FIM EUROPE TRACK RACING COMMISSION

2021
Track Racing Rules

21st April 2021

FOR

EUROPEAN TRACK RACING CHAMPIONSHIP AND CUP EVENTS

*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*

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AMENDMENTS	
'Final' - Dec 2021	Following an end of season review, various minor amendments completed including: U19 Individual and Team Speedway competitions upgraded from Cup to Championship events. U21 Individual Speedway championship competition discontinued, and U21 Team Speedway Championship amended to U23 – **all changes identified in bold text.**
15th April 2021	SEC QR and prize money for ECC, CMO recommended

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 meetings:

	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 Cup	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 meetings 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 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' meetings, 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 meeting (Semi Final, Qualifying Round and Final)

Once the entry form has been submitted the rider must participate in the meeting unless medically unfit which must be confirmed by a Medical Certificate. Only in this case the FMN of the rider can nominate another rider to the meeting (if it applies).

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 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 the 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.

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 25 'Fines'.

Substitute Riders

For all meetings of any FIME competition (except Team meetings), 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 the commencement of the meeting, the Starting List can be changed by the TRC Chairman, or Vice-Chairman, and 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) – if time allows.

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 meeting, 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 is classified in the overall result of this event).

1.4 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.

2. JURY SYSTEM

2.1 Jury Composition

The Jury consists of the following people**:** Qualifying Rounds and Semi Finals (except Individual SEC Meetings, Individual Grass Track Semi Finals and Sidecar Qualifying Rounds) – 2 people:

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

All Individual Speedway Euro Championship Meetings (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 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 a meeting 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 a meeting or during the practices.

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: 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.

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: office@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, 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, together with the official results, **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 lists 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 including 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 event 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 **2021**
FIM Europe Disciplinary and Arbitration Code **2021**
FIM Track Racing Technical Rules **2021**
FIM Medical Code **2021**
FIM Anti-Doping Code **2021**
FIM Environmental Code **2021**
FIM Track Racing Appendices **2021**
FIM Standards for Track Racing Circuits **2021**
FIM Code of Ethics **2021**

In addition to the rules mentioned above, the **2021** rules for European Track Racing Championships and Cup events for are also applicable.

All rules – as stated in the **2021** 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 Environmental 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 competition will be run according to the **2021** FIM Track Racing Appendices including any amendments included within this section.

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' meetings.

Due to the COVID 19 pandemia situation in Europe all Qualifying Rounds in 2021 are cancelled. Article 12.5 does not apply in 2021.

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

The Individual Speedway Euro Championship Bureau (ECB) is a special commission which will be responsible for controlling the organisation of the Individual Speedway Euro Championship Final series. The ECB will consist of five members – two members from the contractual FIM Europe Promoter, the SEC Race Director (as per item 12.8) when appointed and two members from FIM Europe Track Racing Commission. The ECB Chairman will be the Chairman of FIM Europe Track Racing Commission.

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 meetings. The FMNR of each Qualifying Round can nominate two substitutes to this event. The line-up of riders for the Final series meetings will be completed by nominated and Wild Card riders as stipulated in 12.9.

Due to the cancellation of the Qualifying Rounds in 2021 the ECB will nominate riders to the ECC. All Federations are entitled to propose riders (one name) before May 3rd, 2021.

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

12.3 Meeting Format

All SEC meetings 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 *(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

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, TRR Rule 24.1 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 meeting classification will be according to the points scored during the meeting.

For Qualifying Rounds and the ECC: the results will be decided after Heat 20.

For SEC Finals: 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.

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 entitled 'Ties' further within these rules (for the Finals please also refer to item 12.9.11)

Qualifying Rounds, ECC and Finals: If the meeting has to be cancelled 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 concluded) – will be confirmed as the final meeting result.

12.5 Qualifying Rounds

There will be four Qualifying Round meetings 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 the two 5th placed riders from Qualifying Round 1, Qualifying Round 2, Qualifying Round 3 or Qualifying Round 4, having scored the highest number of points.

If there is a tie-on points between these riders, then precedence will be given to the rider having the **greatest** number of 1st, 2nd, 3rd and 4th places (an "0" for last place being better than M-B-F-T-d-N). If the above solution still cannot identify the best two reserve riders, then a ballot will be used to determine the order.

If a rider is not able to take part in the ECC, he will be replaced by the next placed rider from his respective Qualifying Round if time allows.

