to an alternative system, which will be confirmed, however the age limit for participants as above must be observed.

15.2 Participants

Each FMN may nominate one 'Pair'. The riders of a 'Pair' must have a passport issued by the country of the FMN which nominated the 'Pair'.

15.3 Briefing Sessions

Team Managers, nominated, and licensed officials (not the competitors) must attend the Briefing sessions (as presented by the Jury President, Referee, and the Clerk of the Course). It is the responsibility of the Team Managers to then brief their riders of any information that is relevant to the smooth running of the event (timings for practice, alcohol breath testing, arrangements for the rider's presentation etc.)

15.4 Practice

If practice is planned on the same day as the meeting, practice must be scheduled a minimum of three hours prior to the first heat in line with the current 'FIME Official Practice Schedule'

Each 'Pair's' team will have the opportunity to have two free practice sessions of two minutes each.

15.5 Race Format

The Final will be run accordingly to article **26.1** further in these rules

16 EUROPEAN PAIRS SPEEDWAY CHAMPIONSHIP

16.1 General

Competitions for National Pairs: seven 'Pairs' will compete in each event.

Depending on the availability of teams entering the competition, it is also possible that six 'Pairs' can compete in each Semi Final or Qualifying Round

Each 'Pair' consists of two scheduled riders + one substitute rider (this is not compulsory but strongly recommended), who is entitled to race in a maximum of six (five in a six "Pairs" format) heats.

The participating 'Pairs' will be divided into two Semi Finals and a Final according to the decision of the FIM Europe TRC. Three 'Pairs' from each Semi Final will qualify to the Final.

If due to insufficient numbers of Pairs entering the competition, (where it would be impossible to stage two Semi Finals and a Final), then the TRC will alter the competition to one Qualification Round and a Final. Allocations to these events will be decided by the TRC according to the previous year's ranking. The TRC will also confirm the number of Pairs who will qualify through to the Final from the Qualifying Round.

A 'Pair' representing the FMNR hosting the Final, will be allocated a place in the Final.

If the situation arises where a 'Pair' is missing, the FMNR will provide an additional 'Pair'. The points scored by the additional 'Pair' will be counted towards the results of the race. However, the additional 'Pair' will not be classified in the final championship result.

16.2 Participants

Each FMN may nominate one 'Pair'. The riders of a 'Pair' must have a passport, **or a suitable form of identity** issued by the country of the FMN which nominated the 'Pair'.

16.3 Briefing Sessions

It is strongly recommended that Federations competing in this event send a Team Manager to oversee their riders and to attend the official Briefing sessions.

Team Managers, nominated, and licensed officials (not the competitors) must attend the Briefing sessions (as presented by the Jury President, Referee, and the Clerk of the Course). It is the responsibility of the Team Managers to then brief their riders of any information that is relevant to the smooth running of the event (timings for practice, alcohol breath testing, arrangements for the rider's presentation etc.).

16.4 Practice

If practice is planned on the same day as the event, then it must be scheduled a minimum of three hours prior to the first heat.

Each 'Pair's' team will have the opportunity to have two free practice sessions of two minutes each in line with the current 'FIME Official Practice Schedule'.

16.5 Race Format

Each meeting will be run accordingly to article 26.3 further in these rules

17 EUROPEAN UNDER 23 TEAM SPEEDWAY CHAMPIONSHIP

17.1 General Competition for National Teams.

Teams from different nations will compete in each event. The participating teams are divided into a Qualifying Round and a Final according to the decision of the FIM Europe TRC, with four teams competing at each event.

If the situation arises where a team – or teams – is missing in Qualifying Round, then if time allows the TRC, or the TRC Chairman can approve the participation of a mixed team (or teams), whose riders belong to different FMN's. The points scored by the additional team will count towards the results of the race and the additional team will be classified in the final championship result. Riders of this team must be granted starting permission for the event from their respective FMN's.

An organiser staging an event of this championship is guaranteed a place for its national team to compete in that particular event.

The winning team of the Qualifying Round will qualify through to the Final, together with teams nominated by the TRC (the FMNR of the Final team being one of them, + two teams according to the previous year's ranking).

If, in the Qualifying Round there is a tie for the qualifying place to the Final, there will be an additional heat to resolve the tie – refer to article 25.2.

17.2 Participants

The riders of each team must be of the same nationality as the FMN that has nominated them (with exceptions allowed as per article 17.1 above).

The limit for the minimum age (16 years) starts on the date of the rider's birthday and the limit for the maximum age (23 years) finishes at the end of the year in which the rider reaches their 23rd birthday.

17.3 Team Composition

The four competing teams consist of five riders: four riders having programmed rides and the fifth rider being a substitute (this is not compulsory but strongly recommended), as follows:

Team A	(RED helmet colour)	No's	1	2	3	4	17 (substitute)
Team B	(BLUE helmet colour)	No's	5	6	7	8	18 (substitute)
Team C	(WHITE helmet colour)	No's	9	10	11	12	19 (substitute)
Team D	(YELLOW helmet colour)	No's	13	14	15	16	20 (substitute)

17.4 Substitute Riders

The substitute rider may take the place of any programmed rider at any time, within the maximum number of permitted heats (five heats) when decided by the Team Manager.

There will be no tactical substitute rider or Joker rule for this championship.

17.5 Briefing Sessions

It is strongly recommended that Federations competing in this event send a Team Manager to oversee their riders and to attend the official Briefing sessions. Team Managers, nominated, and licensed officials (not the competitors) must attend the Briefing sessions (as presented by the Jury President, Referee, and the Clerk of the Course). It is the responsibility of the Team Managers to then brief their riders of any information that is relevant to the smooth running of the event (timings for practice, alcohol breath testing, arrangements for the rider's presentation etc.).

17.6 Practice

If practice is planned on the same day as the event, then it must be scheduled a minimum of three hours prior to the first heat.

If practice and the event are staged on the same day, one practice session will be planned where each rider will have two practice runs.

If practice and the event are scheduled on TWO CONSECUTIVE DAYS, two practice sessions will take place, where each rider will have two practice runs in each session.

Teams may have a maximum of four riders participating in each practice session – in line with the current 'FIME Official Practice Schedule'

Each practice session will be two minutes long, as determined by the Referee.

For this competition, scheduled practice may be replaced by a 'Warm-Up' session, which is subject to the approval of the TRC Chairman prior to the approval of the Supplementary Regulations for the event.

The 'Warm-Up' session must be scheduled no later than 90 minutes prior to the first heat.

(Continued over the page)

17.7 Race Format

Heat No.	Gate 1 <i>(inside)</i>	Gate 2	Gate 3	Gate 4 <i>(outside)</i>
Riders' Starting Numbers				
1	12	5	4	14
2	6	3	13	11
3	2	9	8	15
4	7	1	16	10
5	9	16	6	4
6	3	10	15	5
7	13	12	7	2
8	11	14	1	8
9	8	4	10	13
10	14	7	9	3
11	5	11	2	16
12	15	6	12	1
INTERVAL				
13	16	8	3	12
14	4	15	11	7
15	10	2	14	6
16	1	13	5	9
17	4 th A	4 th B	4 th C	4 th D
18	3 rd B	3 rd C	3 rd D	3 rd A
19	2 nd C	2 nd D	2 nd A	2 nd B
20	1 st D	1 st A	1 st B	1 st C

After Heat 16, the points scored will be taken into account for riders nominated for Heats 17, 18, 19 and 20.

In the situation of riders from the same team being tied on points, the Team Manager will determine which rider will ride in which heat.

The rider nominated as substitute will be the substitute rider for the whole meeting. He is not classified after sixteen heats, but he is entitled to race in a maximum of five heats in the meeting.

Ties (between teams) – in the event of a tie, refer to article 25 'Ties' further within these rules.

The minimum number of heats for the results of the event to be confirmed is twelve.

18 EUROPEAN INDIVIDUAL GRASS TRACK CHAMPIONSHIP

18.1 General

In an FIME championship event where additional support races are incorporated there will not be a limit for the total number of heats.

The competition is for Individual riders: **two 'Semi Final' events (consisting of 15 riders plus two Track Reserves), who will compete in each meeting, and a 'Final' event (consisting of eighteen riders, plus two Track Reserves).**

In the situation where the number of entries to either of the Semi Finals is not sufficient to run an event accordingly to article 18.6, the TRC may decide to use another format details of which will be published before the event together with the Starting List.

A scheduled rider who is unable to compete in a Semi Final event will be replaced by a substitute rider nominated by the host FMNR.

- Semi Final 1: nine riders and one substitute rider will qualify to the Final
- Semi Final 2: nine riders and one substitute rider will qualify to the Final

A scheduled rider who is unable to compete in the Final will be replaced by the next rider from the Semi Final concerned.

If no FMNR rider has qualified to the Final, then only eight riders + one substitute rider will qualify from Semi-Final 2, and the ninth place will be allocated to the host federation (FMNR).

18.2 Additional Protective Devices (APD's) and Track Safety Fencing

Tracks used for FIME Grass Track championship events, must comply with the current FIM Standards for Track Racing (STRC), including the provision for APD's (air type fences), unless an appropriate 'run off' zone is provided as per the current FIM Track Standards, which includes an option for an approved construction of the 'rope and stake' specification.

The safety fence must have been modified and improved with the provision of a flexible alternative on the exit of bends TWO and FOUR for a distance of approx. 20 metres from the point where the bend fence or APD ends along the straights.

18.3 Participants

For this championship, each FMN must nominate their own riders. The number of riders from each FMN will be allocated by the FIM Europe TRC to the Semi Final events.

18.4 Race Jackets

If race jackets are NOT provided by the organising club (as identified in the Supplementary Regulations), then personal race jackets DO NOT have to be worn.

However, the rider must clearly display his/her FMN's National flag of the front of their race suit with their riding number clearly visible on the back. The riding number must be positioned so that it is easily recognisable by the Referee and spectators during both practice and racing – refer to FIM Track Racing Appendices article **5.1 Race Jackets for the correct positioning and minimum sizes of national flag the national flag and riding number.**

18.5 Practice

It is strongly recommended that when an event is being staged on a Grass Track circuit, the 'National' or 'Support' riders' practice should take place BEFORE the FIM Europe championship practice.

If practice is planned on the same day as the event, then it must be scheduled a minimum of three hours prior to the first heat.

In order to organise practice in line with the FIME practice schedule, it is strongly recommended that the club/organiser allows a full two hours for the practice session to be staged. This will ensure riders have sufficient time to make any adjustments between their scheduled practice sessions.

If track grading is required, then additional time must be added to the above recommendation.

Riders will be divided into two equal groups. Each group will be given three free practice sessions of two minutes per session – in line with the current 'FIME (Individual) Grass Track Official Practice Schedule'.

A maximum of six riders will be allowed on the track at any one time.

Following the last session of free practice, a further session of two 'Start' practices followed by two laps must be provided.

If an event is staged over two days, and practice is held the day before, a 'Warm Up' session should be organised on the day of the event. The 'Warm Up' session will comprise of one three-minute session per rider, up to a maximum of six riders per session.

