



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

**FIM STANDARDS
FOR TRACK RACING CIRCUITS (STRC)**

2013

*NORMES DE PISTES FIM
POUR LES COURSES SUR PISTES (NPCP)*

**FIM Standards for
Track Racing Circuits
(STRC)**

***Normes de Pistes FIM pour les
Courses sur Pistes
(NPCP)***

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APPENDIX 079

FIM STANDARDS FOR TRACK RACING CIRCUITS (STRC)

079.1 GENERAL

The "FIM Standards for Track Racing Circuits" (STRC) determine the necessary standards for obtaining an FIM Track Racing licence.

The FIM Championships must be held on Track Racing circuits which are homologated by the FIM, as stipulated in the FIM Sporting Code under Art. 10.8.

079.2 INSPECTION AND HOMOLOGATION PROCEDURE

079.2.1 Request for a track inspection

Each FMN can apply for a track inspection by the FIM Administration. Every application for an FIM track inspection must be submitted together with an accurate plan-drawing of the track to the scale 1:500. This plan-drawing must also indicate the pits area, the changing room, the amenities and accommodation for the public, as well as all relevant dimensions and necessary information.

An accurate construction-drawing of the safety barrier to the scale 1:10 must also be submitted.

ONE EVENT TRACK

Inspection:

STRC shall be used as guideline for the inspection, however at all times safety for the competitor (and spectators) must be the priority consideration.

A pre-inspection of the venue must be held during the season preceding the that in which it is intended to stage the meeting (an absolute minimum of two months before the proposed event). Only in exceptional circumstances as agreed in advance, and in writing by the CCP will this stipulation be varied.

A complete track inspection **MUST** also be completed a minimum of two days before the proposed event. The persons present at the inspection **MUST** include the appointed CCP inspector, an FMN delegate, the track Owner and/or organiser. It is also recommended that one rider shall be present.

079.2.2 Homologation procedure

During the year, the FIM Administration will receive all documentation (track inspection reports, relevant remarks and conclusions contained in previous reports from the Jury Presidents and Referees) for all tracks hosting World Championship meetings.

The FIM Administration will examine the documentation and make the following recommendations to the CCP, concerning the tracks that have been proposed by the FMNs for the meetings of the following year:

- a) The track is in order, and there are no remarks concerning the organisation.
- b) The FMNR and the organisers must be advised about the improvements to be carried out, and must confirm in writing that they have been completed within the deadline set by the CCP.
- c) A re-inspection is requested for the track, or the FMNR is requested to change the venue to another track conforming to the standards.

A track inspector will be appointed by the CCP in order to control and possibly recommend a homologation for:

- a) Any track to be used for an FIM Championship for the first time, or where no current licence is in force.
- b) Existing tracks that have already been used for an FIM Championship, but have undergone substantially changes affecting the circuit or the safety installations.
- c) Existing tracks holding a valid licence, but where a serious accident has occurred due to the circuit, its safety installations or something else connected with the circuit.
- d) Any particular track following a request from the FIM Administration.

A track complying with all the recommendations and conditions of a final track inspection report will be homologated by the CCP and will receive an FIM track licence.

The licence is valid for 3 years.

In exceptional cases, an FIM track licence may be valid for only one or two years.

079.2.3 Persons necessary for a track inspection

The appointed CCP track inspector will be accompanied by the following persons:

- A qualified member of the FMNR
- A qualified representative of the owner of the track or the organising club
- A rider (this is highly recommended)

079.2.4 Expenses for a track inspection

The costs of the different track inspections are determined under Art. 7.6 of the FIM Financial Operating Guidelines.

079.2.5 Duties of the track inspector

At all inspections, the duty of the appointed track inspector is to examine all the installations and safety features and environmental elements at the circuit, and make recommendations, where required, to ensure that these, and the necessary services conform to the STRC and to the FIM Environmental Code.

The FIM Administration may ask for a second inspection if essential work or faults remain.

079.2.6 Track inspection report

The appointed track inspector must complete the track inspection report by computer and send it by e-mail to the FIM Administration and FMN concerned within a few days of the track inspection. The original signed document must be sent by mail afterwards. In the track inspection report, the track inspector clearly writes down his remarks and proposals with regard to the measures to be adopted or improvements to be made.

Once the inspection report has been sent, the FMN concerned has a maximum of three weeks to comment on the said report.

079.2.7 Allocation of an FIM World Championship

Each FMN which has been allocated an FIM Championship for the next year, must advise the FIM Administration of the venue(s) of the meeting(s) within the deadline stipulated by the CCP (1st August of the current year).

079.2.8 Liability

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

079.3 TRACK LAYOUT

079.3.1 General principles

The track must be on level ground and formed by two straights joined by two semi-circles.

079.3.2 Recommended dimensions

The dimensions of the track, as laid down, are recommendations which have to be followed as far as possible.

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

079.3.2.1 Length of the track

Measured 1 metre from the inside edge:

<u>Speedway tracks:</u>	From 260 m to 425 m
<u>Ice tracks:</u>	From 260 m to 425 m
<u>Long & Grass tracks:</u>	From 350 m to 1300 m
<u>80cc Speedway:</u>	From 120 m to 200 m
<u>125cc Grass Track:</u>	From 200 m to 800m
<u>250cc Speedway:</u>	From 200 m to 425m
<u>250cc Long Track:</u>	From 350 m to 800m
<u>1000cc TR Sidecar</u>	From 300 m to 700 m

Flat Track circuits:

<u>Short Track:</u>	From 120 m to 425 m
<u>Half Mile:</u>	From 426 m to 1100 m
<u>Mile:</u>	From 1101 m to 2000 m

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

079.3.2.2 Width of the track

The minimum width of the track shall be:

Straights:

Speedway tracks: 10 m

Ice tracks: 10 m

Long & Grass tracks: 12 m

80cc Speedway: 7 m

1000cc TR Sidecar:

Track up to 400 m 10 m

Track from 400 to 700m 12 m

Flat Track circuits:

Short Track: 10 m

Half Mile: 12 m

Mile: 12 m

Bends:

Speedway tracks: 14 m

Ice tracks: 11 m

Long & Grass tracks: **14 m**

80cc Speedway: 10 m

1000cc TR Sidecar:

Track up to 400 m 14 m

Track from 400 to 700m 14 m

Flat Track circuits:

Short Track: 14 m

Half Mile: 15 m

Mile: 15 m

079.3.3 Banking

Speedway, Long & Grass tracks:

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

079.3.4 Surfacing

For Speedway, Long & Grass tracks:

Asphalt, macadam, concrete or similar solid base ground is not permitted, unless special authorisation is given by the CCP.

The granulation of the material used for the top dressing must not exceed 7 mm. The depth of the dressing should not be less than 3 cm. In no circumstances should the granules be large enough to cause injury to the riders. The top dressing must not include toxic or other materials which could affect the health of the riders or be treated with salt, oil or any substances which could corrode or damage in any other way the components of racing motorcycles.

Speedway tracks:

The top surface must be granite, shale, brick granules or similar unbound material rolled in on the base ground.

Ice tracks:

The top surface must be ice with a minimum thickness of 10 cm.

Long tracks:

The top surface must be sand, shale, **granite, brick granules** or similar unbound material rolled in on the base ground.

Grass tracks:

The top surface must be firm, level turf. Only minor undulations are permitted.

079.3.5 Maintenance

Speedway, Long & Grass tracks:

The track should be properly watered down in ample time before the meeting to ensure satisfactory racing and to protect the public and the riders from dust. Water must also be available to control dust during the racing.

To preserve the evenness of the top dressing, it should be graded as necessary between heats. Graders should be constructed so that they replace the top dressing on the inside area of the track from the outside where it has been thrown during racing.

Ice tracks:

To remove loose ice, the surface must be scraped or brushed as necessary, but at least after every four races. The loose ice shall be removed from the surface of the track so that the edge marking remains clearly visible to the riders and the Referee. For this purpose power-driven scrapers or brushes must be provided.

079.3.6 Track requirements and equipment

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

079.4 PROTECTIVE DEVICES AND BARRIERS

The use of FIM homologated APDs is compulsory at all FIM Speedway **and Long Track (NB: for Long Track recommended in 2013 and compulsory in 2014)** World Championship meetings (500cc) except in the following circumstances:

For speedway **and Long Track** tracks with a significant “run-off” safety zone, the requirement for the use of an approved APD may be relaxed at the sole discretion of the CCP after full consideration of the remarks and report from the appointed FIM Track Inspector.

079.4.1 Safety barriers for natural and artificial Ice tracks

The track must be surrounded by up to 3 barriers:

Barrier 1

A spectator barrier must be provided, at least 2 m high, prohibiting public access to the neutral zone. The stanchions must not protrude above the top of the barrier and all sharp edges must be covered. This barrier may be dispensed with if the distance from the bends to the public zone is large enough, as shown in the track inspection report.

Barrier 2

A barrier at least 1.2 m high, and (+/-) 1.5 m wide, made of snow or formed by bales must be erected in front of barrier 1. Bales (straw or plastic material) must be suitably covered and retained in place by a rope type system that will allow them to give slightly under impact.