If no FMNR rider has qualified to the ECC, the FMNR can nominate its own rider for this event. In this case, only the three best riders from Qualifying Round 4 will qualify to the ECC and the fourth rider of this Qualifying Round 4 will be the 1st reserve rider for the ECC. The second reserve rider will be the best of riders from the 5th places of Qualifying Round 1, Qualifying Round 2 or Qualifying Round 3 (in the case of a tie – see above).

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 meeting, then it must be scheduled a minimum of four hours 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.

The Race Director is a voting member of the ECB Commission

Within the ECB Commission, the Race Director will be invited to contribute with regard to any updates or improvements to either the SEC Regulations as well as the SEC Work Manual

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' meeting. All FMNs may propose suitable Wild Card riders. These proposals must be made in writing to the ECB email: ecb.trc@gmail.com no later than one month prior to the meeting.

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 meeting 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 meeting 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 meeting. 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 meeting 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 meeting 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 meetings, the first available Qualified Substitute rider (or riders) – according to their placing on the SEC 'Qualified Substitutes list' – will be elevated to that meeting, 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 <u>all the SEC Individual Final series meetings</u> he/she 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 meeting 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.

In the event that 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.

<u>This entry form confirms that the rider will compete in all the SEC Final series meetings of the year.</u>

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 item. 12.9.3, for Track Reserve riders, refer to item. 12.9.4 and for Qualified Substitute riders refer to item. 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 meetings 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/she 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.

The covering of any part of the riding number jacket in any way is not permitted.

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.

The rider is responsible for his/her riding number jackets, and the cost of any riding number jacket not returned will be charged to the rider and deducted from any prize money due to them.

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 ~~compulsory~~ recommended for all SEC Finals
- For SEC Finals, the SEC Bureau can permit the installation of additional equipment on the central infield (e.g. special TV camera lifting arm, additional advertising hoardings or a promotional car). This permission can be given only upon written request from the Promoter – which must be submitted to the SEC Bureau no later than 3 weeks prior to the event. Despite permission being granted, in the interest of safety, the Jury of the meeting has the right, to change or amend the location of any item of equipment or object, ask for additional protection or even order the removal of the item from the infield.

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 Meeting

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 meeting on the official restaging date, then the meeting 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 SR's 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 the item 12.4

In the situation of any ties in the classification after Heat 20, then refer to TRR 24.1 points 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 meeting will also be credited as European Championship points.

After each SEC 'Final' meeting, 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.

13. **ARTICLE DELETED** *(Was Under 19 Individual Speedway Cup)*

14. EUROPEAN UNDER **19** INDIVIDUAL SPEEDWAY **CHAMPIONSHIP**

14.1 General

The competition will be run according to the **2021** FIM Track Racing Appendices including any amendments included within this section.

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

- Qualifying Round1: Five riders and one substitute rider will qualify to the Final
- Qualifying Round 2: Five riders and one substitute rider will qualify to the Final
- Qualifying Round 3 ("Scandinavian"): six riders will qualify to the Final.

If no FMNR rider has qualified to the Final, then only five riders will qualify from Qualifying Round 3, and the FMNR can nominate its own rider for the Final. In case that the FMNR rider (qualified or nominated) cannot participate in the Final (due to injury), the FMNR can replace him with another rider.

14.2 Participants

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 Qualifying meetings.

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**.**

14.3 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.

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.

14.4 Race Format

All heats will consist of four laps.

The meetings 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

Ties – in the event of a tie, refer to the section entitled '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 U19 SPEEDWAY PAIRS **CHAMPIONSHIP**

15.1 General

Competitions for National Pairs: seven 'Pairs' will compete in the Final meeting.

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 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'.

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)

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 four 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.

A practice session with **one** start plus **one lap** must be provided for all riders.

15.5 Race Format

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.

The meetings are conducted according to the following schedule for 21 heats.

Race Format for ‘Seven Pairs’:

Helmet Colour	**Red** *(inside)*	**White**	**Blue**	**Yellow** *(outside)*
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
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 the section entitled ‘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:

- In a ‘Seven Pairs’ event, at least 14 heats have been completed, then the results after Heat 14, will be considered to be the final classification of the meeting.

16 EUROPEAN PAIRS SPEEDWAY CHAMPIONSHIP

16.1 General

Competitions for National Pairs: seven ‘Pairs’ will compete in each meeting.

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 meetings will be decided by the TRC according to the previous year 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 issued by the country of the FMN which nominated the ‘Pair’.