Groups of riders for the 'Warm Up' session will usually be in riding number order, or as per the groups organised for the previous day's practice session.

18.6 Race Format

18.6.1 European Championship Semi Final Events

Each championship Semi Final event must be organised with ten heats in which six riders will participate in each heat. All heats will consist of four laps.

Heats 1 to 10 are called 'Qualifying Heats' and must be conducted according to the following schedule of heats:

(continued over the page)

Helmet Colour	Red <i>(inside)</i>	Blue	White	Yellow	Green	Black & White <i>(outside)</i>
	Riders' Starting Numbers					
Heat No.	1	2	3	4	5	6
1	1	2	3	4	5	6
2	7	8	9	10	11	12
3	13	14	15	2	1	3
4	4	5	6	7	8	10
5	9	11	12	13	14	15
6	2	4	7	1	13	9
7	3	6	10	12	15	5
8	8	7	2	14	4	11
9	6	10	1	3	9	13
10	11	15	5	8	12	14

After Heat 10 there will be an 'Intermediate Classification' for places 1 to 17 according to the total points each rider scored during the Qualifying Heats.

From the 'Intermediate Classification' riders will then be placed into one of either two 'Final Heats' ('B' and 'A').

Note: Riders positioned 11th to 17th (following the 'Intermediate Classification') will be classified in the overall result according to the points they scored during the 'Qualifying Heats' only.

	Rider' place following COMPLETION of the Qualifying Heats					
Final 'B'	5 th	6 th	7 th	8 th	9 th	10 th
Final 'A'	1 st	2 nd	3 rd	4 th	1 st to 'B' Final	2 nd to 'B' Final

A rider's gate position ballot must be arranged following the conclusion of the 'Intermediate Classification', and the riders who have qualified for either of these Final Heats, will select their gate positions in the presence of the Clerk of the Course and either the Referee and/or the Jury President.

The highest point's scorer who has qualified in each Final will have the first choice of gate position; the 2nd highest scorer has the second choice and so on. Riders placed 1st and 2nd in the 'B' Final have the 5th and 6th choice of gate position in the 'A' Final.

Final Heats – in order for the two riders who have qualified from the ‘B’ Final through to the ‘A’ Final to prepare their motorcycles and personal equipment prior to the commencement of the ‘A’ Final, the Referee must allow a sufficient period of time (circa 8 minutes) PRIOR to the activation of the two-minute time allowance siren.

This break could either be used for an additional track grade or an additional support race before the staging of the ‘A’ Final.

The ‘A’ Final should ideally be the last race of the day.

The ‘Final Classification’ of the championship event is made following the completion of the Final Heat (without taking into account any points scored during the Qualifying Heats):

FINAL	Rider’s finishing position in the respective Final	Rider’s OVERALL position in the meeting
‘A’	1 st	1 st
	2 nd	2 nd
	3 rd	3 rd
	4 th	4 th
	5 th	5 th
	6 th	6 th
‘B’	3 rd	7 th
	4 th	8 th
	5 th	9 th
	6 th	10 th
11 th after all points scored following the Qualifying Heats and scores as confirmed in the Intermediate Classification		
12 th	“ “ “ “ “ “ “ “ “	
13 th	“ “ “ “ “ “ “ “ “	
14 th	“ “ “ “ “ “ “ “ “	
15 th	“ “ “ “ “ “ “ “ “	

The finishing order of places 1st to 6th in this event will be decided by the position of the rider in the ‘A’ Final – irrespective of the points scored during the event.

The overall position for places 7th to 10th in this event are decided by the position of the rider in the ‘B’ Final – again irrespective of the points scored during the event.

Riders who cannot take part in either the ‘B’ or ‘A’ Final are considered to have finished last in that Final.

Riders who cannot finish any Final due to a fall, engine failure etc. will be classified according to distance they rode before the stoppage (the longer the duration before the stoppage, the better the position).

If any Final is re-run, and a number of riders are disqualified from that Final – and there is then a tie between them – then the tie will be resolved following the rider’s position as identified in the ‘Intermediate Classification’ (following Heat 10).

The minimum number of heats for the results of the event to be confirmed is ten.

In the case of the meeting being abandoned before the full programme has been completed, the classification after heat 10 will be the Final result of the event.

Ties – in the event of a tie, refer to article 25 ‘Ties’ further within these rules.

18.6.2 European Championship Final Events

Each championship Final event must be organised with fifteen heats in which six riders will participate in each heat. All heats will consist of four laps.

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

Helmet Colour	Red <i>(inside)</i>	Blue	White	Yellow	Green	Black & White <i>(outside)</i>
Heat No.	Riders’ Starting Numbers					
1	1	2	3	4	5	6
2	7	8	9	10	11	12
3	13	14	15	16	17	18
4	3	17	1	15	8	10
5	16	12	5	2	9	13
6	4	6	11	18	14	7
7	18	15	7	12	10	1
8	2	13	17	11	16	4
9	5	9	14	3	6	8
10	10	11	18	13	3	9
11	6	16	8	1	2	15
12	17	7	4	5	12	14

After Heat 12, there will be an ‘Intermediate Classification’ for places 1 to 18 according to the total points each rider scored during the Qualifying Heats.

From the ‘Intermediate Classification’ riders will then be placed into one of the last three ‘Final Heats’ (‘C’, ‘B’ and ‘A’).

Note: Riders positioned 17th and 18th (following the ‘Intermediate Classification’) will be classified in the overall result according to the points they scored during the ‘Qualifying Heats’ only.

	Rider' place following COMPLETION of the Qualifying Heats					
Final 'C'	11 th	12 th	13 th	14 th	15 th	16 th
Final 'B'	5 th	6 th	7 th	8 th	9 th	10 th
Final 'A'	1 st	2 nd	3 rd	4 th	1 st to 'B' Final	2 nd to 'B' Final

A rider's gate position ballot must be arranged following the conclusion of the 'Intermediate Classification', and the riders who have qualified for these Final Heats, will select their gate positions in the presence of the Clerk of the Course and either the Referee and/or the Jury President.

The highest point's scorer who has qualified in each Final will have the first choice of gate position; the 2nd highest scorer has the second choice and so on. Riders placed 1st and 2nd in the 'B' Final have the 5th and 6th choice of gate position in the 'A' Final.

Final Heats – in order for the two riders who have qualified from the 'B' Final through to the 'A' Final to prepare their motorcycles and personal equipment prior to the commencement of the 'A' Final, the sequence of the Final races will be as follows: first the 'B' Final, then the 'C' Final, followed by the 'A' Final.

The 'A' Final should ideally be the last race of the day.

The 'Final Classification' of the championship event is made following the completion of the Final Heat (without taking into account any points scored during the Qualifying Heats):

(continued over the page)

FINAL	Rider's finishing position in the respective Final	Rider's OVERALL position in the meeting
'A'	1 st	1 st
	2 nd	2 nd
	3 rd	3 rd
	4 th	4 th
	5 th	5 th
	6 th	6 th
'B'	3 rd	7 th
	4 th	8 th
	5 th	9 th
	6 th	10 th
'C'	1 st	11 th
	2 nd	12 th
	3 rd	13 th
	4 th	14 th
	5 th	15 th
	6 th	16 th
17 th after all points scored following the Qualifying Heats		
18 th after all points scored following the Qualifying Heats		

The finishing order of places 1st to 6th in this event will be decided by the position of the rider in the 'A' Final – irrespective of the points scored during the event.

The overall position for places 7th to 16th in this event are decided by the position of the rider in the Final in which they rode ('C' or 'B') – again irrespective of the points scored during the event.

Riders who cannot take part in any Final are considered to have finished last in that Final.

Riders who cannot finish any Final due to a fall, engine failure etc. will be classified according to distance they rode before the stoppage (the longer the duration before the stoppage, the better the position).

If any Final is re-run, and a number of riders are disqualified from that Final – and there is then a tie between them – then the tie will be resolved following the rider's position as identified in the 'Intermediate Classification' (following Heat 12).

The minimum number of heats for the results of the event to be confirmed is nine.

In the case of the meeting being abandoned before the full programme has been completed, the classification after heat 9 or 12 (whichever applies) will be the Final result of the event.

Ties – in the event of a tie, refer to article 25 'Ties' further within these rules.

19 EUROPEAN SIDECAR CHAMPIONSHIP

19.1 General

The competition is for Sidecar teams: twelve Sidecar teams (or outfits) plus two standby Sidecar teams will compete in each event.

- Qualifying Round: six outfits and two substitute outfits will qualify to the Final
- Final: six outfits nominated by their respective FMN's, following allocation by the FIME TRC

The FMNR hosting the Final is guaranteed at least one Sidecar team from its Federation to compete in this event.

The diameter of the Sidecar's carburettor will be maximum of 38 mm.

The use of rev limiters (as stipulated within the FIM Track Racing Technical rules for 500cc engines) is compulsory.

19.2 Technical Specification

For further information regarding the technical specification for 500cc Sidecar's refer to 32. Appendix 1 at the end of this document.

19.3 Additional Protective Devices (APD's) and Track Safety Fencing

Tracks used for FIME Grass Track championship events, must comply with the current FIM Standards for Track Racing (STRC), including the provision for APD's (air type fences), unless an appropriate 'run off' zone is provided as per the current FIM Track Standards, which includes an option for an approved construction of the 'rope and stake' specification.

The safety fence must have been modified and improved with the provision of a flexible alternative on the exit of bends TWO and FOUR for a distance of approx. 20 metres from the point where the bend fence or APD (if installed) ends along the straights.

19.4 Participants

For this championship, each FMN must nominate their own Sidecar competitors.

The number of Sidecar teams from each FMN will be allocated by the FIM Europe TRC to the Qualifying Round.

Both the Sidecar rider and passenger must wear the correct helmet colour during each race.

The Sidecar **rider** and passenger enter the championships as a 'team' and should participate together throughout all rounds of the competition. A change of passenger (e.g. someone different to the original passenger qualifying into the Final), can only be approved by the TRC Chairman (or his Deputy), in exceptional circumstances (e.g. force majeure).

Once such permission has been given, the original passenger cannot participate in any FIME Sidecar championship event for the rest of the season.

Note: The Sidecar rider is the nominated representative of the Sidecar team. Although the rider will be nominated by his/her respective federation, and would hold a national licence of that federation, his/her passport may be from a different country (e.g. a German Sidecar rider holding a Dutch licence and nominated to the European championships by the KNMV).

In this example, if the rider was to win either the Qualifying Round, or the European Final, then the GERMAN national anthem should be played during the winner's prize giving ceremony (e.g. the national anthem of his/her country of origin).

19.5 Race Jackets

IF an organising club provides race jackets for the FIME championship event (as identified in the Supplementary Regulations), then the race jackets must be worn by BOTH the rider and passenger during the Rider's Presentation and the Winner's Prize Giving Ceremony - e.g. when the teams are not racing.

However, for practice and racing, the passenger of the Sidecar team MUST wear the organisers supplied race jacket.