Barrier 3

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

079.4.1.2

For an Ice Track that is contained within the confines of an FIM homologated safety fence for traditional speedway racing:

Barrier 1

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

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

Barrier 1A - The homologated speedway fence 1.2 m high and a minimum of 2 m distance from Barrier 1

In the bends:

Barrier 2 approx. 1 m from Speedway fence

A barrier at least 1.2 m high, and (+/-) 1.5 m wide, made of snow or formed by bales of an agreed material (i.e. straw or plastic) must be erected in front of barrier 1A.

Bales (straw or plastic material) must be suitably covered and retained in place by a rope type system or similar that will allow them to give slightly to absorb energy under impact.

This row of bales must commence immediately on entry and continue throughout the entire bend and into the following straight for a distance of approximately 2 metres.

An appropriate safety fence board (or similar item of agreed material) must be overlaid and suitably secured starting from the speedway safety fence and concluding at the outer edge of the first bale (in the direction of racing) so as to form an uninterrupted smooth line into the bends.

Barrier 3

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

079.4.2 Safety barriers for Speedway, Long & Grass tracks

A safety fence must be constructed to prevent damage or injury to a rider, an official, a spectator or any other person.

A vertical safety fence must surround the track and be of a minimum height of 1.2 m.

A shock absorbing type of fence is recommended.

The safety fence can be constructed with wooden planks, board material, plastics, rubber, wire-mesh or other protective approved material. However it must be constructed in order to absorb kinetic energy if a rider crashes into it.

079.4.3 Wooden fence

A fence built with wooden planks must be a minimum of 20 mm and a maximum of 25 mm in thickness. A fence built with plywood board or laminated wood must be a minimum of 16 mm and a maximum of 25 mm in thickness. It should be properly proofed against rot or other deterioration. If wooden planks are used, they must be erected vertically.

The fence must be supported on the outside by suitable stanchions, which are firmly fixed in the ground. The stanchions must not protrude above the top of the fence.

The inside surface of the whole fence must be painted in order to contrast clearly with the colour of the track surface.

Throughout its entire length, the top of a wooden fence or any other approved board material must be equipped with a securely fixed, smooth, rounded cap.

079.4.4 Wire mesh fence

If the fence is a wire-mesh construction, the wire must be made in steel and have a minimum diameter of 2,5 mm. The width between the mesh must not exceed 50 mm. The wire mesh must be carried on the outside by suitable stanchions, which are firmly fixed in the ground. The stanchions must not protrude above the top of the mesh. An exception is the suspended wire-mesh fence.

Each stanchion must be equipped with one or more coil springs to which the wire mesh is attached. Alternatively, polystyrene, phenol-formaldehyde foam or similar approved crushable material, which will compress and absorb kinetic energy on impact, may be employed instead of springs. Such material must extend the full exposed length of each stanchion.

The mesh must be supported by three horizontal strain wires of a minimum diameter of 6 mm.

The upper wire must be located at the top of the mesh, and second wire approximately 50 cm from the top. The third wire must be located at the bottom. The wires must be securely attached to the stanchions and must go through the net at the top and the bottom of the net at the full length of the wires and not mounted with plastic cable ties. Strain wires must be kept taut at all times.

For wire-mesh fences, the capping must be made of strong canvas, rubber, plastic or similar flexible material and extend at least 5 cm down both sides of the mesh. The capping must be securely fastened.

Inside the net, it is recommended to have a cover in suitable material overlapping the top of the fence and reaching down under the kick-board.

079.4.5 Safety barriers on temporary tracks

Alternatives to the wood or wire mesh fence, where authorised, are described below:

Alternative I

Straw bales of at least 80 cm in height are placed side by side without spacing around the track. The bales are secured in position by roping or like manner to ensure that they cannot be knocked onto the track. Outside the bales a catching net of a wire mesh construction, not less than 1 m in height, is erected at a distance of not less than 3 m. If space permits, the widths of the neutral zone should be substantially wider than the minimum specified, or an additional neutral zone should be provided.

Alternative II

The outer edge of the track is marked by a continuous white line or by very small flags and, outside this outer edge, there will be a run-off zone. The width of this run-off zone must be at least 1% of the track length but not less than 4 m.

- a) If these conditions are met, the safety fence may be 1,10 m high and without a kick board. Outside, and adjacent to the safety fence, there must be a neutral zone with a suitable barrier to deny access to the zone by the public. The width of the neutral zone must be a minimum of 2 m when the run-off zone is between 4 m and 6 m in width and 1 m in width when the run-off zone is over 6 m in width.
- b) The run-off zone is surrounded by rope-and-stake wrecking fences, two on the straights and three on the bends, with neutral zones between them; the height of the wrecking rope from the ground should be approximately 75 cm; the width of the neutral zone on the straights should be not less than 2 m, and of the neutral zones on the bends not less than 3 m.

For sidecar racing, there should be four wrecking fences on the bends.

At 3 m from the outside of the outer wrecking fence, a wire mesh barrier should be provided in order to deny access of the public to the neutral zones.

Obstacles, except those that are necessary for the organisation of the meeting, are not permitted in neutral zones.

079.4.6 Additional Protective Devices

Additional Protective Devices (APD) requires an official homologation pursuant to the standards, procedures and specifications for the CCP/FIM Test for APD.

The Homologation is valid only for the tested model/product. New models/products must undergo and obtain a new homologation in accordance with the relevant tests.

If an APD is used permanently or temporarily, it must be erected against a secondary fence on the bends and first part of the two straights only. The secondary fence must be approved by the FIM. There should be no free space between the APD and the secondary fence.

The height of the APD shall not be less than 1.2 m. The APD must be solidly connected to the top and, as solidly as possible, to the bottom of the secondary fence or to the ground in order to avoid a possible rising during impact.

The lower part of each APD must be equipped with a kick board approximately 30 cm high according to Art. 079.4.7.

If constructed by the means of modules, these shall be solidly attached and a flap, overlapping and connected to the next module in the direction of racing, has to be provided at the end of each module. The same applies for the kick board.

All the materials composing the APD must be fire resistant.

Contingency ADP must be available in order to be able to quickly replace a punctured or damaged unit.

The co-ordinates of the manufacturers and distributors of homologated Additional Protective Devices are listed in Appendix A – **The updated list is available on the FIM official website www.FIM-LIVE.com.**

www.fim-live.com/en/partners/products-certification/additional-protective-device/

The following Track Racing Additional Protective Devices are homologated (see manufacturers' and/or distributors' co-ordinates in Appendix A **and the updated list is available on the FIM official website www.FIM-LIVE.com**):

Type A (Long Track, Grass Track and Speedway)

- Tony Briggs "No Pain Barrier", "Catching Air", "Air Net"
- ADMAR Speedway Air Barrier"
- SIDIJK BV "Sidijk Impact Protection System" (20 metres long) and **Sidijk Impact Protection System 2.0**

Type B (Speedway)

- **Champion Products Ltd "T.P.B.S" and "TIBS"**

After five seasons of use from the original date of installation FIM Approved APDs shall be re- inspected by an FIM appointed inspector and certified as "fit for purpose" to allow their continued use for a maximum either one or two further seasons depending on their condition.

After a maximum seven seasons of use, the APD depending on the result of the inspection will need to be either fully or partially replaced.

If the APDs sections are partially replaced then it must be in conjunction with Art 079.04 (dangerous parts of the fence) to ensure that these areas are adequately covered with new modules of APD. The remaining replacements should be completed prior to the commencement of the following season.

An Inspection of an APD may be required by FIM at ANY time should there be adequate reason to consider that it is no longer "fit for purpose".

Where work is required to the APD to an acceptable standard the Track License of the circuit or circuits where the APD is in use will be considered suspended until the specified works have been completed.

APDs may be granted extended use in exceptional circumstances, (i.e. where they are only installed and used once or twice a year), following inspection by and the agreement of the FIM, the owner and manufacturer.

079.4.6.1 Homologation procedure of new Additional Protective Devices

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

Performance tests must be carried out in a laboratory by the applicant. The laboratory must have obtained the ISO17025 certification. The applicant must provide an official document attesting that the laboratory fulfils this request as well as a recent document certifying the calibration of the instruments. The CCP/ FIM has the right to appoint an inspector at these tests. Requests must be made to the FIM Administration at least 3 months before the tests are due to be carried out.

To obtain the homologation, the applicant must submit to the FIM Administration:

- Pictures of the module showing in detail the overlapping of the kick board and the flap connecting one module to the other
- The video recording of the tests performed in the laboratory
- Copies of the report of these tests
- The video recording of the fire resistance exercise approved by a recognised laboratory.

079.4.7 Kick board

The lower part of the safety fence must be equipped with a kick board, approximately 30 cm height. It must be constructed in such a manner that it will prevent damage to riders and equipment. At the same time it shall connect up the sections of the safety fence. For some type of fence the kick board may not be necessary. Special permission can only be given by the FIM/CCP Administration.

The sections of the kick board must be overlaid in the direction of racing and painted in order to contrast with the colour of the track surface. For temporary tracks, kick boards are not required on the safety barriers.

The use of a hard, rubber type compound is recommended for the construction of a kick board.

Note: The use of metal kickboard is not allowed.

