

**FIM EUROPE TRACK RACING  
COMMISSION**

# 2020 Track Racing Rules

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**4<sup>th</sup> September 2020**

**FOR**  
**EUROPEAN SIDECAR**  
**CHAMPIONSHIP FINAL**



NOTE: Any wording that appears in **bold text** denotes either a new clause or rule, OR and amendment/change from the previous year's rule

## 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 meeting.

- ~~— Qualifying Round: six outfits and two substitute outfits will qualify to the Final~~
- Final: **twelve** 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 **in addition to the two track reserves**.

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

From the 1<sup>st</sup> January 2018, 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

From 2017, 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.

### 19.3 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~~ **Final**.

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

### 19.4 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 (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 section 70.5.1 Race Jackets

## 19.5 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 FIME championship practice. If practice is planned on the same day as the meeting, then it must be scheduled a minimum of four 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.

## 19.6 Race Format

### 19.6.1 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.

*(Continued over the page)*

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 11<sup>th</sup> and 12<sup>th</sup> (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 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>
B	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>
A	1 <sup>st</sup>	2 <sup>nd</sup>	1 <sup>st</sup> from B Final	2 <sup>nd</sup> from B Final

A **riders gate positions 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 2<sup>nd</sup> highest scorer has the second choice and so on. Sidecar teams placed 1<sup>st</sup> and 2<sup>nd</sup> in the B Final will have the 3<sup>rd</sup> and 4<sup>th</sup> 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 taking into account 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 <sup>st</sup>	1 <sup>st</sup>
	2 <sup>nd</sup>	2 <sup>nd</sup>
	3 <sup>rd</sup>	3 <sup>rd</sup>
	4 <sup>th</sup>	4 <sup>th</sup>
B	3 <sup>rd</sup>	5 <sup>th</sup>
	4 <sup>th</sup>	6 <sup>th</sup>
C	1 <sup>st</sup>	7 <sup>th</sup>
	2 <sup>nd</sup>	8 <sup>th</sup>
	3 <sup>rd</sup>	9 <sup>th</sup>
	4 <sup>th</sup>	10 <sup>th</sup>
11 <sup>th</sup> after all points scored following the Qualifying Heats		
12 <sup>th</sup> after all points scored following the Qualifying Heats		

The finishing order of places 1<sup>st</sup> to 4<sup>th</sup> 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 5<sup>th</sup> to 10<sup>th</sup> 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 particular 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 riders position as identified in the ‘Intermediate Classification’ (following Heat 12).

### 19.6.2 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 & White <i>(outside)</i>
Heat No	Sidecar Teams Starting Numbers					
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 11<sup>th</sup> and 12<sup>th</sup> (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 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>
A	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	1 <sup>st</sup> from B Final	2 <sup>nd</sup> from B Final

A **Riders** 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 2<sup>nd</sup> highest scorer will have the second choice and so on.

Sidecar teams placed 1<sup>st</sup> and 2<sup>nd</sup> in the B Final will have the 5<sup>th</sup> and 6<sup>th</sup> 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 <sup>st</sup>	1 <sup>st</sup>
	2 <sup>nd</sup>	2 <sup>nd</sup>
	3 <sup>rd</sup>	3 <sup>rd</sup>
	4 <sup>th</sup>	4 <sup>th</sup>
	5 <sup>th</sup>	5 <sup>th</sup>
	6 <sup>th</sup>	6 <sup>th</sup>
B	3 <sup>rd</sup>	7 <sup>th</sup>
	4 <sup>th</sup>	8 <sup>th</sup>
	5 <sup>th</sup>	9 <sup>th</sup>
	6 <sup>th</sup>	10 <sup>th</sup>
11 <sup>th</sup> after all points scored following the Qualifying Heats		
12 <sup>th</sup> after all points scored following the Qualifying Heats		

The finishing order of places 1<sup>st</sup> to 6<sup>th</sup> 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 7<sup>th</sup> to 10<sup>th</sup> 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 particular 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 riders 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 meeting 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 the section entitled 'Ties' further within these rules.



## 23 TIES

### 23.1 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 most number of 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup> or 6<sup>th</sup> 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)).

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.

## 24 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 and are as follows:

1.	Arriving after the start of the first heat.	250 € PLUS exclusion from the meeting
2.	Arriving after the signing-on time stated in the SR's.	150 €
3.	Unfair behaviour (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 €
4.	Absence without having advised the organisers in writing (either by email or letter) or absence after having advised the organisers in writing (email or letter) but for a reason not accepted by either the FIM Europe Jury or the FIM Europe Track Racing Commission.	300 €
5.	Absence or late arrival at the prize-giving ceremony.	200 €
6.	Absence or late arrival at the pre event parade.	200 €
7.	Absence or late arrival at the press conference.	200 €
8.	Absence or late arrival at the Riders' or Team Managers briefing.	200 €
9.	Absence of motorcycle or late arrival at machine examination.	200 €
10.	<b>Race jacket not in accordance with FIM specification (70.5.1)</b>	<b>200 €</b>
11.	<b>Race</b> jacket not worn during the race meeting, prize giving ceremony or press conference.	500 € PLUS exclusion from the meeting
12.	Any part of the <b>race</b> jacket covered by any object (1) on practice day or (2) on race day.	(1) 500 € (2) 500 €
13.	Not using the environmental mat during practice or racing.	100 € per mat
14.	Helmet covers or helmet colours not conforming to Art. 70.5.2 TRA and diagram of helmet colours):	First offence: 600 € Second offence: disqualification from the meeting

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

FMN's withdrawing a rider, a Pair, a team or a Sidecar team prior to a Championship event will be penalised by the FIM Europe General Secretariat.

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

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**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.**

**25 2020 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

**26 2020 APPROVED DIRT DEFLECTORS FOR SPEEDWAY, GRASS TRACK AND LONG TRACK** *(NOT APPLICABLE FOR European 85cc Youth Speedway Cup, European 250cc 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.

**27 2020 SILENCERS**

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

**28 RIDERS' REMUNERATION**

**28.1 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.

**28.2 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).

**28.3 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.

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.

## 28.4 Scale of Expenses Reimbursement

### 29.4.8 EUROPEAN SIDECAR CHAMPIONSHIP

***Please note that due to the Covid-19 situation in Germany, current legislation restricts the club to a maximum of 1000 people attending the event – this includes riders, passengers, mechanics, officials as well as spectators.***

***Due to this restriction, it has been identified that the club's income from paying spectators will be greatly reduced, and it has therefore been agreed with the FIME Track Racing Commission that the expenses reimbursement fund for this event will be decreased by approximately 26% – see revised amounts below***

Finishing Position	Final	<b>FINAL</b>
1 <sup>st</sup>	1040	<b>900</b>
2 <sup>nd</sup>	970	<b>800</b>
3 <sup>rd</sup>	910	<b>700</b>
4 <sup>th</sup>	840	<b>600</b>
5 <sup>th</sup>	780	<b>550</b>
6 <sup>th</sup>	620	<b>500</b>
7 <sup>th</sup>	540	<b>475</b>
8 <sup>th</sup>	510	<b>450</b>
9 <sup>th</sup>	490	<b>425</b>
10 <sup>th</sup>	470	<b>400</b>
11 <sup>th</sup>	470	<b>400</b>
12 <sup>th</sup>	460	<b>400</b>
13 <sup>th</sup>	430	<b>250</b>
14 <sup>th</sup>	430	<b>250</b>
Total:	8,960	<b>7100</b>

Amended 4.9.2020