If race jackets are NOT provided by the organising club (as identified in the Supplementary Regulations), then personal race jackets DO NOT have to be worn.

However, the rider (and passenger) must clearly display his/her FMN's National flag on the front of their race suit with their riding number clearly visible on the back. The riding number must be positioned so that it is easily recognisable by the Referee and spectators during both practice and racing – refer to FIM Track Racing Appendices article 5.1 Race Jackets **for the correct positioning and minimum sizes of national flag the national flag and riding number.**

19.6 Practice

It is strongly recommended that when an event is being staged on a Grass Track circuit, the 'National' or 'Support' riders' practice should take place BEFORE the FIME championship practice. If practice is planned on the same day as the event, then it must be scheduled a minimum of three hours prior to the first heat.

In order to organise practice in line with the FIME practice schedule, it is strongly recommended that the club/organiser allows one and a half hours for the practice session to be staged. This will ensure Sidecar teams have sufficient time to make any adjustments between their scheduled practice sessions.

If track grading is required, then additional time must be added to the above recommendation.

Sidecar teams will be divided into two equal groups. Each group will be given two free practice sessions of three minutes per session – in line with the current 'FIME (Sidecar) Grass Track Official Practice Schedule'.

A maximum of six Sidecars will be allowed on the track at any one time.

Following the last session of free practice, a further session of two 'Start' practices followed by two laps must be provided.

If an event is staged over two days, and practice is held the day before, a 'Warm Up' session should be organised on the day of the event. The 'Warm Up' session will comprise of one three-minute session per rider, up to a maximum of six Sidecar teams per session.

Groups of Sidecar teams for the 'Warm Up' session will usually be in riding number order, or as per the groups organised for the previous day's practice session.

19.7 Race Format

19.7.1 FOUR Sidecars per Heat

For tracks where four Sidecar teams compete per heat, the following rules must be followed. Heats 1 to 12 are called 'Qualifying Heats' and must be conducted according to the following schedule of heats.

Helmet Colour	Red <i>(inside)</i>	Blue	White	Yellow <i>(outside)</i>
Heat No.	Sidecar Teams Starting Numbers			
1	1	2	3	4
2	6	5	7	8
3	9	10	11	12
4	5	9	1	11
5	8	3	10	6
6	2	4	12	7
7	11	1	6	3
8	10	8	5	2
9	7	12	4	9
10	12	7	8	1
11	11	6	2	9
12	3	10	4	5

After Heat 12, there will be an 'Intermediate Classification', for places 1 to 12 according to the total points each Sidecar team scored during these Qualifying Heats.

From the 'Intermediate Classification' Sidecar teams will then be placed into one of the last three Final Heats ('C', 'B' and 'A').

Note: Sidecar teams positioned 11th and 12th (following the 'Intermediate Classification') will be classified in the overall result according to the points they scored during the Qualifying Heats only.

FINAL	Sidecar teams' positions following COMPLETION of the Qualifying Heats			
'C'	7 th	8 th	9 th	10 th
'B'	3 rd	4 th	5 th	6 th
'A'	1 st	2 nd	1 st from B Final	2 nd from B Final

A rider's gate position ballot must be arranged following the conclusion of the 'Intermediate Classification', and the Sidecar teams who have qualified for these Final Heats, will select their gate positions in the presence of the Clerk of the Course and either the Referee and/or the Jury President.

The highest point's scorer who has qualified in each Final will have the first choice of gate position; the 2nd highest scorer has the second choice and so on. Sidecar teams placed 1st and 2nd in the 'B' Final will have the 3rd and 4th choice of gate position in the 'A' Final.

Final Heats – in order for the two Sidecar teams who have qualified from the 'B' Final through to the 'A' Final to prepare their motorcycles and personal equipment prior to the commencement of the 'A' Final, the sequence of the Final races will be as follows: first the 'B' Final, then the 'C' Final, followed by the 'A' Final (this ideally being the last race of the day).

The 'Final Classification' of the championship event is made following the completion of the Final Heats (without considering any points scored during the Qualifying Heats):

FINAL	Sidecar's teams finishing position in the respective Final	Sidecar's team OVERALL position in the meeting
'A'	1 st	1 st
	2 nd	2 nd
	3 rd	3 rd
	4 th	4 th
'B'	3 rd	5 th
	4 th	6 th
'C'	1 st	7 th
	2 nd	8 th
	3 rd	9 th
	4 th	10 th
11 th after all points scored following the Qualifying Heats		
12 th after all points scored following the Qualifying Heats		

The finishing order of places 1st to 4th in this event will be decided by the position of the Sidecar teams in the 'A' Final – irrespective of the points scored during the event.

The overall position for places 5th to 10th in this event are decided by the position of the Sidecar teams in the Final in which they rode ('C' or 'B') – again irrespective of the points scored during the event.

Sidecar teams who cannot take part in any Final are considered to have finished last in that Final.

Sidecar teams who cannot finish any Final because of a fall, engine failure etc. will be classified according to distance they rode before the stoppage (the longer the duration before the stoppage, the better the position).

If any Final is re-run, and a number of Sidecar teams are disqualified from that Final – and there is then a tie between them – then the tie will be resolved following the rider’s position as identified in the ‘Intermediate Classification’ (following Heat 12).

19.7.2 SIX Sidecars per Heat

For tracks where six Sidecar teams compete per heat, the following rules must be followed.

Six outfits may be raced on tracks where dimensions allow – the minimum space allowed MUST be 2.5 metres per Sidecar outfit (minimum track width 15 metres).

Heats 1 to 8 are called the ‘Qualifying Heats’ and must be conducted according to the following schedule of heats.

Helmet Colour	Red <i>(inside)</i>	Blue	White	Yellow	Green	Black & <i>White (outside)</i>
	Sidecar Teams Starting Numbers					
Heat No.	1	2	3	4	5	6
1	1	2	3	4	5	6
2	7	8	9	10	11	12
3	5	4	8	3	12	11
4	6	7	2	1	10	9
5	4	1	12	7	9	8
6	2	11	10	5	6	3
7	3	5	11	9	7	1
8	12	10	6	8	2	4

After Heat 8, there will be an ‘Intermediate Classification’, for places 1 to 12 according to the total points each Sidecar team scored during these Qualifying Heats.

From the ‘Intermediate Classification’ Sidecar teams will then be placed into one of the last two ‘Final Heats’ (‘B’ and ‘A’).

Note: Sidecar teams positioned 11th and 12th (following the ‘Intermediate Classification’) will be classified in the overall result according to the points they scored during the Qualifying Heats only.

FINAL	Sidecar teams positions following COMPLETION of the qualifying Heats					
‘B’	5 th	6 th	7 th	8 th	9 th	10 th
‘A’	1 st	2 nd	3 rd	4 th	1 st from B Final	2 nd from B Final

A rider's gate position ballot must be arranged following the conclusion of the 'Intermediate Classification', and the Sidecar teams who have qualified for these Final Heats, will select their gate positions in the presence of the Clerk of the Course and either the Referee and/or the Jury President.

The highest point's scorer who has qualified in each Final will have the first choice of gate position; the 2nd highest scorer will have the second choice and so on.

Sidecar teams placed 1st and 2nd in the 'B' Final will have the 5th and 6th choice of gate position in the 'A' Final.

Final Heats – sufficient time MUST be allowed by the Referee, between the 'B' Final and the 'A' Final, to enable the two qualified Sidecar teams from the 'B' Final to prepare their motorcycles and personal equipment prior to the commencement of the main European championship ('A') Final.

The 'Final Classification' of the championship event is made following the completion of the Final Heats (without taking into account any points scored during the Qualifying Heats):

FINAL	Sidecar teams finishing position in the respective Final	Rider's OVERALL position in the meeting
'A'	1 st	1 st
	2 nd	2 nd
	3 rd	3 rd
	4 th	4 th
	5 th	5 th
	6 th	6 th
'B'	3 rd	7 th
	4 th	8 th
	5 th	9 th
	6 th	10 th
11 th after all points scored following the Qualifying Heats		
12 th after all points scored following the Qualifying Heats		

The finishing order of places 1st to 6th in this event will be decided by the position of the Sidecar teams in the 'A' Final – irrespective of the points scored during the event.

The overall position for places 7th to 10th in this event are decided by the position of the Sidecar teams in the 'B' Final – again irrespective of the points scored during the event.

Sidecar teams who cannot take part in any Final are considered to have finished last in that Final.

Sidecar teams who cannot finish any Final because of a fall, engine failure etc. will be classified according to distance they rode before the stoppage (the longer the duration before the stoppage, the better the position).

If any Final is re-run, and a number of Sidecar teams are disqualified from that Final – and there is then a tie between them – then the tie will be resolved following the rider's position as identified in the 'Intermediate Classification' (following Heat 8).

The minimum number of heats for the results of the meeting to be confirmed for four Sidecars per race is nine, and for six Sidecars per race is six.

In the case of the event being abandoned before the full programme has been completed, the classification for four Sidecars per race is after Heat 9 or 12 (whichever applies), and for six Sidecars per race is after Heat 6 or 8 (whichever applies) – will be the Final result of the event.

Ties – in the event of a tie, refer to article 25 'Ties' further within these rules.

20 EUROPEAN INDIVIDUAL ICE SPEEDWAY CHAMPIONSHIP

20.1 General

Competition for individual riders: sixteen riders (plus two track reserve riders) will compete in each event.

20.2 Participants

For this championship, each FMN may only nominate its own riders. The number of riders from each FMN will be allocated by the FIM Europe TRC.

20.3 Practice

Practice is not compulsory for Ice Racing riders.

Practice must not be scheduled later than one day and not earlier than two days prior to racing.

A minimum practice of two sessions of two minutes per rider, plus a further two sessions of 'Start' practice, followed by **one** lap must be also provided, all as in line with the current 'FIME Official Practice Schedule'.

20.4 Method of Running the Championship

20.4.1 Two Day Event or Series of Two 'Final' Events.

The championship consists of two consecutive racing days. Each day of the event is to be considered as a separate 'Final' Round.

The starting numbers for each 'Final' Round will be published before the event. Each day will be run according to the formula stipulated in article 20.4.2 (e.g. 20 'Qualifying' heats + the 'Last Chance' heat + the Final).

The same rules apply accordingly if the Championship is organised as a series of two 'Finals', organised on two tracks at two different dates. In such a case the first 'Final' will be referred to as "Day One", the second 'Final' as 'Day Two'.

20.4.2 One Day Event

For a 'One Day' Final, the event will be organised in a 22-heat format: 20 'Qualifying' heats + a 'Last Chance' heat + the Final.

The format also applies to each day of a 'Two Day' event.

All heats will consist of four laps.