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) *ALTERNATIVE: No Pair G will compete in the Semi Finals*

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 meeting, then it must be scheduled a minimum of four 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

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.

The meetings are conducted according to the following schedule for 21 heats.

(Continued over the page)

Race Format for SEVEN ‘Pairs’:

Helmet Colour	Red *(inside)*	White	Blue	Yellow *(outside)*
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
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

(Continued over the page)

Alternative: Race Format for SIX ‘Pairs’:

Helmet Colour	Red *(inside)*	White	Blue	Yellow *(inside)*
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 the section entitled ‘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:

- In a seven Pairs event, at least 14 heats have been completed, then the results after Heat 14, will be considered to be the final classification of the meeting.
- In a six Pairs event, after the completion of either Heat 9 or 12 (according to the number of heats completed), then the results will be considered to be the final classification of the meeting.

17 EUROPEAN UNDER **23** TEAM SPEEDWAY CHAMPIONSHIP

17.1 General Competition for National Teams.

The competition will be run according to the **2021** FIM Track Racing Appendices including any amendments included within this section.

Teams from different nations will compete in each meeting. The participating teams are divided into two Semi Finals 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 one or both** of the Semi Finals, 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 a meeting of this championship is guaranteed a place for its national team to compete in that particular event.

The winning team of each Semi Final will qualify through to the Final, together with the team nominated by the TRC (the FMNR of the Final team).

The highest scoring team who finished in 2nd place at either of the Semi Finals, will also qualify through to the Final.

In case of a tie between these two teams, Rule 24.2.2 will apply.

If, in any of the Semi Finals there is a tie for the qualifying place to the Final, there will be a heat to resolve the tie – refer to item 24.2.

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 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 meeting, then it must be scheduled a minimum of four hours prior to the first heat.

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

If practice and the meeting 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.

(Continued over the page)

17.7 Race Format

Heat No	Gate 1 *(inside)*	Gate 2	Gate 3	Gate 4 *(outside)*
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	4th A	4th B	4th C	4th D
18	3rd B	3rd C	3rd D	3rd A
19	2nd C	2nd D	2nd A	2nd B
20	1st D	1st A	1st B	1st 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 of the same team 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 the section entitled 'Ties' further within these rules.

18 EUROPEAN INDIVIDUAL GRASS TRACK CHAMPIONSHIP

18.1 General

The competition will be run according to the **2021** FIM Track Racing Appendices including any amendments included within this section, however 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: eighteen riders, plus two substitute riders who will compete in each meeting.

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 section 70.5.1 Race Jackets

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 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 should allow 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

Each Semi Final and Final championship 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 *(inside)*	Blue	White	Yellow	Green	Black & White
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 these 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	11th	12th	13th	14th	15th	16th
Final B	5th	6th	7th	8th	9th	10th
Final A	1st	2nd	3rd	4th	1st B Final	2nd B Final

A riders 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 (this ideally being 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	1st	1st
	2nd	2nd
	3rd	3rd
	4th	4th
	5th	5th
	6th	6th
B	3rd	7th
	4th	8th
	5th	9th
	6th	10th
C	1st	11th
	2nd	12th
	3rd	13th
	4th	14th
	5th	15th
	6th	16th
17th after all points scored following the Qualifying Heats 18th 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 <u>any Final</u> are considered to have finished last in that particular 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 riders position as identified in the 'Intermediate Classification' (following Heat **12**).

The minimum number of heats for the results of the meeting 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 the section entitled '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 meeting.

- 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 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.

19.3 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.

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

The Sidecar 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

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 Schedul**e'**.

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 *(inside)*	Blue	White	Yellow *(outside)*
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	7th	8th	9th	10th
B	3rd	4th	5th	6th
A	1st	2nd	1st from B Final	2nd 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 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	1st	1st
	2nd	2nd
	3rd	3rd
	4th	4th
B	3rd	5th
	4th	6th
C	1st	7th
	2nd	8th
	3rd	9th
	4th	10th
11th after all points scored following the Qualifying Heats 12th 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 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 *(inside)*	Blue	White	Yellow	Green	Black &White *(outside)*
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 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	5th	6th	7th	8th	9th	10th
A	1st	2nd	3rd	4th	1st from B Final	2nd 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 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	1st	1st
	2nd	2nd
	3rd	3rd
	4th	4th
	5th	5th
	6th	6th
B	3rd	7th
	4th	8th
	5th	9th
	6th	10th
11th after all points scored following the Qualifying Heats 12th 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 <u>any Final</u> 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 (which ever 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.