079.4.8 Access gates

The number of access gates in the safety fence must be the minimum necessary for the efficient organisation of the meeting. Preferably, no gate should be located at any part of the track where riders may be expected to ride into the fence.

Gate stanchions must not be higher than the height of the fence, and be covered in an approved manner with crushable material. Hinges and locks must be fitted on the outside of the stanchions and gate frames (in relation to the track).

In any type of fence, the slot for the starting gate should not be wider than necessary for providing operating clearance. The slot must terminate at least 30 cm above the track surface, and the kick board must be continuous below the slot.

079.4.9 Neutral zone

Ice Racing Tracks:

The width of the neutral zone should not be less than 2 m in the straights and 3 m in the bends, with a suitable barrier (2 m high protective fence) to deny access to the zone by the public.

Flat Track Tracks:

The neutral zone will follow the regulations of the track racing discipline for which the circuit is traditionally licensed i.e. discipline Speedway, Long Track and Ice Racing.

Speedway tracks:

The width of the neutral zone should not be less than 2 m, with a suitable barrier to deny access to the zone by the public.

Long & Grass tracks:

The width of the neutral zone should not be less than 2 m in the straights and 3 m in the bends, with a suitable barrier to deny access to the zone by the public.

Temporary tracks: (except for Ice Racing tracks)

There must be a neutral zone on the outside of the safety fence or barrier. This neutral zone must be at least 2 m in width on the straights and 3 m in width in the bends, with a suitable barrier to deny access to the zone by the public.

Obstacles, are not permitted unless necessary to serve the organisation of the meeting. Any lighting posts or other obstacles that could cause damage or injury situated in the neutral zone, within 2 or 3 m minimum distance from the fence must be adequately covered with straw bales or cushioning material at least 60 cm in width and 2 m in height towards the direction of racing.

079.5 MARKING

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

079.5.1 Marking of the outer edge

If there is no safety fence on the outer-edge of the track, the outer-edge must be marked by a continued white line or by small flags. The racing track must also be surrounded by a run off zone.

The public must be safely protected from the racing by a suitable barrier of rope, net or a similar protective material.

079.5.2 Marking of the inside edgeSpeedway, Long & Grass tracks and Flat Track:

The inside edge must be kept visible throughout the meeting, and marked by a continuous line of a colour that contrasts with the track surface. The line may be indicated by means of white powder or whitewash, not less than 15 cm wide, or by a wood or concrete kerb painted in contrast to the surface and not less than 5 cm wide. A kerb must not protrude above the surface by more than 5 cm and must enable a motorcycle to ride over it safely in an emergency situation.

The inside edge may also be indicated by very small flags and, preferably, placed 1 m inside a white inner edge line.

Ice tracks:

The inside edge must be kept visible throughout the meeting and marked by a continuous line in a bright, contrasting colour (such as red or blue) not less than 15 cm wide. The line, marking the inside of the track in the bends, must not be painted nearer than 15 cm to the edge of the track.

079.6 INFIELD AND ADVERTISING

079.6.1 Infield

The infield must be in the same plane as the track and approximately level so that a rider may safely ride on it, should he be forced off the track.

In exceptional circumstances, obstacles, which cannot be removed, may be permitted providing that they are not closer than 4 m to the inner edge of the track. These obstacles must be amply covered with straw bales, polystyrene, phenol formaldehyde or similar crushable material to a minimum height of 2 m from the ground level.

For tracks exceeding 700 m in length, the clerk of the course and the doctor may have a vehicle at their disposal, on the infield, for quick transport to any part of the track in case of an emergency. In addition, an ambulance may be stationed on the infield if the doctor decides this precaution is desirable.

Otherwise, vehicles which may be required for use from time to time, such as water tankers, tractors and graders, must be accommodated outside the circuit when not in use, whenever possible.

079.6.2 Advertising

The only acceptable obstacles permitted in the infield are portable advertising boards and structures that are necessary for the organisation of the meeting. Portable advertising boards shall not exceed 1 m high, and must either be inflatable or constructed of light materials such as plywood, polystyrene, thin metal or plastic sheets mounted on light weight frames so that they can collapse easily if struck. They must be placed more than 4 m from the inner edge of the track and be inclined towards the direction of racing.

Any banner, poster or other display on the inside of a board fence is only permitted if it is painted on the fence or it must be completely secured by adhesive.

079.7 TRACK INSTALLATIONS

079.7.1 Starting area

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

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

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

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

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

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

For Flat Track:

Depending on the number of riders taking part in a heat (maximum 5 per row) the start line will be marked as follows:

Row One – Will be the Start/Finish line

Row Two – will be marked with a single line positioned 8 meters behind the Start/Finish line

Subsequent additional rows as required will also be marked a distance of 8 metres behind the preceding row.

All line markings are to be made using a powder or similar that contrasts with the colour of the track surface.

079.7.2 Starting line

A continuous, straight starting line (which serves, also, as the finishing line), at least 5 cm wide, must be marked across the full width of the track at a right angle to the inner edge.

Speedway and Ice tracks:

The starting line should be positioned in the middle of the straight, and if this is not possible then not less than 35 m from the entrance to the first bend.

Long & Grass tracks:

The starting line should be positioned in the middle of the straight, or if this is not possible then not less than 2/5 of the length of the straight before the first bend.

Flat Track:

The Starting line should usually be positioned approximately in the middle of a straight but may be positioned in different places depending of the tracks/competition.

079.7.3 Starting gate

Vertical stanchions, approximately 3 m in height, must be securely mounted one on the infield and the other outside the safety fence. On the infield it should be placed approximately 1 m from the inner edge line and should be covered in an approved manner with straw bales or cushioning material at least 60 cm in width and 2 m in height towards the direction of racing.

Each stanchion must be equipped with 2 sliders, to carry the tapes, with a slider stop at a height of approximately 2.9 m and with a pulley at the top for the elastic cord which raises the slider when it is released.

A solenoid-and-pawl, an electro magnet or similar mechanism must retain the slider when it is in the lower position to give the required height of 53 cm for the bottom tape. Two or three tapes must be attached to the sliders of the starting gate with rubber bands at each end which, when not stretched, are no longer than 15 cm and not wider than 2.5 cm.

Metal clips, hooks or other forms of metal connections must not be attached to the tapes or bands.

The tapes must be made of an easy breakable material.

The tapes must be of a contrasting colour with the colour of the track surface. For Ice tracks they should be preferably red or blue.

The gate releasing mechanism must only be controlled from the switchboard. Should a starting gate fail to operate properly, the green light or a flag may be used for signalling starts.

079.7.4 Signalling

Signals to riders must be given by means of either lights or flags. The size of signalling flags must be of 60x60 cm minimum.

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

079.7.5 Light signals

A green starting light shall be provided at least 10 m in front of the starting line, clearly visible to the riders and in direction of the racing. For Long & Grass tracks, this green starting light and a red stop light must be positioned max. 30 m in front of the starting line and about 2 meters above the track level.

A supplementary green light, operated in conjunction with the green starting light must be located 10 m in the rear of the starting line, and be easily visible to the starting marshal when he is facing the direction of racing.

The disqualification lights shall consist of a group of four to six lights corresponding to the riders' helmet colours (red, blue, white, yellow, green, black & white). They must preferably be assembled in a vertical tower and visible to any part of the stadium. All lamps must be of high intensity type.

Two flashing amber lights, each one operating in conjunction with the 2 or 3 minute horn, siren or bell, must be placed as follows:

- one in the pits, clearly visible to all riders
- one near the starting gate

In addition to these lights there must be a minimum of three red, flashing lights, positioned not more than 4 metres from the track and easily visible by the riders, three marshals with red flags placed at intervals on each bend of the track and a siren that operates with the lights.

All lights must be of high intensity type and be easily visible to the riders.

The lights must be located at least 60 cm outside the safety fence or barrier, but not more than 4 m away.

If mounted on the stanchions inside the neutral zone, the stanchions must incorporate a pivot at a height of not more than 30 cm from track level, so that, if it is struck by a rider or machine, the upper part of the stanchion will easily collapse in the direction of racing.

079.7.6 Referee's box

An observation box, placed adjacent to the starting area, must be provided for the Referee. This box must be sufficiently high in order to give the Referee an unhindered, overall view of the track and the starting area.

This accommodation must have an adequate roof in order to protect the Referee in case of wet weather. The Referee's box must be located on the outside of the track so that the Referee can align himself with the starting line.

The box must be located outside the neutral zone or zones and be equipped with a switchboard for operating the starting gate, the signal lamps and the warning horn, siren or bell. The Referee's box must have a proper telephone installation for communication with the starting marshal, the pits' marshal, the announcer and provide ample facilities for writing.

The switchboard should be equipped with easily understandable indicators for the functioning of the switches. The wiring must ensure that:

- a) The 2 flashing amber lights will automatically switch off when the green starting lamp (and its subsidiary lamp) has been switched on.
- b) The switch to raise the starting gate will not operate until the green starting lamp (and its subsidiary lamp) has been switched on.
- c) The green starting lamp (and its subsidiary lamp) will automatically switch off ten seconds after the starting gate has been released.
- d) Possibility to switch off the green light without releasing the tapes.