(Continued over the page)

Heats 1 – 20 – Qualifying Heats

Qualifying Heats Table – one day event or the first day of a ‘Two Day’ event

Helmet Colour	Red <i>(inside)</i>	Blue	White	Yellow <i>(outside)</i>
Heat No.	Riders' Starting Numbers			
1	1	2	3	4
2	5	7	6	8
3	10	11	9	12
4	15	14	16	13
5	13	1	5	9
6	14	10	2	6
7	11	15	7	3
8	4	8	12	16
9	6	16	1	11
10	12	5	15	2
11	8	9	3	14
12	13	4	10	7
INTERVAL				
13	7	12	14	1
14	2	13	8	11
15	16	3	10	5
16	9	6	4	15
17	1	8	15	10
18	9	2	7	16
19	3	12	13	6
20	5	14	11	4

(Continued over the page)

Qualifying Heats Table – the second day of a ‘Two Day’ event (or the second ‘Final’ of the Series)

Helmet Colour	Red <i>(inside)</i>	Blue	White	Yellow <i>(outside)</i>
Heat No.	Riders' Starting Numbers			
1	3	6	8	10
2	4	12	16	15
3	2	1	14	13
4	5	7	11	9
5	9	3	4	14
6	7	2	6	16
7	1	5	12	8
8	10	15	13	11
9	16	11	3	1
10	13	4	5	6
11	8	14	15	7
12	12	10	9	2
INTERVAL				
13	3	13	7	12
14	6	9	1	15
15	11	8	2	4
16	14	16	10	5
17	4	7	1	10
18	12	14	6	11
19	8	13	9	16
20	15	5	2	3

After heat 20 there will be an ‘Intermediate Classification’ according to the total race points each rider has scored during the qualifying heats.

In case of any ties on points in this classification, refer to article 25.1 ‘Ties’ points a. to d. should be used to resolve the tie.

The two best placed riders will qualify for the heat 22 (Final Heat). The riders placed 3rd – 6th will participate in heat 21 (‘Last Chance’ Heat). If a rider is unable to participate in the ‘Last Chance’ heat or in the Final heat, he CANNOT be replaced by another rider. He will be deemed as the last place finisher of that heat.

Heat 21 – ‘Last Chance’ Heat

The riders placed 3rd – 6th will participate in this heat. The winner and the runner up of this heat will qualify for the Heat 22 (Final Heat).

Riders’ gate positions will be chosen by the riders in the order determined by their position in the ‘Intermediate Classification’.

No points will be awarded in heat 21.

Heat 22 – Final Heat

Following the 'Intermediate Classification' (after heat 20), the two best placed riders, plus the winner and runner up of heat 21 (the 'Last Chance' Heat) will participate in the Final Heat.

Riders' starting gate positions will be chosen by the riders in the following order: 1st placed rider from the 'Intermediate Classification', then the 2nd placed rider from the 'Intermediate Classification', followed by the winner of the 'Last Chance' Heat, and finally the runner up of 'Last Chance' Heat.

The gate positions must be chosen in the presence of the Jury President.

20.5 Results

For a 'One Day' event and for each day of a 'Two Day' event the classification will be as follows:

Positions 1st – 4th in the final meeting classification will be according to the result of the Final Heat (Heat 22) – irrespective of the total race points scored (in the situation of a 'Two Day' event, riders also score points according to the position in the Final Heat: 3 points for 1st place, 2 points for 2nd place and so on).

After heat 21, the remaining riders will be classified for positions 5th to 18th according to the points they have scored after heat 20.

In the case of any ties, refer to article 25 entitled 'Ties' further within these rules.

If the meeting has to be abandoned for whatever reason before the full schedule of heats has been completed, the 'Intermediate Classification' – after either heat 12, 16 or 20 (depending on the number of heats completed) – will be confirmed as the final meeting result.

The Final classification for a 'Two Day' Final or series of two 'Final' events will be determined by the TOTAL NUMBER of points gained by the riders over both days.

In case of ties in the Final classification of a 'Two Day' Final or series of two 'Final' events:

- For the first three places, a run-off should be held.
The starting positions for this additional heat should be balloted by the riders in the presence of the Jury President.
- For the other places, the better placed rider in the 'Day Two' (second day) or second 'Final' of the series final classification will be awarded the higher position in the Final championship classification.

21 EUROPEAN 85cc YOUTH SPEEDWAY CUP

21.1 General

The competition is for Individual riders: sixteen riders (plus two substitute riders) will compete in each event.

- Semi-Final 1: eight riders and one substitute rider will qualify to the Final.
- Semi-Final 2: eight riders and one substitute rider will qualify to the Final.

If no FMNR rider has qualified to the Final, then one qualified rider from Semi Final 2 will be eliminated, and the place will be allocated to a rider from the host federation (FMNR).

If following a decision by the TRC, that two Semi Finals events will not be held (normally due to a lack of entrants), then only a Final meeting will take place.

21.2 Participants

For this European Cup event, each FMN must nominate their own riders. The number of riders from each FMN will be allocated by the FIM Europe TRC to the Semi Final events or the Final event.

The limit for the minimum age (10 years) starts on the date of the rider's birthday and the limit for the maximum age (15 years) finishes at the end of the year in which the competitor reaches their 15th birthday.

The riders must hold a FIM Europe One Event Promosport license or a Promosport license.

21.3 Practice

Practice is compulsory for all riders.

If the practice is planned on the same day as the event, then it must be scheduled a minimum of three hours before the first heat.

Practice will consist of two sessions per rider – in line with the current 'FIME Official Practice Schedule'. Each session will be two minutes long, as determined by the Referee.

Once these two sessions have been completed, there will be a further practice session for all riders, of two practice starts (under the control of the Referee), followed by one lap

During all practice sessions there will be a maximum of four riders on the track.

A rider is considered to have taken part in the practice once he/she has completed two laps.

21.4 Race Format

All heats will consist of four laps.

For all European Cup events with Semi Finals and Finals – a ballot for the starting numbers in the Final will be completed following the completion of the Semi Finals

If no Semi Final events are held, then a Starting List for the Final meeting will be published by the TRC.

The events are conducted according to the following schedule for 20 heats.

Helmet colour	Red <i>(inside)</i>	Blue	White	Yellow <i>(outside)</i>
Heat No	Riders' Starting Numbers			
1	1	2	3	4
2	5	7	6	8
3	10	11	9	12
4	15	14	16	13
5	13	1	5	9
6	14	10	2	6
7	11	15	7	3
8	4	8	12	16
9	6	16	1	11
10	12	5	15	2
11	8	9	3	14
12	13	4	10	7
13	7	12	14	1
14	2	13	8	11
15	16	3	10	5
16	9	6	4	15
17	1	8	15	10
18	9	2	7	16
19	3	12	13	6
20	5	14	11	6

If the event has to be abandoned for whatever reason before the full schedule of heats has been completed, the 'Intermediate Classification' – after either Heat 12 or 16 (depending on the number of heats completed) – will be confirmed as the final event result.

Ties – in the event of a tie, refer to article 25 'Ties' further within these rules.

22 EUROPEAN 250cc YOUTH SPEEDWAY CHAMPIONSHIP

22.1 Participants

For this European Championship event, each FMN must nominate their own riders.

The number of riders from each FMN will be allocated to two Semi Finals.

The two reserve rider's places in the Semi Finals will be allocated to the FMNR hosting the event.

The limit for the minimum age for a rider is 13 years and commences on the date of the rider's 13th birthday. The limit for the maximum age of a rider is 16 years and finishes at the end of the year in which the rider reaches their 16th birthday.

The rider must hold a FIM Europe Championship licence.

22.2 Practice

Practice is compulsory for all riders

During all practice sessions there will be a maximum of four riders on the track. If practice is planned on the same day as the event, then it must be scheduled a minimum of three hours prior to the first heat.

If two Semi Finals are planned to be staged on the same track during one day, the Track Racing Chairman can approve a different time schedule for these events – all of which will be stipulated in the events Supplementary Regulations Practice will consist of two sessions per rider – in line with the current 'FIME Official Practice Schedule'. Each session will be two minutes long, as determined by the Referee.

Following the last session of free practice, there will be a further practice session for all riders, of **one** practice start (under the control of the Referee), followed by one lap.

A rider is considered to have taken part in the practice once he/she has completed two laps.

22.3 Race Format

The competition will consist of two Semi Finals and a Final.

Semi Final 1 – Eight riders (a maximum of four riders from the same FMN) and one Substitute rider will qualify through to the Final.

Semi Final 2 – Eight riders (a maximum of four riders from the same FMN) and one Substitute rider will qualify through to the Final.

The highest points scorer from these substitutes will be the first substitute for the Final (in case of a tie refer to article 25.1.1.).

If no riders (representing the FMNR hosting the Final), qualify through to the Final, then only seven riders (plus one Substitute rider) from Semi Final 2 will qualify through to the Final, with the best placed FMNR rider being allocated to the 8th position.

A Rider Start List for the 'Final' event, (if staged at the same venue as the Semi Finals), will be prepared by a member of the FIM Europe TRC (e.g. Jury President, Jury President/Referee) and published prior to the start of the Final.

If the Semi Finals are staged on the same weekend and at the same venue as the Final, a Jury President and Referee will need to be appointed for both events.

All heats will consist of four laps according to the 20-heat race format.

Helmet Colour	Red <i>(inside)</i>	Blue	White	Yellow <i>(outside)</i>
Heat No	Riders' Starting Numbers			
1	1	2	3	4
2	5	7	6	8
3	10	11	9	12
4	15	14	16	13
5	13	1	5	9
6	14	10	2	6
7	11	15	7	3
8	4	8	12	16
9	6	16	1	11
10	12	5	15	2
11	8	9	3	14
12	13	4	10	7
INTERVAL				
13	7	12	14	1
14	2	13	8	11
15	16	3	10	5
16	9	6	4	15
17	1	8	15	10
18	9	2	7	16
19	3	12	13	6
20	5	14	11	4

If the meeting has to be abandoned for whatever reason before the full schedule of heats has been completed, the 'Intermediate Classification' – after either Heat 12 or 16 (depending on the number of heats completed) – will be confirmed as the final event result.

Ties – in the event of a tie, refer to article 25 'Ties' further within these rules.

22.4 Track Layout

Tracks for this event will be in accordance with the FIM Standards for Track Racing Circuits (article 79.3.2.1) for 250cc Speedway (e.g. 200 – 425 metres).

23 EUROPEAN 125cc YOUTH TRACK RACING CUP

23.1 General

A maximum of four riders will participate in each heat according to the pre-determined format.

23.2 Participants

For this European Cup event, each FMN must nominate their own riders.

The number of riders from each FMN will be allocated to the championship Final which will be run as one meeting for **25** riders according to the schedule described in article 23.5.

The two reserve rider's places in the Final will be allocated to the FMNR hosting the event.

The limit for the minimum age for a rider is 10 years and starts on the date of the rider's birthday. The limit for the maximum age of a rider is 16 years and finishes at the end of the year in which the rider reaches their 16th birthday.

23.3 Practice

Practice is compulsory for all riders. **The practice will be run accordingly to article 8 of the FIM Track Racing Appendices.**

If the practice is planned on the same day as the event, then it must be scheduled a minimum of three hours prior to the first heat.

A rider is considered to have taken part in the practice once he/she has completed two laps,

23.4 Technical Specification

The technical specification of the motorcycles should comply articles 01.84 of the FIM Technical Rules.