20. EUROPEAN INDIVIDUAL ICE SPEEDWAY CHAMPIONSHIP

20.1 General

The competitions will be run according to the **2021** FIM Track Racing Appendices including any amendments included within this section.

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

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 to the meeting.

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 before racing.

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

20.4 Method of Running the Championship

21.4.1 Two Day Event

The championship consists of two consecutive racing days. Each day of the meeting is to be taken into consideration as a separate Final Round.

The starting numbers for the Final Round will be published before the Event. Each day will be run according the formula stipulated in Item 21.4.2: 20 Qualifying Heats + the 'Last Chance' Heat + the Final.

21.4.2 One Day Event

In case of a One Day Final (e.g. natural Ice Speedway tracks) the Final will be organised in a 22 Heat format: 20 Qualifying Heats + 'Last Chance' Heat + 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** *(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

(Continued over the page)

Qualifying Heats Table – the second day of a 'Two Day' event

Helmet Colour	Red *(inside)*	Blue	White	Yellow *(outside)*
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	1	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, item 24.1 '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'.

<u>No points will be awarded in Heat 21</u>.
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.

21.5 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 section entitled 'Ties' further within these rules.

If the meeting has to be cancelled 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 concluded) – will be confirmed as the final meeting result.

The Final classification for a 'Two Day' Final 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:

- 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) final classification will be awarded the higher position in the Final championship classification**.**

21. EUROPEAN 85cc YOUTH SPEEDWAY CUP

21.1 General

The competition will be run according to the **2021** FIM Track Racing Appendices including any amendments included within this section.

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

- Semi-Final 1: eight riders (max of four riders from the same FMN) and one substitute rider will qualify to the Final.
- Semi-Final 2: eight riders (max of four riders from the same FMN) 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 meeting.

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.

If the practice is planned on the same day as the meeting, 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 start (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 meetings are conducted according to the following schedule for 20 heats.

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
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

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

22. EUROPEAN 250cc YOUTH SPEEDWAY CUP

22.1 General

The competition is organised for Individual riders and will be run according to the **2021** FIM Track Racing Appendices including any amendments included within this section**.**

22.2 Participants

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

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

The two reserve rider's places in the Semi Finals will be allocated to the FMN 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 One Event Promosport licence or a Promosport license.

22.3 Practice

Practice is compulsory for the 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 meeting, then it must be scheduled a minimum of four 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 two practice starts (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,

22.4 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.

If no riders (representing the FMNR organising 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 meetings.

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

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

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

22.5 Track Layout

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

EUROPEAN 125cc YOUTH TRACK RACING CUP

23.1 General

The competition will be run according to the **2021** FIM Track Racing Appendices including any amendments included within this section:

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 24 riders according to the schedule described in Item 23.4.

The two reserve rider's places in the Final will be allocated to the FMN 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.

Practice will consist of two sessions per rider. 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 two practice starts (under the control of the Referee), followed by one lap.

A maximum of four riders will be allowed out to practice at the same time.

If the practice is planned on the same day as the event, then it must be scheduled a minimum of four 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

Motorcycles must be equipped with a single cylinder 4-stroke engine.

The cylinder capacity must be over 100 cc and up to 129 cc, without further tolerance. Maximum carburettor diameter; 29 mm. This measurement must be taken on the engine side from the carburettor. Fuel injection systems are forbidden.

Minimum weight: 60kg

Wheels, Rims, Tyres

- Rear – min 17''– max 22''
- Front – min 1" more than rear mounted wheel.
- Maximum width of the rear wheel tyre: 100 mm.

Only tyres that conform to the Track Racing profile (Trials Universal type pattern/ track tread) can be used.

Number plates: colours must follow the RAL colour table – white numbers (RAL 9010) on a green (RAL 6002) background.

If the event is run on a Speedway track, then the rules applicable to Speedway – e.g. 19'' maximum rear wheel size, two-minute time allowance, no requirement for number plates etc. – will apply.

However, in order to contain costs, silencer heat shields, homologated silencers, and close-fitting rear mudguards (35mm gap between the underside of the mudguard and the top of the rear tyre) are NOT compulsory.

Speedway frames, as well as Grass Track frames are allowed however, if a Grass Track frame is used in this championship (when the event is staged on a Speedway track), then the rear suspension MUST be removed and a solid piece of material (aluminium plate or similar) must be positioned in place of the rear suspension unit.