At tracks where racing is held under artificial lighting, an adequate lamp which can be switched on and off by the Referee, must be provided in the Referee's box.

The switches for operating the disqualification lights in Speedway and Ice races must be placed in the following order: Red, blue, white and yellow and, additionally for Long & Grass track (where applicable) green and black & white.

079.7.7 Pits

Each rider must be provided with a minimum of 8 m² of space on hard ground.

At all tracks, covered accommodation must be provided to give protection in case of bad weather.

Drinking water and washing facilities must be provided throughout the meeting.

There must be a minimum of one toilet reserved for riders, and placed nearby the pits.

Facilities for collection of rubbish, oil and tyres must be available in the pits.

079.7.8 Changing room

Sufficient enclosed accommodation for at least 20 persons must be provided within the pits area or nearby.

These facilities must include toilets, water supplies, showers and seating.

079.7.9 Washing of motorcycles

Washing of motorcycles at the venue must be carried out at places with washing facilities only. Cleaning (wiping with detergents, for example) or rinsing with pure water (without the addition of any chemical products), is permitted and cleaning must be carried out in accordance with the Environmental Code and on the following conditions:

a) That a non-porous wash area has been provided, complete with a drain and a separate oil collector.

Or,

b) That a pond, lined with a waterproof membrane, is provided with sufficient capacity to contain all the waste arising from motorcycle washing, and the contents are removed by a vacuum tanker for disposal in accordance with local regulations.

079.7.10 FIM Marketing requirements

For the FIM Track Racing Championships and Prize events, the organiser must follow the FIM guidelines and recommendations regarding the advertising, backdrops, press and TV Management.

079.8 EMERGENCY SERVICE

079.8.1 Medical service

During the official practice and the meeting, at least one suitably qualified doctor, ambulances (one on practice day and two on race day), and sufficient medical staff with first-aid kits and stretchers must be in attendance.

Medical staff with first-aid kits and a stretcher must be stationed on the infield, in the middle of each bend, and well away from the edge of the track.

The exact whereabouts of the doctor throughout the practice and the meeting must be known by the Clerk of the Course.

079.8.2 First-aid room

At least one bed, hot water supplies and adequate medical stores must be provided in a room or tent from which non-medical staff can be excluded.

The first-aid room will be under the responsibility of the medical officer in charge.

079.8.3 Fire-fighting equipment & emergency tools

The fire extinguishers' minimum standard must be: 5 litres / type AB or ABC / Dry powder extinguishers.

At least four fire extinguishers, which have been checked for proper working order before the practice and before the meeting, must be located on the infield or near the starting area.

Two similar fire extinguishers must be entrusted to the pits marshal.

Two similar fire extinguishers must be placed in the refuelling area.

Tools and spare parts for fast repair of any part of a safety fence must be available.

079.8.4 Fuel

Provision of fuel

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

079.9 PRESS FACILITIES

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

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

Telephone communications may be charged to the journalists. The only persons authorised in this room are the media (TV, journalists, photographers) and FIM/ FMN Officials.

It is recommended to provide the press with free drinks and a small buffet.

079.10 FIM SPEEDWAY GRAND PRIX WORLD CHAMPIONSHIP & FIM SPEEDWAY WORLD CUP

The rules of the present Appendix apply for all tracks used for the FIM Speedway **Grand Prix** World Championship and the FIM Speedway World Cup, except where different or added to by Regulation 077 “FIM Speedway **Grand Prix** World Championship Rules” and Regulation 078 “FIM Speedway World Cup”.

079.11 GUIDELINES FOR 1000CC TRACK RACING SIDECAR TRACKS

Guidelines for the Inspection and Licensing of the Track racing sidecar 1000cc tracks

Introduction

As the governing body for motorcycle sport, the FIM is committed to promoting safe motorcycle sport throughout the world.

These Track Guidelines have been published by FIM with the aim of assisting an FMN, Clubs, Organizers and Promoters, and FIM approved Track Inspectors, to conduct an inspection assessment and where appropriate, homologation of motorcycle tracks. The purpose is to facilitate a level of uniformity and in doing so contributing to safety and fairness for all competitors/participants and Officials.

Notwithstanding these guideline however, the safe operation and management of tracks and events, remains the responsibility of the staging FMN, Clubs, Organizers, Track Operators and Event Promoters.

For the purposes of obtaining a Track License to conduct an international event, additional measures may be required to comply with FIM standards. The FIM publishes these guidelines assist in the development of tracks for international competition.

Support facilities at Tracks:

It is the responsibility of the staging FMN, Club, Organizer, Track Operator and Promoter to ensure compliance with all local, state and territory or federal laws, regulations and codes, regarding the safe design, construction, management and operation of the track and all support facilities. Also that the track and associated facilities are fully compliant with any planning, building, environmental, occupational health and safety, public safety or other local, state or territory laws, regulations or codes.

FIM cannot and does not conduct any business or undertaking to ensure that participants in events, officials or other persons attending such events held at FIM licensed facilities are not put at risk.

Recommended Track Standard Guidelines For Track Racing 1000cc Sidecars

1 Track Layout

- a) Tracks should be as near to level as possible and formed by two straights joined by two semi-circular corners.
- b) Track layout must be initially designed with all grades of competing riders in mind.
- c) Competitor safety and spectator viewing must both be considered when designing and constructing the track.
- d) Consideration should be given to drainage in the event of heavy rainfall.

2 Length, Width and Banking

According to STRC 079.3.3

3 Surface

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

4 Maintenance

To preserve the evenness of the top dressing, it should be graded as necessary between races.

Graders should be constructed so that they replace the top dressing on the inside area of the track from the outside where it has been thrown during racing.

Note: Special consideration should be given to drainage in the construction of the track to guard against the effect of adverse weather conditions.

5 Lighting

Lighting must be of a standard that provides clear and even visibility across the entire racing surface. It shall be free of shaded areas and provide a minimum of 200lux measured at the track surface.

6 Referee's Box

An observation box, placed adjacent to the starting area, must be provided for the referee and must be in accordance with Art. 079.7.6.

7 Pit area

There shall be adequate pit facilities approved by the FIM consisting of the following:

- a) Each rider must be provided with a minimum of 8 m² of space on hard ground.
- b) At all tracks, covered accommodation must be available to give protection in case of bad weather.
- c) There must be a minimum of one toilet reserved for riders, and placed near the pits.
- d) Facilities for collection of rubbish, oil and tyres must be available in the pits.

8 Washing Zone for Motorcycles

Please refer to the Art. 079.7.9.

9 Public and Rider Safety:

- a) On the race track and other relevant areas, there must be a minimum of two lines of protection between competitors/machines, and members of the public:
 - i. the first line of protection, also known as the Safety Fence shall be in accordance with paragraph 10 as below.
 - ii. the second line of protection, also known as the Spectator Fence, shall be in accordance with paragraph 11 as below.
 - iii. a neutral zone, as detailed in paragraph 13 below shall exist between the safety fence and the spectator fence.

10 Safety Fence (first line of protection)

A safety fence must be constructed to prevent damage or injury to a rider, an official, a spectator or any other person:

- a) A vertical safety fence must surround the track and be of a minimum height of 1.2 metre or as otherwise required by Local or State Legislation.
- b) The fence may be constructed of wooden planks, other approved board material, plastics, rubber belting, wire-mesh or other protective approved materials approved by the FIM. The material shall be constructed in order to absorb kinetic energy if a rider crashes into it.
- c) Round-headed coach bolts must be used for fastening, and replacing “tek screws” (or similar) to increase rider safety.
- d) Concrete barriers or steel sheeting can be approved for existing venues only.

10.1 Wooden Fence

A fence constructed of wooden planks must:

- a) be at least 25mm in thickness,
- b) be adequately proofed against rotting and other deterioration,
- c) where of plank construction must be erected horizontally,
- d) must be supported on the outside by suitable stanchions, which are firmly fixed into the ground. Support stanchions must not protrude above the top of the fence.
- e) have the inside surface of the entire fence painted to clearly contrast with the colour of the track surface.
- f) throughout the entire length, be equipped with a securely fixed, smooth, rounded cap. This cap must not overhang on the inside of the fence.

10.2 Board Material

A fence constructed of other approved board material must:

- a) be at least 19mm in thickness,
- b) be correctly proofed against rotting and other deterioration,
- c) be supported on the outside by suitable stanchions, which are firmly fixed into the ground. Stanchions must not protrude above the top of the fence.
- d) have the inside surface of the entire fence painted to clearly contrast with the colour of the track surface.
- e) throughout the entire length, be equipped with a securely fixed, smooth, rounded cap. This cap must not overhang on the inside of the fence.

10.3 Kick Board

The base of the safety fence, irrespective of the type of construction (other than concrete, timber, or rubber belting), must be equipped with a kick board on the track side of the fence, 300 mm in height and constructed of wood, or other approved material.

- a) in the case of a wood type fence, the kickboard should be firmly fixed to that fence.
- b) in the case of a wire mesh fence, fixed to supports firmly located in the ground. These supports must be separated from the fence stanchions.
- c) sections of the kickboard must be painted to contrast with the colour of the track surface.