23.5 Race Format

The competition will be run accordingly to the Track Racing Appendices 7.B.

23.6 Ties

In the event of a tie, refer to article 25 'Ties' further within these rules.

24 EUROPEAN 250cc PAIRS SPEEDWAY CHAMPIONSHIP

24.1 General

Competitions for National Pairs:

'**Eight Pairs**' will compete in each 'Final' meeting. This championship competition consists of **three** 'Final' events with the accrued points scored by National Pairs. Following the last 'Final' event, the total points scored by each 'Pairs' team will decide the final classification.

Each 'Pair' consists of two scheduled riders + one substitute rider (this is not compulsory, but strongly recommended), who is entitled to race as many times as a scheduled rider. The line-up of a 'Pair' can be different at each 'Final' event.

The limit for the minimum age (13 years) commences on the date of the rider's birthday, and the limit for the maximum age (16 years), finishes at the end of the year in which the competitor reaches their 16th birthday.

If for whatever reason there will be less 'Pairs' for any 'Final' meeting, then following a decision of the TRC Chairman (or Vice Chairman in case of his absence), the event will be run according to an alternative system, which will be confirmed, or an additional pair will be created with riders of various nationalities (which will be classified in each meeting but not in the overall result of the Championship. However, the age limit for all competitors – as above – must be observed.

Riders must hold a FIM Europe Championship license.

24.2 Participants

Each FMN may nominate one 'Pair'. The riders of a 'Pair' must have a passport, **or a suitable form of identity** issued by the country of the FMN who nominated the 'Pair'. Exceptions to this rule must be accepted and confirmed by the TRC.

24.3 Briefing Sessions

Team Managers nominated and licensed Officials (not the competitors) must attend the Briefing sessions (as presented by the Jury President, Referee, and the Clerk of the Course). It is the responsibility of the Team Managers to then brief their riders of any information that is relevant to the smooth running of the event (timings for practice, alcohol breath testing, arrangements for the rider's presentation etc.)

24.4 Practice

Practice is compulsory for all riders.

If practice is planned on the same day as the event, practice must be scheduled a minimum of three hours prior to the first heat in line with the current 'FIME Official Practice Schedule'.

Each 'Pair's' team will have the opportunity to have one free practice session of two minutes.

A practice session with one start plus one lap (under the control of the Referee) must be provided for all riders.

A rider is considered to have taken part in the practice once he/she has completed two laps.

24.5 Race Format for all 'Final' Events.

Each Final will be run as stipulated in article 26.3 further in these Rules. Each 'Pair' will receive the following points to the classification of the championships accordingly to their place at each event:

1st place – **10** points

2nd place – **8** points

3rd place – **6** points

4th place – **5** points

5th place – **4** points

6th place – **3** points

7th place – **2** points

8th place – **1** point

24.6 Final Classification of the Championship

The total amount of championship points (refer to article 24.5), scored by each 'Pair' in all **three** 'Final' events will confirm the final classification of the 'Pairs' Championship competition.

In case of a tie for any of the first three places in the final classification of this competition, then article 25.2.1 applies. In all other cases the better position in the last 'Final' meeting equates to the higher position in the final overall classification.

25 TIES

25.1 Individual Speedway, Ice Speedway, 250cc Youth Speedway, 125cc Youth Track Racing Cup and 85cc Youth Speedway

In all Championship and Cup events, after the official programme of heats has been completed, there will be a run-off heat to resolve any tie-on points between riders:

- Should there be a tie for the first place (this does not apply to formulas where the Final Heat /Heats decides the overall classification of a meeting, e.g. SEC Finals) OR for the last qualifying place or substitute position, to go forward to the next round **or for the first three places in the overall classification of a Championship or Cup, there will be an additional heat** (run-off) to resolve the tie.

Starting gate positions for the run-off will be balloted in presence of the Clerk of the Course and either the Referee and/or the Jury President (if nominated).

When establishing the finishing order between the riders in the list of intermediate or final results of all events (applicable also for abandoned events with run-offs not included), ties will be solved as follows:

- a) Precedence will be given to the riders, tied on points, having the greatest number of 1st, 2nd, 3rd, 4th placing (an "0" for last placing being better than M-R-F-T-d-N).
- b) If a tie still persists and involves only two riders, precedence will be given to the best placed rider in the heat where the two riders met.
- c) If a tie still persists and involves more than two riders it shall be checked whether there is a possibility to determine a proper precedence, i.e.:
three riders tied in points: A, B, C:

Rider A has beaten Rider B Rider A has beaten Rider C Rider B has beaten Rider C

Then the precedence will be: best position for Rider A, then Rider B and then Rider C.
- d) If solutions a), b), or c) above cannot be used, the order shall be determined by a ballot. The ballot will be completed by the Referee, in the presence of the Jury President (if nominated).
- e) If one or more run-offs cannot be held due to circumstances of 'Force Majeure', then precedence will be given to the riders (tied on points) according to a), b), c) or d) of this item.
- f) When FIVE riders are tied on points, the following run-off schedule must be used:

Heat 1: Riders A, B and C Heat 2: Riders D and E
Heat 3: 2nd and 3rd from Heat 1 and 2nd from Heat 2
Heat 4: 1st from Heat 1, 1st from Heat 2, 1st and 2nd from Heat 3 The riders must be balloted to Heats 1 and 2.

25.1.1 Last Qualifying Place

For any FIME Individual competition in which the last qualifying place or substitute place to the Final/next round is decided by comparing the results of riders who compete at different Semi Finals or Qualifying Rounds, the following applies:

25.1.1.1 If in all events the riders raced in the same number of heats, the rider who scored the most points will qualify through to the Final.

25.1.1.2 If the riders participated in a different number of heats (due to any of the events being abandoned BEFORE the completion of the full programme of heats), the average score per heat of the rider who raced in the lesser number of heats, will be added to his result (as many times as necessary to ensure the same number of heats have been calculated as the other riders completed).

This will ensure a fair comparison to the other rider's score. The rider with the most points (following such a comparison) will then qualify through to the Final.

In case of a tie in either of the situations outlined above, precedence will be given to the rider (tied on points) having the most number of 1st, 2nd, 3rd, and 4th places (a '0' for last place being better than M-R-F-T-d-N), taking into consideration the placing of all riders of each rider.

If the tie still cannot be resolved, the TRC will conduct a ballot.

25.2 Team/Pairs Speedway

25.2.1 Additional Heat (Run Off)

In all Championship and Cup events, after the official programme of heats has been completed (for the Ten Pair format applies to the overall classification of the series), should there be a tie **for the first place** or for the last qualifying place, or substitute position (to go forward to the next round), or **for the first three places in the overall classification of a Championship or Cup** there will be an additional heat (run-off) to resolve the tie.

One rider from each team involved in the tie will be nominated by the Team Manager to compete in the run off.

Starting gate positions for the run-off will be balloted in presence of the Clerk of the Course and either the Referee and/or the Jury President (if nominated).

If due to a situation of "force majeure", such a run-off cannot be staged, and in the situation of any other ties on points, the precedence will be given to the Team (tied on points) having the most number of 1st, 2nd, 3rd and 4th places, (a '0' for last place being better than M-R-F-T-d-N), taking into consideration the placing of all riders of each Team/Pair.

If the tie still cannot be resolved, then the Team/Pair with the higher position on the 'Ranking List' (for certain Team/Pair's competitions based on the previous year's results), will decide the result.

If these criteria cannot solve the tie, then the final order will be balloted by the Jury President (if nominated) or the Referee.

25.2.2 Last Qualifying Place

For any FIME Team or Pair competition in which the last qualifying place to the Final/**Grand Final** is decided by comparing the results of two Teams or Pairs who compete at two different Semi Finals/**Finals**, the following applies:

25.2.2.1 If in both events the Teams/Pairs raced in the same number of heats, the team which scored the most points will qualify through to the Final/**Grand Final**.

25.2.2.2 If the Teams/Pairs participated in a different number of heats (due to one or both events being abandoned BEFORE the completion of the full programme of heats), the average score per heat of the Team/Pair which raced in the lesser number of heats, will be added to this teams' result (as many times as necessary to ensure the same number of heats have been calculated as the other Team/Pair completed). This will ensure a fair comparison to the other Team/Pairs score. The Team/Pair with the most points (following such a comparison) will qualify through to the Final/**Grand Final**.

NOTE: In case of a tie in either of the situations outlined above, precedence will be given to the Team (tied on points) having the most number of 1st, 2nd, 3rd, and 4th places (a '0' for last place being better than M-R-F-T-d-N), taking into consideration the placing of all riders of each Team/Pair.

If the tie still cannot be resolved, then the Team/Pair with the higher position on the 'Ranking List' for certain Team/Pair's competitions based on the previous year's results will decide the result.

25.3 Team/Pairs Competitions

In case of a tie in a Team/Pair's competition in Intermediate Classification or in case of a meeting being abandoned before the full programme of heats was accomplished, precedence will be given to the Team/Pair (tied on points) having the greatest number of 1st, 2nd, 3rd, and 4th places (a '0' for last place being better than M-R-F-T-d-N), taking into consideration the placing of all riders of each Team/Pair.

If the tie still cannot be resolved, then the Team/Pair with the higher position on the 'Ranking List' for certain Team/Pair's competitions based on the previous year's results will decide the result.

25.4 Individual Grass Track and Sidecar

In all Championship and Cup events, following completion of the 'Intermediate Classification' there is a tie, and then the following will apply:

- a) Precedence will be given to the riders having the greatest number of 1st, 2nd, 3rd, 4th, 5th or 6th placing where applicable (an '0' for last placing being better than M-R-F-T-d-N).
- b) Ballot, (the ballot will be completed by the Referee, in the presence of the Jury President (if nominated))

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In all Championship and Cup events, if following the 'Final Heats' (for example a dead heat in the Finals), there is a tie for either of the first three places, or for the last qualifying place, or for a reserve rider to go forward to the next round, a run-off will need to be staged to resolve the tie.

In the situation where a run off cannot be staged (for example in the interest of safety or severe weather conditions), the higher ranked rider/team at the 'Intermediate Classification' stage, will be awarded the higher position for the overall classification.

26 FORMATS FOR 'PAIRS' EVENTS

For all formats the following rules apply:

All heats will consist of four laps.

Riders who are members of the same 'Pair' can change their programmed starting positions with each other in the same heat. However, the helmet colours MUST remain as programmed in the race format.

Each Pair consists of two riders + a substitute (non-compulsory but highly recommended).

Each FMN may nominate one 'Pair'. The riders of a 'Pair' must have a passport issued by the country of the FMN which nominated the 'Pair'.

Unless stated differently in appropriate rules, the riders scores depend on the final position in a heat, accordingly

1st place – 3 points 2nd place – 2 points 3rd place – 1 point

4th place – 0 points .