23.5 Race Format

Heats will consist of three laps.

The riders will be divided into two groups, twelve participants + one reserve in each, with starting numbers 1 – 13 for the first group and 21 – 33 for the second group.

There will be 24 'Qualifying Heats', 12 in each group, 4 starts for each rider according to the following heat table:

(continued over the page)

Helmet Colour	Red *(inside)*	Blue	White	Yellow *(outside)*
Heat No	**Riders' Starting Numbers**			
1	1	2	3	4
2	21	22	23	24
3	5	6	7	8
4	25	26	27	28
5	12	11	10	9
6	32	31	30	29
7	9	1	8	7
8	29	21	28	27
9	10	4	12	5
10	30	24	32	25
11	11	3	6	2
12	31	23	26	22
13	3	5	1	10
14	23	25	21	30
15	4	7	2	11
16	24	27	22	31
17	6	8	9	12
18	26	28	29	32
19	7	10	11	6
20	27	30	31	26
21	8	12	4	3
22	28	32	24	23
23	2	9	5	1
24	22	29	25	21
	Semi Final 1			
	Semi Final 2			
	B Final			
	A Final			

The reserve riders can replace riders in the respective group as stipulated in the Track Racing Appendices but cannot ride more than four times.

After the completion of the 'Qualifying Heats' there will be an 'Intermediate Classification' (for places 1st to 13th in each group separately) according to the total points scored by each rider during these Qualifying Heats.

The best four riders from each group will then participate in the Final Heats as per the following formula.
NOTE: no points will be awarded for any of the Final Heats.

Semi Final 1	1st and 3rd from Group 1 + 2nd and 4th from Group 2
Semi Final 2	1st and 3rd from Group 2 + 2nd and 4th from Group 1
B Final	3rd and 4th from Semi Final 1 + 3rd and 4th from Semi Final 2
A Final	1st and 2nd from Semi Final 1 + 1st and 2nd from Semi B Final

A ballot for the rider's gate positions must be arranged following 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

For the Semi Final Heats: the rider who qualified from the 1st position in his 'Group Final' will have the first choice of gate position; then the rider from the 2nd position has the second choice and so on.

For the Final Heats: the riders who have finished 1st in their Semi Final Heats (or 3rd in case of the B Final) will have first choice of gate position.
NOTE: The rider who finished in a higher position in his Group will have priority over the other Semi Final winner for the first choice of gate position.
If there is a tie between these riders, then the rider who scored more points in the Qualifying Heats will have the first choice of gate position.
If a tie still persists then the rider from Group 1 will have the first choice.

The overall position for places 9th to 26th in this European Cup event result will be decided by the position of the rider in the Intermediate Classification of his Group in the following way:

Riders on position 5th in Group One and Two = 9/10 position in the final classification.

Riders on position 6th in Group One and Two = 11/12 position in the final classification, and so on.

The finishing order of places 5th to 8th in this European Cup event result will be decided by the position of the riders in the B Final

The finishing order of places 1st to 4th in this European Cup event result will be decided by the position of the rider in the A Final.

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

Riders who cannot finish any Final due to 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 riders 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).

Reserve riders can participate in the 'Final Heats' if they have accumulated sufficient points to qualify into those heats.

Should the event have to be abandoned before the full programme of races has been completed, then each rider must have completed three heats before a final result can be declared.

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

24 TIES

24.1 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 as specified below.

Starting positions at the gate 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).

Should there be a tie between the first three places (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, there will be an additional heat (run-off) to resolve the tie.

When establishing the order between the riders in the list of intermediate or final results of all meetings (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.

24.2 Team Speedway

24.2.1 Additional Heat (Run Off)

In all Championship and Cup events, after the official programme of heats has been completed, should there be a tie between the first three places or for the last qualifying place or substitute position (to go forward to the next round), 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. If these criteria cannot solve the tie, then the final order will be balloted by the Jury President (if nominated) or the Referee.

24.2.2 Last Qualifying Place

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

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

24.2.2.2 If the Teams/Pairs participated in a different number of heats (due to one or both meetings 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.

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.

24.3 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.

24.4 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).

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.

25 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.	Race jacket not in accordance with FIM specification (70.5.1)	200 €
11.	**Race** jacket not worn during the race meeting, prize giving ceremony or press conference.	500 € PLUS exclusion from the meeting
12.	Any part of the **race** 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.