11 Spectator Fence (second line of protection)

Outside of the safety fence, there must be a suitable barrier to deny access to members of the public and any other unauthorized persons. The fence should be constructed of wire mesh and be a minimum of 1.8 metres high and a minimum of 3 metres from the track fence (neutral zone) unless otherwise required by Local or State Legislation.

12 Start Line Equipment

The slot for the starting tapes or mechanism in any type of fence, should be no wider than necessary for the efficient operation of that mechanism.

12a Access Gates

- a) Gates providing access to the track should present no additional hazards to competitors. Gate stanchions must be no higher than the safety fence and be covered in an approved manner with crushable material. Hinges and locks must be fitted towards the outside (in relation to the track) of the stanchions and gate frames. Preferably, no gate should be located at any part of the track where competitors may be expected to ride near the fence.
- b) Access gates must be capable of a minimum 2 metre opening width

13 Neutral zone

- a) A neutral zone, three (3) metres in width, must exist between the first and second lines of protection measured perpendicular to the track unless otherwise required by Local or State Legislation.
- b) Obstacles, other than those necessary for the conduct of the meeting, are not permitted in the neutral zone.
- c) Lighting posts are not permitted within three (3) metres of the safety fence unless suitably protected.

14 Infield

- a) The infield area must be approximately level so that competitors may safely ride on it if forced from the track.
- b) Except as provided for in clause c) below, obstacles, except portable advertising signs and structures which serve the organisation of the meeting, are not permitted on the infield.

- c) In exceptional circumstances, obstacles, which cannot be removed, may be permitted, provided that they are no closer than four (4) metres to the inside edge of the track. In this case, the obstacle/s must be encased with straw bales, polystyrene, phenol formaldehyde or similar crushable material to a minimum height of two (2) metres above ground level.
- d) Vehicles, other than safety vehicles, are not permitted on the infield during an event.

15 Infield advertising signs

Any advertising signs used on the infield must be either inflatable or constructed of light materials such as plywood, polystyrene, thin metal or plastic sheets mounted on lightweight frames that will collapse easily if struck. Signs shall not exceed one (1) metre in height, they shall be no nearer than four (4) metres to the inside edge of the track and shall be inclined towards the direction of racing.

16 Starting places

The minimum starting space allowed for each machine is 1.5 metres for solo machines and 2.5 metres for sidecar machines.

17 Start Line

- a) A continuous, straight starting line (which serves also as the finishing line) at least 5cm wide, must be marked across the full width of the track at a right angle to the inner edge.
- b) The starting line should be positioned in the middle of the straight, and if this is not possible then not less than 35 m from the entrance to the first bend.

18 Starting Gate (starting tape)

- a) Vertical stanchions, approximately 3 m in height, must be securely mounted one on the infield and the other outside the safety fence. On the infield it should be placed approximately 1 m from the inner edge line and should be covered in an approved manner with straw bales or cushioning material at least 60 cm in width and 2 m in height towards the direction of racing.
- b) Each stanchion must be equipped with 2 sliders, to carry the tapes, with a slider stop at a height of approximately 2.9 m and with a pulley at the top for the elastic cord which raises the slider when it is released.

- c) A solenoid-and-pawl, an electro magnet or similar mechanism must retain the slider when it is in the lower position to give the required height of 53 cm for the bottom tape. Two or three tapes must be attached to the sliders of the starting gate with rubber bands at each end which, when not stretched, are no longer than 15 cm and not wider than 2.5 cm.
- d) Metal clips, hooks or other forms of metal connections must not be attached to the tapes or bands.
- e) The tapes must be made of an easy breakable material.
- f) The tapes must be of a contrasting colour with the colour of the track surface.
- g) The gate releasing mechanism must only be controlled from the switchboard.
- h) Should a starting gate fail to operate properly, the green light or a flag may be used for signaling starts.

19 Track Markers

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

20 Marking of the outer edge

- a) If there is no safety fence on the outer-edge of the track, the outer-edge must be marked by a continuous white line or by small cones. The racing track must also be surrounded by a run off zone.
- b) The public must be safely protected from the racing by a suitable barrier of protective material as above.

21 Marking of the Inside edge

- a) The inside edge must be kept visible throughout the meeting, and marked by a continuous line of a colour that contrasts with the track surface. The line may be indicated by means of white powder or whitewash, not less than 15 cm wide, or by a wood or concrete kerb painted in contrast to the surface and not less than 5 cm wide.
- b) A kerb must not protrude above the surface by more than 5 cm and must enable a motorcycle to ride over it safely in an emergency situation. The inside edge may also be indicated by very small cones (no greater than 300 mm in height) and, preferably, placed 1 m inside a white inner edge line.

22 Applications

Applications for licensing of Sidecar 1000cc Tracks must include a drawing of the track and surrounds, which must include the following:

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

23 Flag Marshalling Points:

- a) There must be a sufficient number of official signaling posts (flag points) all around the course.
- b) The posts must be distinctly indicated and the location chosen so that signs given are clearly visible to competitors.
- c) Flag marshal points must be located and protected to minimise the risk of injury to officials.
- d) The area must be level and hard packed with a minimum flat area of 4 m²
- e) Position must be clearly marked.
- f) Marshal points must not be placed at the outside of a corner or an outside exit of a corner.

TRACK INSPECTION REPORT

Name of track: _____ Type of track: _____

Location: _____ Country: _____

Last Inspection: _____ Licence N°: _____ Validity: _____

DIMENSIONS:

Length of the Track: _____ Width of Straights: _____

Width of Bends: _____ Radius: _____

Bends of similar shape: _____ As near as possible: _____

Type of Marking the Inner Edge (art. 079.5.2): _____

SURFACING:

Material Used in Track Sub-soil: _____

Material Used for the Surface: _____

Depth: _____ mm Granulation: _____ Surface smooth: _____

No Toxic Material: _____ Drainage: _____

FENCE CONSTRUCTION:

Height: _____ cm Kickboard: _____ cm

Top capping: _____

Wooden plank: _____ Board: _____ Wire mesh: _____

Minimum slot for tapes: _____ Boards painted: _____

No banners: _____ Distance from fence to outer edge: _____

APD (Type / Homologation): _____

INFIELD:

Height edge: _____ mm No obstacles: _____

If yes - what? _____

Covered: _____ Collapsible: _____

STARTING GATE:

Location on straight as per 079.7.2: _____

Protection: _____

Construction: _____ Functioning: _____

Marking of starting line: _____

ADDITIONNAL PROTECTIVE DEVICES:

APD Type and manufacturer/brand: _____ Year of installation: _____

The inflatable APD sections will be inspected while there are deflated then when they are inflated.

Triangle sections:

Bend 1: Ok / Not Ok, comments:

Bend 2: Ok / Not Ok, comments:

Number of APD modules in Bend 1: (example 18 modules)

Number of APD modules in Bend 2: (example 19 modules)

Modules Needing to be repaired - description:

Example 1, the modules N.6 and 7 need to be re-sewn

Example 2, the clips at the connection point between the modules 8 and 9 must be changed

Example 3, the overlapping Velcro at the connection point between the modules 8 and 9 must be replaced.

Modules needing to be changed – description:

Example 1, the module number 22 in the second bend, need to be destroyed and be replaced by the same model.

Cables/Ropes, Fixing to the fence: Ok or Not Ok

Comments:

Example 1, the lower cable fixing the APD modules N. 1 to 7 as to be placed higher according to the manufacturer's requirements.

Example 2, the upper cable fixing the APD modules N. 8 to 9 as to be changed and need more tensions.

APD Kickboard description:

Example 1: the APD kickboard at sections 6 to 8 needs to be re-sewn

Example 2: the APD Kickboard sets at the connection between the sections 3 to 4 is not overlapping and need to be changed.

SIGNALLING:

Green light: _____ disqualification lights: _____ Number: _____
 disqualification flags/discs: _____ Number: _____
 Stop lights: Placing: _____ Flexible Stanchions: _____
 Two minutes warning: Placing: _____ Siren: _____

NEUTRAL ZONE:

Distance to public barrier: _____ m Obstacles (if any): _____
 If yes - what: _____

REFEREE'S FACILITIES:

Referee's box: Position: _____ Visibility: _____
 Switchboard: _____
 Co-ordination green light / starting gate: _____
 Co-ordination green light / amber light: _____
 Automatic switch-off of the green light after 10 sec.: _____
 Telephone connection to pits/start/speaker: _____

PITS:

Dimension: _____ m² Hard ground: _____
 Covered: _____ Changing room: _____
 Facilities (showers, toilets, etc...): _____

PITS ENVIRONMENT:

Facilities for washing motorcycles: _____
 Facilities for oil/fuel collection: _____
 Facilities for rubbish collection: _____
 Facilities for fuel storage: _____
 Facilities for fuel filling: _____
 Does the design and construction of the pits protect the natural ground, in accordance with the CIE requirements: _____

FIRST AID:

First Aid room as per 079.8.2: _____
 Doping test facilities: _____
 Approach for ambulances to the track: _____
 Distance to the nearest hospital: _____
 Type of specialisation which is provided: _____
 Fire extinguishers and tools: _____

VEHICLES:

Parking place for ambulances: _____
 Supply of water for watering the track: _____
 Roller available: _____ Grader available: _____
 Other Equipment Available: _____

LIGHTS, SOUND AND POWER SUPPLY:

Place of light posts: _____ Number of light posts: _____
 Light output in kilowatts: _____ kW
 Light intensity on the track: _____ Lux
 Light intensity in the pits: _____ Lux
 Loudspeakers: _____ Number: _____
 Maximum power supply capacity of the stadium in kilowatts: _____ kW

TV BROADCASTING:

Parking area for TV broadcasting trucks: _____
 Power supply for TV: _____

GENERAL INFORMATION:

International Jury facilities:
 Size of Jury office: _____ Accommodation: _____
 Furnishing: _____ Installation – computer: _____
 Tel./Fax: _____ Internet: _____ Other: _____

Press Room Facilities:

High Speed Internet: _____ Commentator cabins: _____
 Track facilities:
 Seating Capacity of stands: _____ Standing Capacity of Stands: _____
 Entrances: _____ Exits: _____ Car Parking capacity: _____

Toilets:

Men: _____ Women: _____ Disable: _____

REMARKS AND OTHER DETAILS:

INSPECTOR'S RECOMMENDATION:

Track is acceptable for meetings with _____ **Speedway riders**
or _____ **Flat Track riders:** _____

Licences should be issued for: 3 years: _____ 1 year: _____

Track requires inspection: by the FMNR: _____ by the FIM: _____

Date: _____

FIM Representative's name & signature: _____

FMN Representative's name & signature: _____

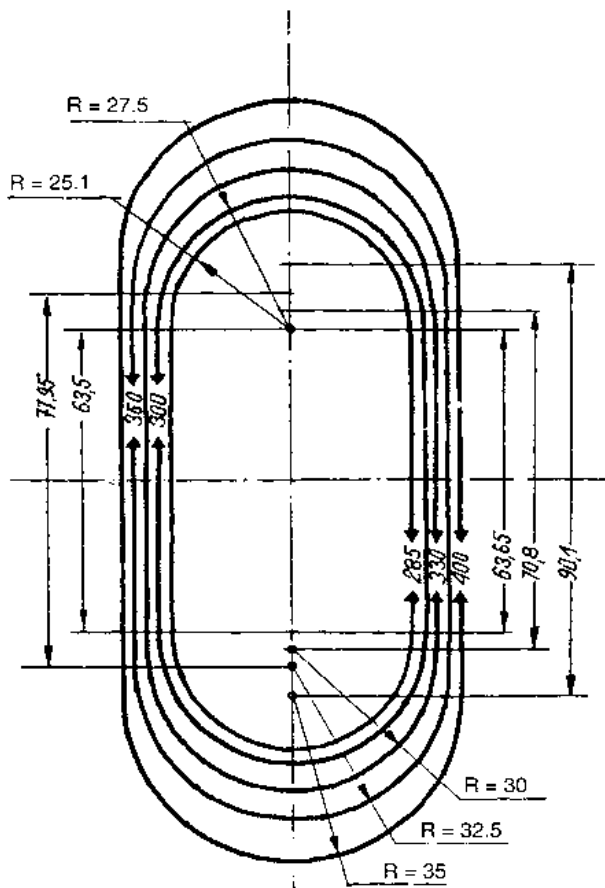
Club Representative's name & signature: _____

The appointed track inspector must complete the track inspection report by computer and send it by e-mail to the FIM Administration and FMN concerned within a few days of the track inspection. The original signed document must be sent by mail afterwards to the FIM Administration with copies to the FMN and the Club concerned.

TRACK MEASUREMENTS - SPEEDWAY

(Radius of bends to length of straights - metres)

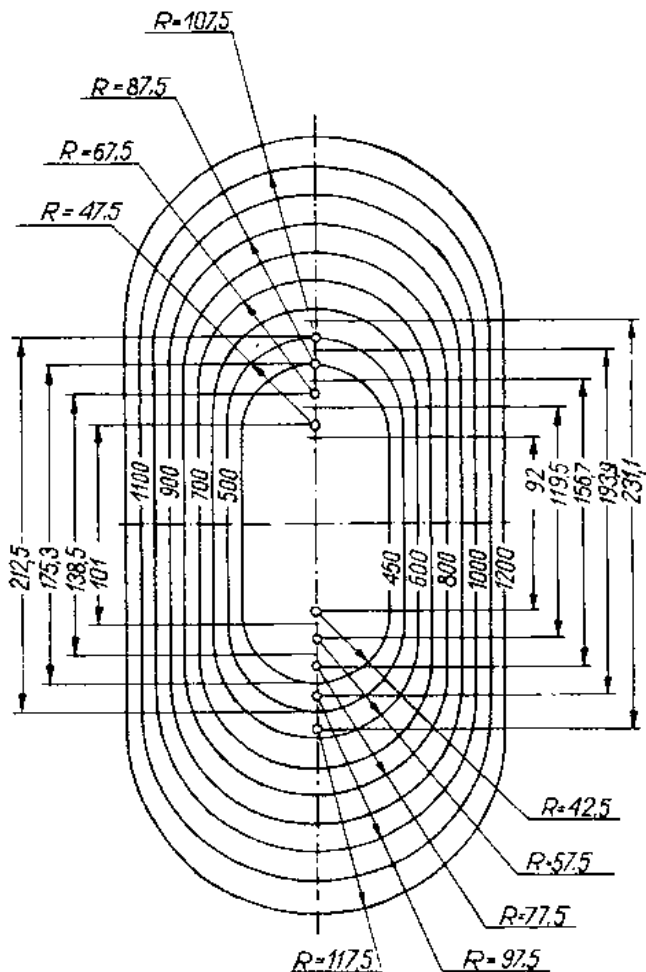
Examples but not compulsory

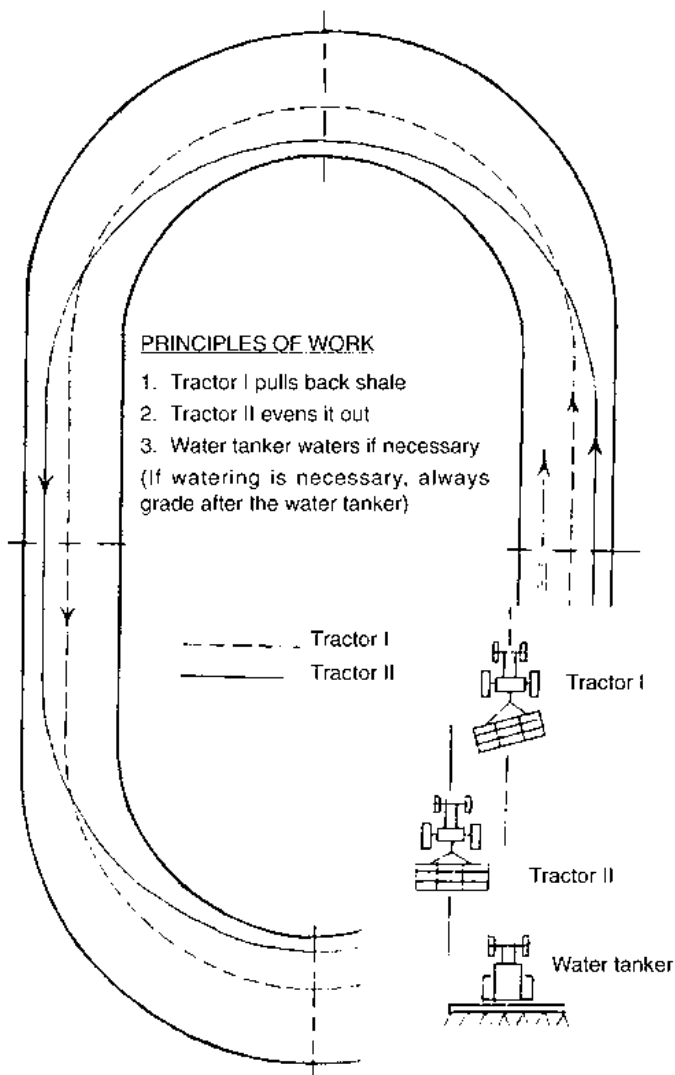


TRACK MEASUREMENTS - LONGTRACKS AND GRASSTRACKS

(Radius of bends to length of straights - metres)

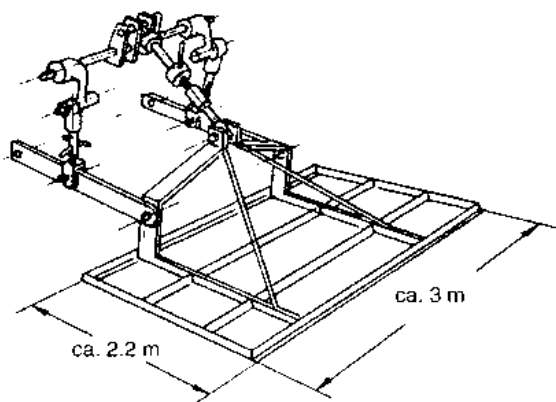
Examples but not compulsory



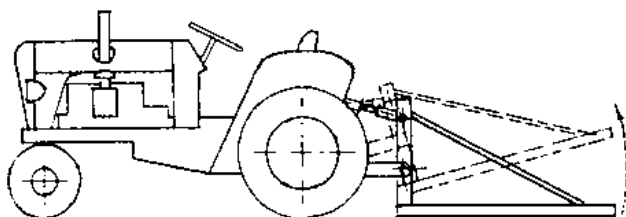
GRADING AND WATERING OF THE TRACK

EXAMPLES
EQUIPMENT FOR PROPER TRACK MAINTENANCE

CONSTRUCTION OF GRADER



FIXING TO THE TRACTOR



TRACK MAINTENANCENOT SO:

Grading after each 4th heat or less



Track before racing



Track after first race



Track after second race



Track after third race



Track after fourth race

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

BUT SO:

Grading after each heat



Track before racing



Track after first race



Track before second race

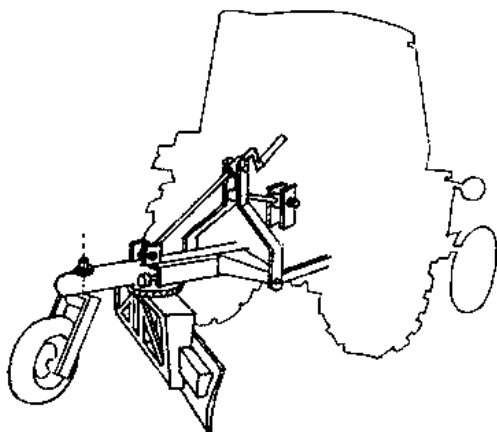


Track after second race

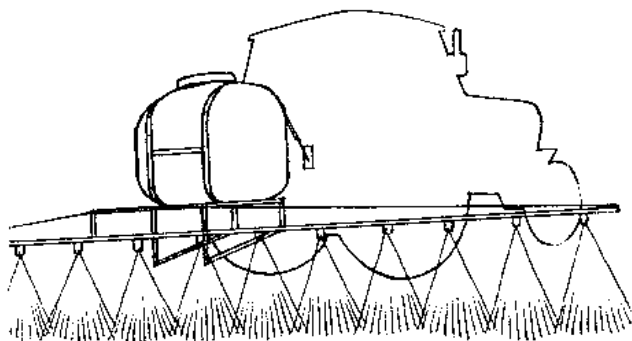


Track before third race

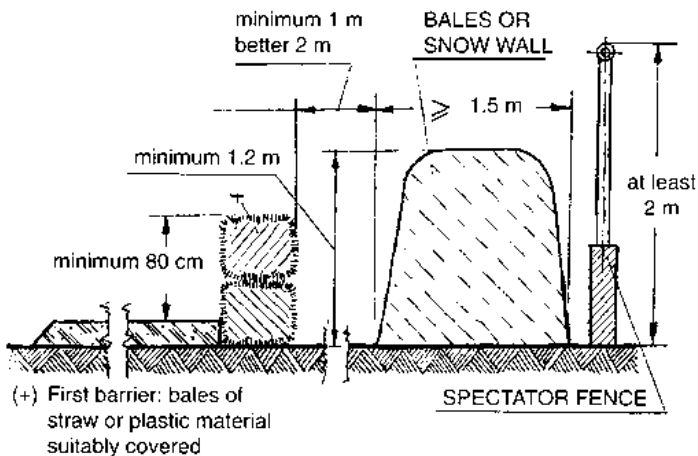
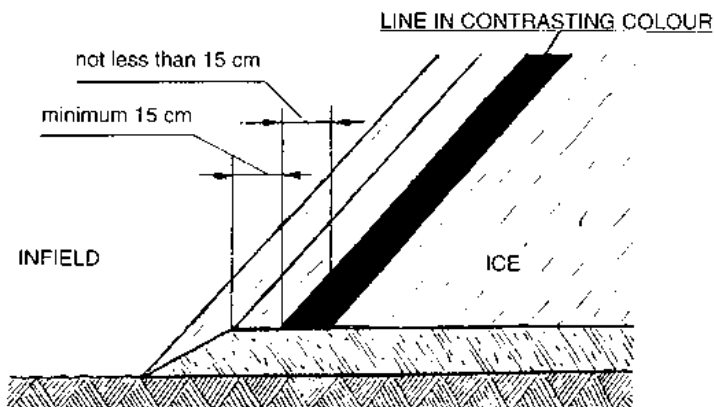
EXAMPLES OF
EQUIPMENT FOR PROPER TRACK MAINTENANCE



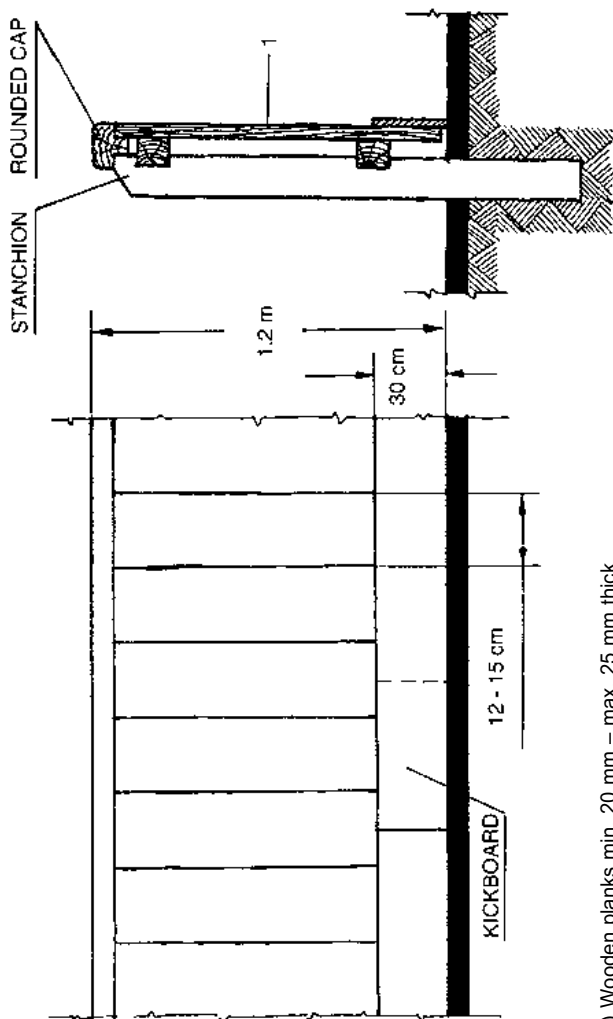
GRADER FOR RESTORATION OF LEVEL OF SUB-SOIL



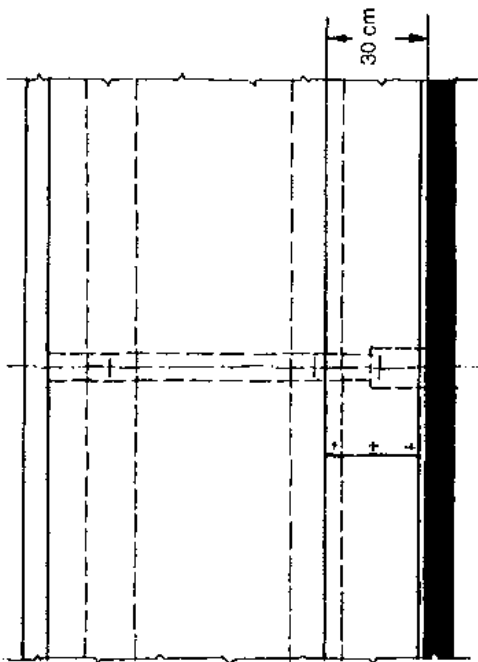
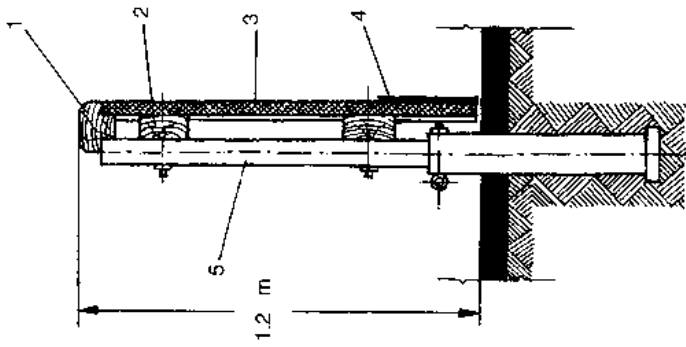
FARMING EQUIPMENT FOR WATERING BETWEEN HEATS