26.1 Seven Pairs Race Format

Starting numbers:

Pair A = 1, 2 and 15 (substitute)
Pair B = 3, 4 and 16 (substitute)
Pair C = 5, 6 and 17 (substitute)
Pair D = 7, 8 and 18 (substitute)
Pair E = 9, 10 and 19 (substitute)
Pair F = 11, 12 and 20 (substitute)
Pair G = 13, 14 and 21 (substitute)

Race Format for 'Seven Pairs':

Helmet Colour	Red <i>(inside)</i>	White	Blue	Yellow <i>(outside)</i>
Heat No.	Riders' starting numbers			
1	1	3	2	4
2	5	7	6	8
3	9	11	10	12
4	13	1	14	2
5	3	5	4	6
6	7	9	8	10
7	13	11	14	12
8	1	5	2	6

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Helmet Colour	Red <i>(inside)</i>	White	Blue	Yellow <i>(outside)</i>
Heat No.	Riders' starting numbers			
9	7	3	8	4
10	9	13	10	14
11	11	1	12	2
INTERVAL				
12	3	9	4	10
13	5	11	6	12
14	13	7	14	8
15	1	9	2	10
16	11	3	12	4
17	5	13	6	14
18	7	1	8	2
19	3	13	4	14
20	9	5	10	6
21	11	7	12	8

In the case of a tie for the first three places, refer to article 25 'Ties' further within these rules.

If the meeting has to be abandoned BEFORE the full schedule of races has been completed, the results are considered final if at least 14 heats have been completed, then the results after Heat 14, will be considered to be the final classification of the event.

26.2 Six Pairs Format

Starting numbers:

Pair A = 1, 2 and 15 (substitute)
Pair B = 3, 4 and 16 (substitute)
Pair C = 5, 6 and 17 (substitute)
Pair D = 7, 8 and 18 (substitute)
Pair E = 9, 10 and 19 (substitute)
Pair F = 11, 12 and 20 (substitute)

(continued over the page)

Race Format for 'Six Pairs':

Helmet Colour	Red <i>(inside)</i>	White	Blue	Yellow <i>(outside)</i>
Heat No.	Riders' starting numbers			
1	1	3	2	4
2	5	7	6	8
3	9	11	10	12
4	7	1	8	2
5	3	9	4	10
6	11	5	12	6
7	8	4	7	3
8	6	10	5	9
9	2	12	1	11
10	4	6	3	5
11	10	2	9	1
12	12	8	11	7
13	11	3	12	4
14	1	5	2	6
15	7	9	8	10

In the case of a tie for the first three places, refer to article 25 'Ties'.

If the event has to be abandoned BEFORE the full schedule of races has been completed, the results are considered final if at least 9 heats have been completed.

The result, after the completion of either Heat 9 or 12 (according to the number of heats completed), will be considered to be the final classification of the event.

26.3 Eight Pairs Format

Starting numbers:

Pair A = 1, 2 and 17 (substitute)
Pair B = 3, 4 and 18 (substitute)
Pair C = 5, 6 and 19 (substitute)
Pair D = 7, 8 and 20 (substitute)
Pair E = 9, 10 and 21 (substitute)
Pair F = 11, 12 and 22 (substitute)
Pair G = 13, 14 and 23 (substitute)
Pair H = 15, 16 and 24 (substitute)

(continued over the page)

Race format for 'Eight Pairs'

Helmet Colour	Red <i>(inside)</i>	White	Blue	Yellow <i>(outside)</i>
Heat No.	Riders' starting numbers			
1	1	3	2	4
2	5	7	6	8
3	9	11	10	12
4	13	15	14	16
5	7	1	8	2
6	3	5	4	6
7	15	9	16	10
8	11	13	12	14
9	1	11	2	12
10	9	3	10	4
11	5	15	6	16
12	13	7	14	8
13	15	1	16	2
14	3	13	4	14
15	11	5	12	6
16	7	9	8	10
INTERVAL – 20 MINUTES				
17	15	3	16	4
18	5	13	6	14
19	1	9	2	10
20	11	7	12	8
21	9	5	10	6
22	13	1	14	2
23	3	11	4	12
24	7	15	8	16
25	5	1	6	2
26	7	3	8	4
27	13	9	14	10
28	11	15	12	16

In the case of a tie for the first three places, refer to article 25 'Ties'.
If the event has to be abandoned BEFORE the full schedule of races has been completed, the results are considered final if at least 16 heats have been completed. The results after Heat 16, will be considered to be the final classification of the event.

26.4 'Ten Pairs' Format

Starting numbers

The teams are divided into two groups and the starting numbers will be balloted before each event as follows:

Group 1 (contains pairs on positions 1, 4, 5, 8, 9 in the intermediate classification)

Pair A = 1, 2 and 11 (substitute)
Pair B = 3, 4 and 12 (substitute)
Pair C = 5, 6 and 13 (substitute)
Pair D = 7, 8 and 14 (substitute)
Pair E = 9, 10 and 15 (substitute)

Group 2 (contains pairs on positions 2, 3, 6, 7, 10 in the intermediate classification)

Pair F = 21, 22 and 31 (substitute)
Pair G = 23, 24 and 32 (substitute)
Pair H = 25, 26 and 33 (substitute)
Pair I = 27, 28 and 34 (substitute)
Pair J = 29, 30 and 35 (substitute)

(continued over the page)

26.5 Race format for 'Ten Pairs'

Helmet colours	Red <i>(inside)</i>	White	Blue	Yellow <i>(outside)</i>
Heat No.	Riders' starting numbers			
1	1	3	2	4
2	21	23	22	24
3	5	7	6	8
4	25	27	26	28
TRACK MAINTENANCE				
5	9	1	10	2
6	3	5	4	6
7	29	21	30	22
8	23	25	24	26
TRACK MAINTENANCE				
9	7	9	8	10
10	27	29	28	30
11	5	1	6	2
12	25	21	26	22
TRACK MAINTENANCE				
13	27	23	28	24
14	29	25	30	26
15	7	3	8	4
16	9	5	10	6
TRACK MAINTENANCE				
17	21	27	22	28
18	1	7	2	8
19	23	29	24	30
20	3	9	4	10
TRACK MAINTENANCE				

After Heat 20 there will be a classification in the groups according to the points scored by the pairs.

In case of a tie refer to article 25.3 'Ties'.

The best three 'Pairs' of each group will meet in the Final heats. The starting gates for the Final heats will be balloted in the presence of the Jury President or Referee.

FINAL HEATS	
FINAL 'C'	Pairs on 3rd position in their Groups
FINAL 'B'	Pairs on 2nd position in their Groups
FINAL 'A'	Pairs on 1st position in their Groups

The points the 'Pairs' score in the Final heat will decide on positions 1-2, 3-4 and 5-6 in the event. In case of a tie in any of the Final heats, the 'Pair' whose rider has won the heat will be classified as having the better place in the event.

'Pairs' on positions 8th-10th in an event will be classified according to the total number of points they have scored in heats 1-20. In the case of a tie these 'Pairs' are classified on the same position in the meeting.

If the event has to be abandoned BEFORE the full schedule of races has been completed, the results are considered final if at least 10 heats have been completed, then the results after Heat 10 or 20 – whichever applies – will be considered to be the final classification of the event.

27 FINES

Riders breaking the Track Racing Rules will be fined by the Referee or the FIM Europe Jury. These fines will be a statutory amount **per offence** and are as follows:

1.	Arriving after the signing-on time stated in the SR's.	150 €
2.	Arriving after the start of the first heat.	250 € + disqualification from the event
3.	Absence without having advised FIME and/or the organisers in writing (either by email or letter), or absence after having advised the organisers in writing (either by email or letter) <u>but for a reason NOT accepted</u> by either the FIM Europe Jury or the FIM Europe Track Racing Commission.	300 €
4.	Absence of motorcycle or late arrival at machine examination.	200 €
5.	Riders not respecting the specified times regarding the 'Track Walk'	(i) <u>First offence</u> : Warning (ii) <u>Second offence</u> : 300 €
6.	Mechanic's not respecting the mechanics line (when applicable)	(i) <u>First offence</u> : Warning (ii) <u>Second offence</u> : 300 €
7.	Absence or late arrival at the Riders' or Team Managers briefing.	200 €
8.	Absence or late arrival at the pre-event parade.	200 €
9.	Absence or late arrival at the prize-giving ceremony.	200 €
10.	Absence or late arrival at the press conference.	200 €
11.	Race jacket or national race suit: (i) Not in accordance with FIM specification (5.1) (ii) Not worn during the race meeting, prize giving ceremony or press conference.	(i) 500 € and up to disqualification from the meeting (ii) 500 € and up to disqualification from the meeting
12.	Any part of the race jacket/front fork cover, covered by any object (when supplied), on practice day or race day.	500 € and up to disqualification from the meeting
13.	Helmet covers or helmet colours not conforming to article 70.5.2 TRA and diagram of helmet colours):	(i) <u>First offence</u> : 600 € (ii) <u>Second offence</u> : disqualification from the meeting
14.	Not using the environmental mat during practice, racing or in the Parc Fermé	100 € per mat
15.	Any inappropriate conduct: (i) With words or signs, (ii) With violence. (iii) Refusal for taking part in one or more scheduled additional heats (run off).	(i) 160 € (ii) 500 € (iii) 800 €

All other offences to the rules will be penalised according to the FIM Europe Disciplinary and Arbitration Code.

Any FMN withdrawing a Rider/Pair/Team/Sidecar team – following publication of the ‘Allocation of Riders’ spreadsheet, or prior to the staging of any Championship or Cup competition – may be penalised by the FIME Management Council, based on a proposal made by the TRC.

NOTE 1: Riders are responsible for their mechanics and support teams.

NOTE 2: In accordance with the FIME Disciplinary and Arbitration Code (article 3.1.5), the fine must be paid via a bank transfer by the FMN of the penalised rider. Therefore, immediately after the completion of the meeting, the Jury President or the Jury President/Referee must inform the General Secretariat in Rome (in writing) of any fines imposed during the event. The collection/payment of the fine(s) will then be undertaken by the General Secretariat.

28 2024 HOMOLOGATED SPEEDWAY TYRES

*(NOT APPLICABLE FOR
European 85cc Youth Speedway Cup)*

Please refer to the FIM Technical Rules for a current list of FIM homologated (approved) tyres

29 2024 APPROVED DIRT DEFLECTORS FOR SPEEDWAY, GRASS TRACK AND LONG TRACK

(NOT APPLICABLE FOR European 85cc Youth Speedway Cup and European 125cc Youth Track Racing Cup)

Please refer to the FIM Technical Rules for a current list of FIM homologated (approved) Dirt Deflectors.

30 2024 SILENCERS

Please refer to the FIM Technical Rules for a current list of FIM homologated (approved) silencers.

31 RIDERS' REMUNERATION

31.1 Travel Expenses

Travelling expenses are included in the scale of expense reimbursement for each FIM Europe Championship and Cup event. Agreements between FMN's – Organisers are allowed to reimburse airfares or other expenses subject to agreement between FMN's and the promoter involved.

31.2 Hotel Accommodation

Organisers will not pay for accommodation for the riders.