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.

(Continued over the page)

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.

26 **2021** 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

27 **2021** 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.

28 **2021** SILENCERS

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

29 RIDERS' REMUNERATION

29.1 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.

29.2 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).

29.3 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.

29.4 Scale of Expenses Reimbursement

29.4.1 INDIVIDUAL SPEEDWAY EURO CHAMPIONSHIP

Finishing Position	Qualifying Rounds (and ECC if without spectators)	Euro Championship Challenge (ECC)
1st	820	1170
2nd	710	950
3rd	660	830
4th	600	780
5th	550	730
6th	510	700
7th	440	670
8th	410	620
9th	360	450
10th	360	450
11th	330	420
12th	330	420
13th	300	400
14th	300	400
15th	280	340
16th	280	340
17th	280	340
18th	280	340
Total	7.800	10.350

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29.4.1.1 Final Series

Due to the uncertainty regarding the Coronavirus situation during 2021 (as at Dec 2020), at each of the 2021 Final events, the riders' expenses reimbursement will be dependent on the number (percentage) of spectators who will be permitted to enter the stadium. The expenses reimbursement will be paid according to the rider's position in the overall classification of each meeting as listed in the table below:

Finishing Position	0 to 25% Permissible spectators	50% Permissible spectators	100% Permissible spectators
1st	**2,500**	**3,250**	**5,000**
2nd	**2,250**	**2,925**	**4,500**
3rd	**2,100**	**2,730**	**4,200**
4th	**1,800**	**2,340**	**3,600**
5th	**1,350**	**1,755**	**2,700**
6th	**1,300**	**1,690**	**2,600**
7th	**1,250**	**1,625**	**2,500**
8th	**1,200**	**1,560**	**2,400**
9th	**1,150**	**1,495**	**2,300**
10th	**1,100**	**1,430**	**2,200**
11th	**1,050**	**1,365**	**2,100**
12th	**1,000**	**1,300**	**2,000**
13th	**950**	**1,235**	**1,900**
14th	**900**	**1,170**	**1,800**
15th	**800**	**1,040**	**1,600**
16th	**700**	**910**	**1,400**
17th	**300**	**300**	**300**
18th	**300**	**300**	**300**
Total:	**22,000**	**28,420**	**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.

29.4.2 EUROPEAN UNDER 19 PAIRS SPEEDWAY **CHAMPIONSHIP**

For 'Seven Pairs'

Finishing Position	Final
1st	**530**
2nd	**490**
3rd	**440**
4th	**410**
5th	**390**
6th	**370**
7th	**320**
Total	**2,950**

29.4.3 **ARTICLE DELETED** *(was Under 19 Individual Speedway Cup)*

29.4.4 EUROPEAN UNDER **19** INDIVIDUAL SPEEDWAY **CHAMPIONSHIP**

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

29.4.5 EUROPEAN PAIRS SPEEDWAY CHAMPIONSHIP

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

29.4.6 EUROPEAN UNDER **23** TEAM SPEEDWAY CHAMPIONSHIP

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

29.4.7 EUROPEAN INDIVIDUAL GRASS TRACK CHAMPIONSHIP

Finishing Position	Semi Final	Final
1st	1170	1620
2nd	1040	1100
3rd	910	970
4th	710	910
5th	620	870
6th	550	840
7th	490	780
8th	450	550
9th	420	500
10th	380	500
11th	370	470
12th	360	470
13th	340	440
14th	340	440
15th	310	410
16th	310	410
17th	280	360
18th	280	360
19th	260	360
20th	260	360
Total:	9,850	12,720

29.4.8 EUROPEAN SIDECAR CHAMPIONSHIP

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

29.4.9 EUROPEAN INDIVIDUAL ICE SPEEDWAY CHAMPIONSHIP

Finishing Position	One or Two Day Final
1st	1025
2nd	850
3rd	775
4th	700
5th	600
6th	600
7th	600
8th	525
9th	525
10th	425
11th	425
12th	350
13th	350
14th	350
15th	350
16th	350
17th	350
18th	350
Total:	9,500

29.4.10 EUROPEAN 85cc YOUTH SPEEDWAY CUP

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

29.4.11 EUROPEAN 250cc YOUTH SPEEDWAY CUP

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

29.4.12 EUROPEAN 125cc YOUTH TRACK RACING CUP

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

Amended 21st April 2021