Information regarding reservation and eventual payment of the hotel accommodation must be sent to the riders (or to the FMN of a Team or a Pair).

31.3 Expenses Reimbursement

All amounts indicated on the reimbursement scales for the various FIM Europe championship events are shown in Euro's (€) and are net amounts. All amounts MUST be paid to the riders in Euros.

If the expenses reimbursement is NOT going to be paid on the day of the event by the organiser, then this must be clearly stated in the SR's, together with confirmation as to how the reimbursement will be paid (e.g. bank transfer or similar).

Should a FIM Europe championship event have to be cancelled (following a decision by the FIM Europe Jury), and the event cannot be restaged either due to extreme weather conditions or force majeure, then the organising club must pay 50% of the events total prize fund shared equally amongst the competitors.

31.4 Scale of Expenses Reimbursement

31.4.1 INDIVIDUAL SPEEDWAY EURO CHAMPIONSHIP

Finishing Position	Qualifying Rounds	Euro Championship Challenge (ECC)
1 st	820	1170
2 nd	710	950
3 rd	660	830
4 th	600	780
5 th	550	730
6 th	510	700
7 th	440	670
8 th	410	620
9 th	360	450
10 th	360	450
11 th	330	420
12 th	330	420

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Finishing Position	Qualifying Rounds	Euro Championship Challenge (ECC)
13 th	300	400
14 th	300	400
15 th	280	340
16 th	280	340
17 th	280	340
18 th	280	340
Total	7.800	10.350

31.4.2 SEC Final Series

Finishing Position	Final
1st	5,000
2nd	4,500
3rd	4,200
4th	3,600
5th	2,700
6th	2,600
7th	2,500
8th	2,400
9th	2,300
10th	2,200
11th	2,100
12th	2,000
13th	1,900
14th	1,800
15th	1,600
16th	1,400
17th	300
18th	300
Total:	43,400

Final details regarding the payment of rider's expenses reimbursement will be confirmed and included in the SEC Entry Form document which must be acknowledged by each participant.

31.4.3 EUROPEAN UNDER 19 PAIRS SPEEDWAY CHAMPIONSHIP

'Seven Pairs'

Finishing Position	Final
1 st	530
2 nd	490
3 rd	440
4 th	410
5 th	390
6 th	370
7 th	320
Total	2950

31.4.4 EUROPEAN TEAM SPEEDWAY CHAMPIONSHIP

Finishing Position	Final A and B	Grand Final
1 st	5.000	24.000
2 nd	4.000	19.000
3 rd	3.000	15.000
4 th	3.000	12.000
Total:	15.000	70.000

(continued over the page)

31.4.5 EUROPEAN UNDER 19 INDIVIDUAL SPEEDWAY CHAMPIONSHIP

Finishing Position	Qualifying Rounds or Semi Finals	Final
1 st	350	500
2 nd	300	440
3 rd	250	400
4 th	220	320
5 th	220	320
6 th	220	320
7 th	200	300
8 th	200	300
9 th	200	300
10 th	200	300
11 th	200	300
12 th	200	300
13 th	200	300
14 th	200	300
15 th	200	300
16 th	200	300
17 th	70	150
18 th	70	150
Total:	3,700	5,600

31.4.6 EUROPEAN PAIRS SPEEDWAY CHAMPIONSHIP

Finishing Position	Semi Final or Qualifying Round	Final
1 st	2000	3200
2 nd	1750	2500
3 rd	1500	2100
4 th	1250	1500
5 th	1100	1400
6 th	1000	1200
7 th	900	1100
Total:	9,500	13,000

(continued over the page)

31.4.7 EUROPEAN UNDER 23 TEAM SPEEDWAY CHAMPIONSHIP

Finishing Position	Semi-Final or Qualifying Round	Final
1 st	2200	3000
2 nd	1900	2500
3 rd	1500	2000
4 th	1200	1600
Total:	6,800	9,100

31.4.8 EUROPEAN INDIVIDUAL GRASS TRACK CHAMPIONSHIP

Finishing Position	Semi-Final	Final
1 st	1,280	1620
2 nd	1,140	1100
3 rd	990	970
4 th	790	910
5 th	670	870
6 th	630	840
7 th	540	780
8 th	500	550
9 th	460	500
10 th	420	500
11 th	390	470
12 th	370	470
13 th	360	440
14 th	360	440
15 th	350	410
16 th	300	410
17 th	300	360
18 th	–	360
19 th	–	360
20 th	–	360
Total:	9,850	12,720

31.4.9 EUROPEAN SIDECAR CHAMPIONSHIP

Finishing Position	Qualifying Round	Final
1 st	750	1040
2 nd	670	970
3 rd	600	910
4 th	560	840
5 th	470	780
6 th	450	620
7 th	400	540
8 th	380	510
9 th	370	490
10 th	360	470
11 th	360	470
12 th	350	460
13 th	340	430
14 th	340	430
Total:	6,400	8,960

31.4.10 EUROPEAN INDIVIDUAL ICE SPEEDWAY CHAMPIONSHIP

Finishing Position	One or Two-Day Final OR each Day of the 'Final' Series
1 st	1025
2 nd	850
3 rd	775
4 th	700
5 th	600
6 th	600
7 th	600
8 th	525
9 th	525
10 th	425
11 th	425
12 th	350

(continued over the page)

Finishing Position	One or Two-Day Final OR each Day of the 'Final' Series
13 th	350
14 th	350
15 th	350
16 th	350
17 th	350
18 th	350
Total:	9,500

31.4.11 EUROPEAN 85cc YOUTH SPEEDWAY CUP

No riders' expenses reimbursement will be paid to the competitors.

31.4.12 YOUTH SPEEDWAY AND 'PAIRS' SPEEDWAY CHAMPIONSHIPS EUROPEAN 250cc

No riders' expenses reimbursement will be paid to the competitors.

31.4.13 EUROPEAN 125cc YOUTH TRACK RACING CUP

No riders' expenses reimbursement will be paid to the competitors.

32 APPENDIX 1 – SIDECAR (500cc) TECHNICAL SPECIFICATION

The following technical information was previously detailed in the FIM Technical Rules. However as 500cc Sidecar's only complete in an FIM European championship, the rules below were removed from the FIM Technical Rules (January 2024) and are now contained in this appendix. However there are some rules which are still contained within the FIM Technical Rules that will need to be referenced (e.g. capacity, use of titanium, exhaust systems, control leavers, throttle controls, ignition cut out switches, foot rests, mudguards etc), together with the information contained in this appendix.

32.1 Weight:

The minimum weight for Track Racing 500cc Sidecars = 115kg (unladen)

32.2 Wheels, Rims And Tyres For Track Racing Sidecars:

Front Wheel: Minimum rim diameter: 18"

Minimum diameter wheel spindle: 15 mm solid steel shaft permitted only.

Minimum diameter spokes: 3.5 mm M4, steel construction.

Spoke lacing must cross twice.

32.2.1 Rear Wheel:

Min rim diameter: 19". Max rim diameter: 22"

Minimum diameter wheel spindle: 17 mm, solid steel shaft permitted only.

**Minimum diameter of spokes: 4mm, M4, steel construction
Spoke lacing must cross twice.**

Maximum tyre width:100mm.

A suitable guard must be fitted to protect the area where the rear chain enters onto the rear wheel sprocket.

32.2.2 Sidecar Wheel:

Minimum rim diameter: 16"

Minimum diameter wheel spindle: 25 mm tempered steel shaft permitted only.

Minimum diameter spokes: 4 mm, M4 steel construction.

Spoke lacing must cross twice.

Spindle sleeves must be secured by supplementary self-locking nuts, e.g. Nylock or castle nuts with split pins.

The minimum width between the wire spoke flanges at the hub must be 75 mm (refer to diagram 1).

The spoke holes must be countersunk on both sides. Plastic hubs re forbidden.

NOTE: There is no restriction for the size or type of the front or Sidecar tyres. However, the tyre tread pattern must remain as designed by the manufacturer.

32.3 Sidecar Construction:

32.3.1 General

The Sidecar must be fixed to the motorcycle in at least three points if it is not an integral part of the chassis. Hinged/pivoted Sidecars are strictly forbidden.

The angle of inclination of the motorcycle chassis, with respect to the vertical line to the ground, must not exceed 15 degrees, and the Sidecar wheel must not exceed 30 degrees (refer to diagram 3).

The minimum dimensions of a Sidecar available for passenger accommodation are: length:1000 mm and width: 400 mm minimum.

There must be no movement on any part of the Sidecar fixing points. If the angle of the inclination is changeable, it must be locked in such a way that it is completely secured and not just clamped in position.

The fuel tank and oil tank must be securely mounted and positioned behind the steering head.

The outside Sidecar wheel shall be provided with a protective horizontal tube (minimum tube diameter: 22 mm), fixed at the same height as the Sidecar spindle. No component shall protrude beyond this protective tube.

32.3.2 Drive:

The drive shall be transmitted to the ground only through the rear wheel of the motorcycle.

32.3.3 Wheel Spindles and Headstock Bolts:

These fixtures must be of a solid construction and NOT drilled or lightened. They must be fitted with either a self-locking nut or split pin to.

32.3.4 Rear Wheel and Sidecar Wheel Offset:

The distance between the tracks left by the centre lines of the rear motorcycle wheel and the Sidecar wheel must be at least 800 mm and must not exceed 1100 mm.

32.3.5 Wheel Displacement:

To reduce the torque in the steering, a maximum displacement of 75mm is permitted between the front wheel and the rear wheel.

32.3.6 Handlebars:

Handlebars must be firmly secured to the forks. They must be at a height above the mid-point of the seat. The motorcycle must have a steering head which must be fitted like the handlebar and must not be attached to the unsuspended part of the front wheel suspension.

32.3.7 Front Forks:

The front forks of the motorcycle must be securely fitted to the headstock using a headstock spindle of minimum 14mm diameter.

32.3.8 Steering:

The steering of the front wheel must be via 'leading link' front forks, with the wheel supported equally each side (long or short leading link type).

All other types of front wheel steering and suspension are forbidden.

32.3.9 Engine Position:

The position of the engine is optional, except that it must be positioned in front of the rear wheel. The centre line of the engine corresponds to the crankshaft axis (for longitudinal engines) and to the centre of line of the cylinder block (for transverse engines)

The centre line of the engine shall not exceed more than 160 mm beyond the centre line of the rear wheel of the motorcycle.

If the engine and gearbox are mounted on plates, the minimum thickness of the albased alloy engine plates must be 8 mm.

32.3.10 Exhaust System:

The exhaust system must not extend beyond the outer circumference of the rear tyre and must not end before the centre of the rear wheel spindle.

The motorcycle exhaust system must be securely fixed at four points – the point of fixture at the cylinder head is considered as one point.

The silencer must be fitted to the frame with at least one fixing (refer to diagram 3).

Additionally a second flexible fixing must be fitted from the first third of the silencer to the frame. This second flexible fixing should be a steel cable of at least 3mm diameter or a strong steel spring.

The silencer must be of a type that is currently listed within the FIM Technical rules.

The silencer must be fitted with a suitable heat shield.

32.3.11 Carburettor:

The diameter of the motorcycle's carburettor will be a maximum of 38 mm (refer to diagram 4).

32.3.12 Riders Seat Height:

The minimum height of the rider's seat shall be 400mm, measured from the ground of the motorcycle in a fully laden (e.g. with rider and passenger) position.

32.3.13 Ground Clearance:

The minimum ground clearance at the front edge of the Sidecar platform is 150 mm. The ground clearance of a fully laden Sidecar (with rider and passenger) must not be less than 100 mm at any point.

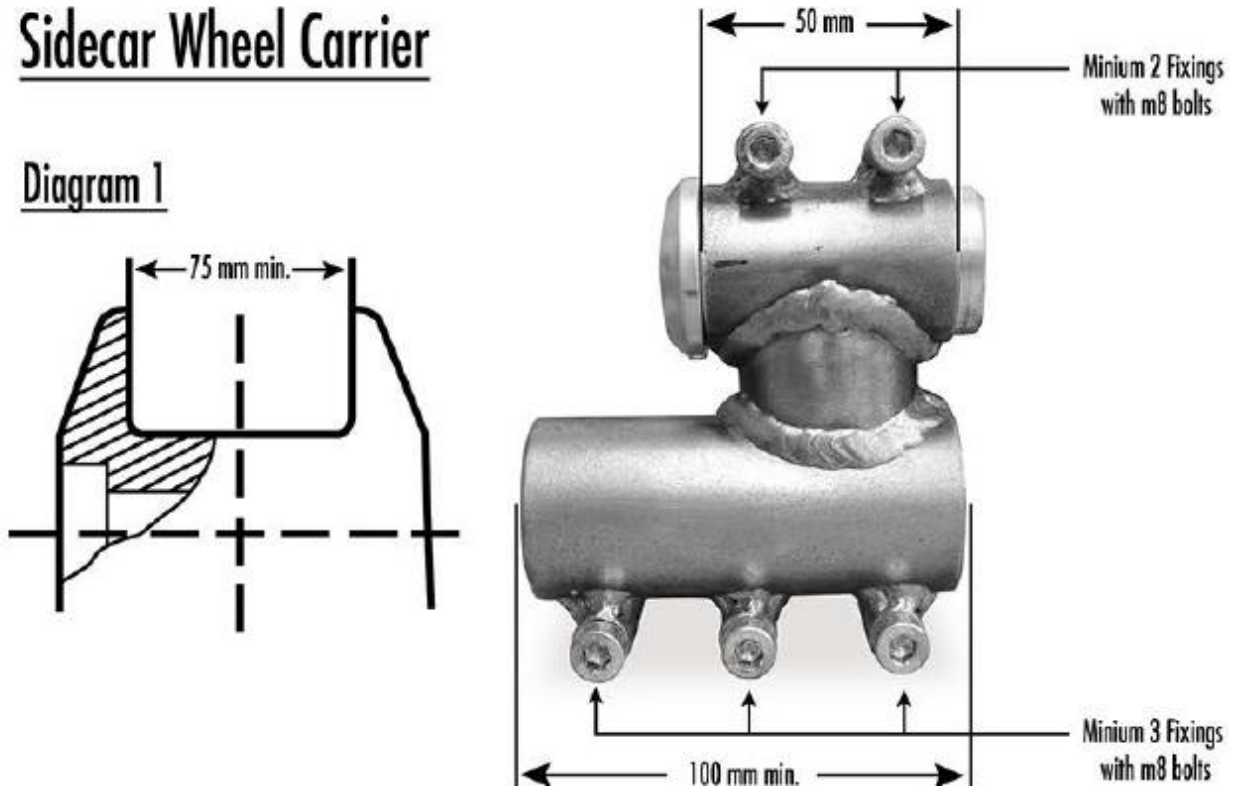
32.3.14 Wheel Protection:

The rear wheel and Sidecar wheel must be covered or protected with a solid material, ensuring that any fixings do not become loose or come apart during racing.

32.4 Technical Diagrams

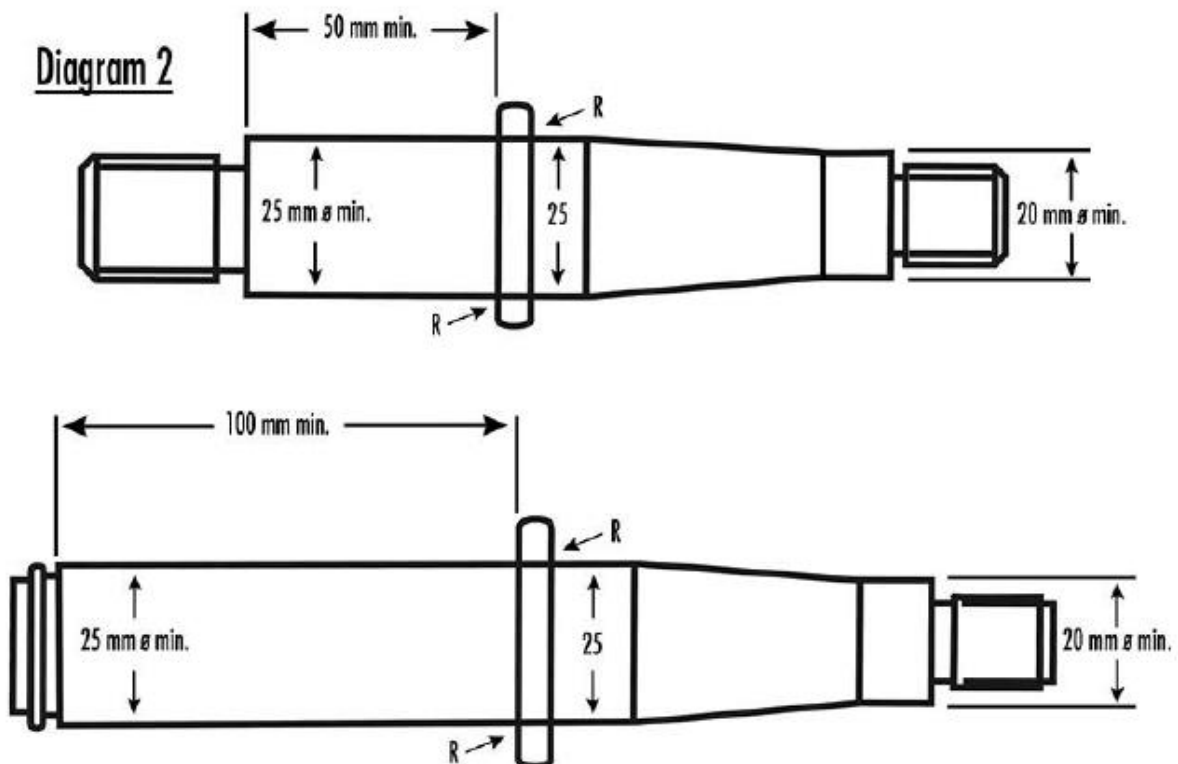
Sidecar Wheel Carrier

Diagram 1



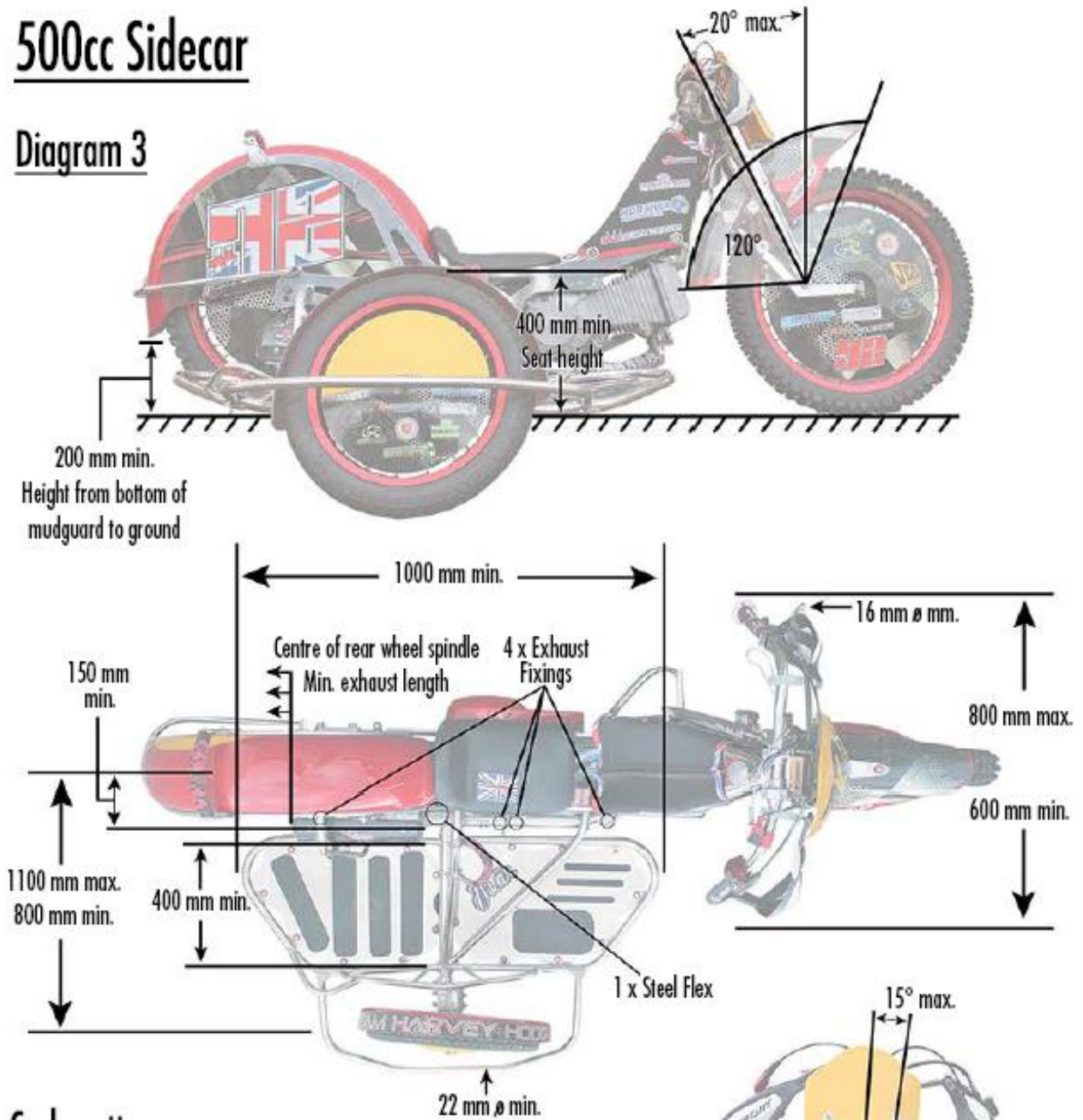
Sidecar Wheel Spindle

Diagram 2



500cc Sidecar

Diagram 3



Carburettor

Diagram 4