SAFETY BARRIERS FOR ICE TRACKSMARKING OF THE INSIDE EDGE OF THE BENDS ON THE ICE-TRACKS

THE FENCE - OF WOODEN BOARD

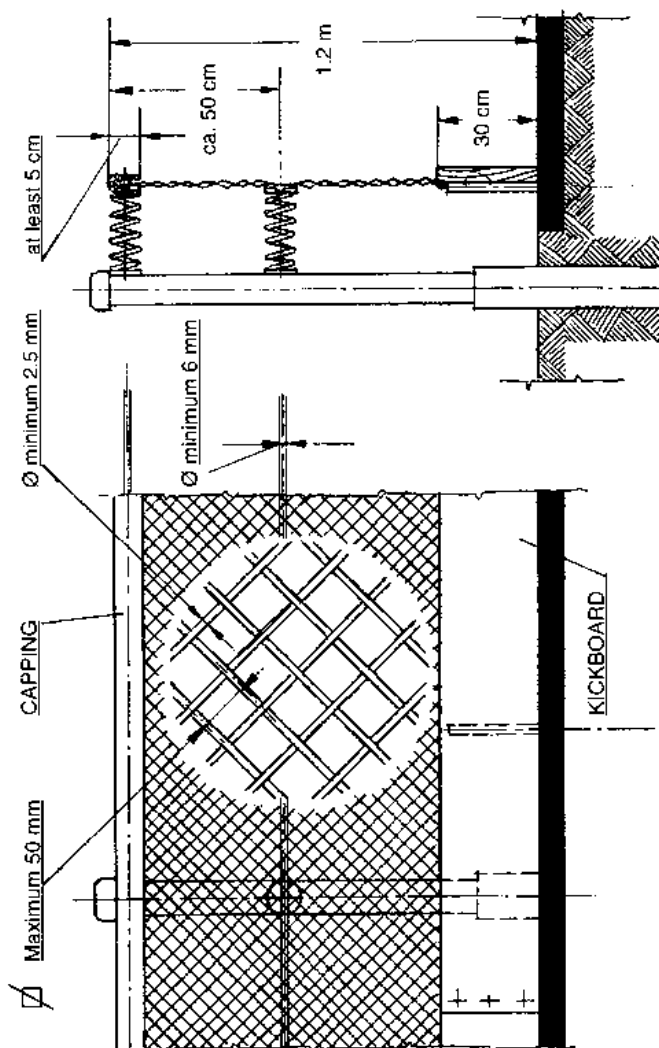


1) Wooden planks min. 20 mm – max. 25 mm thick

THE FENCE - OF BOARD OF PLYWOOD CONSTRUCTION

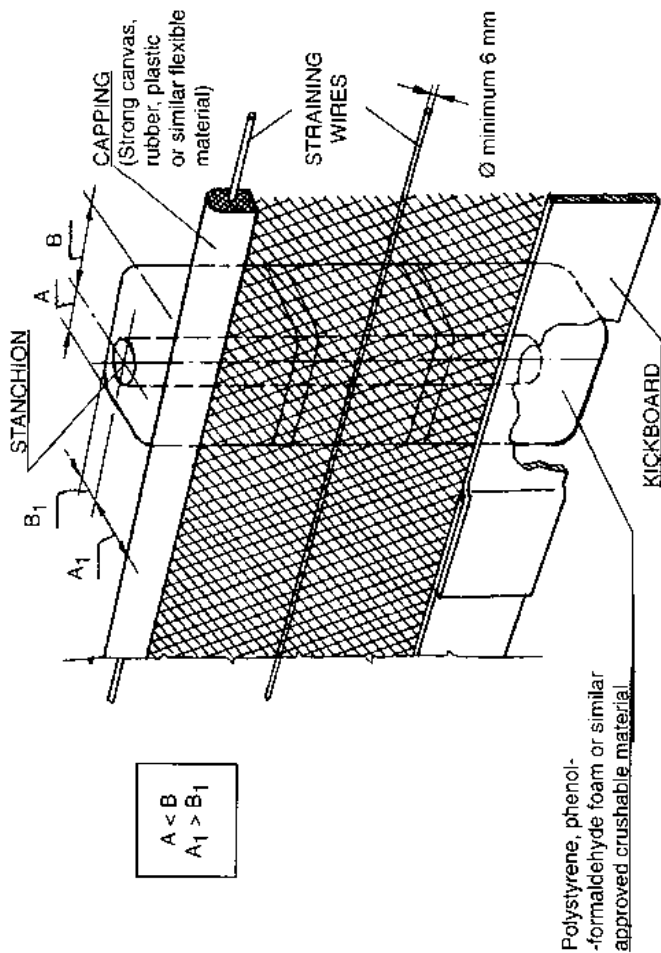
- 1) Impregnated wood 2.5 – 7.5 cm
- 2) Impregnated beam 5.0 – 10 cm
- 3) Plywood board or laminated wood 120 cm x 240 cm, min. 16 mm and max. 25 mm thick
- 4) Impregnated plank (30 cm x 22 mm minimum) or kick board according to Art. 079.4.6
- 5) Steel tubing \varnothing 77 mm

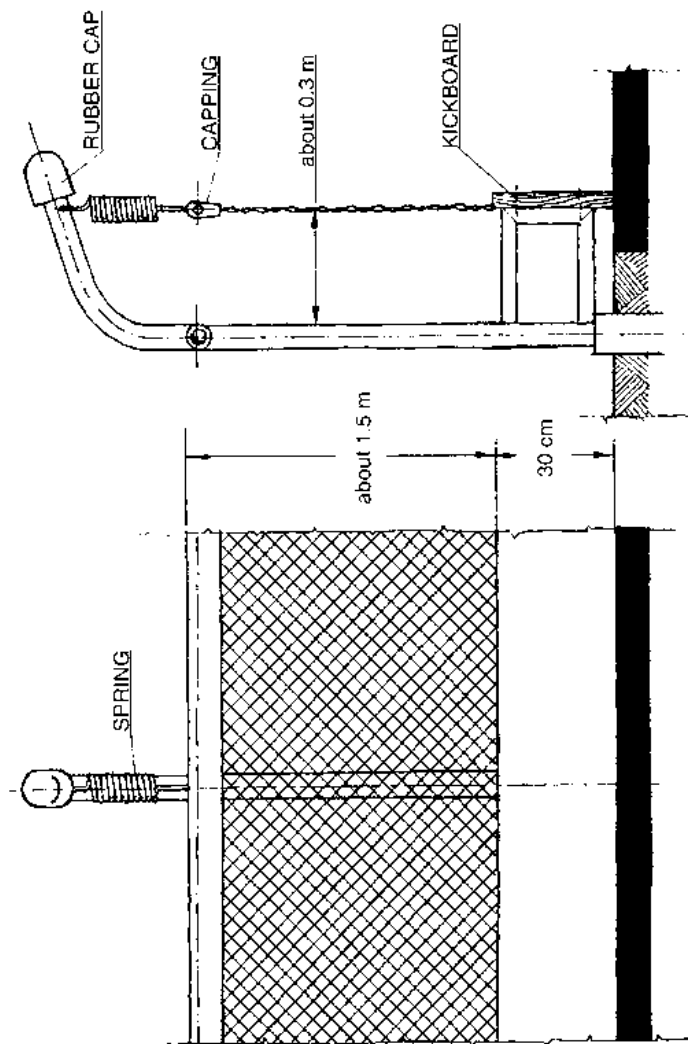
THE WIRE-MESH FENCE

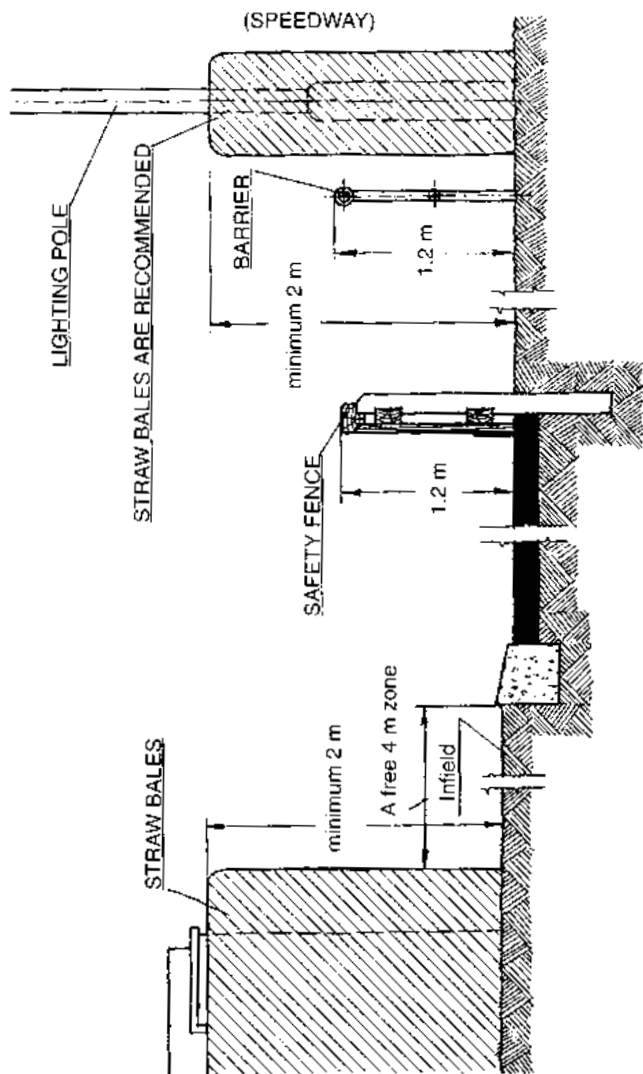


THE FENCE - OF WIRE-MESH CONSTRUCTION

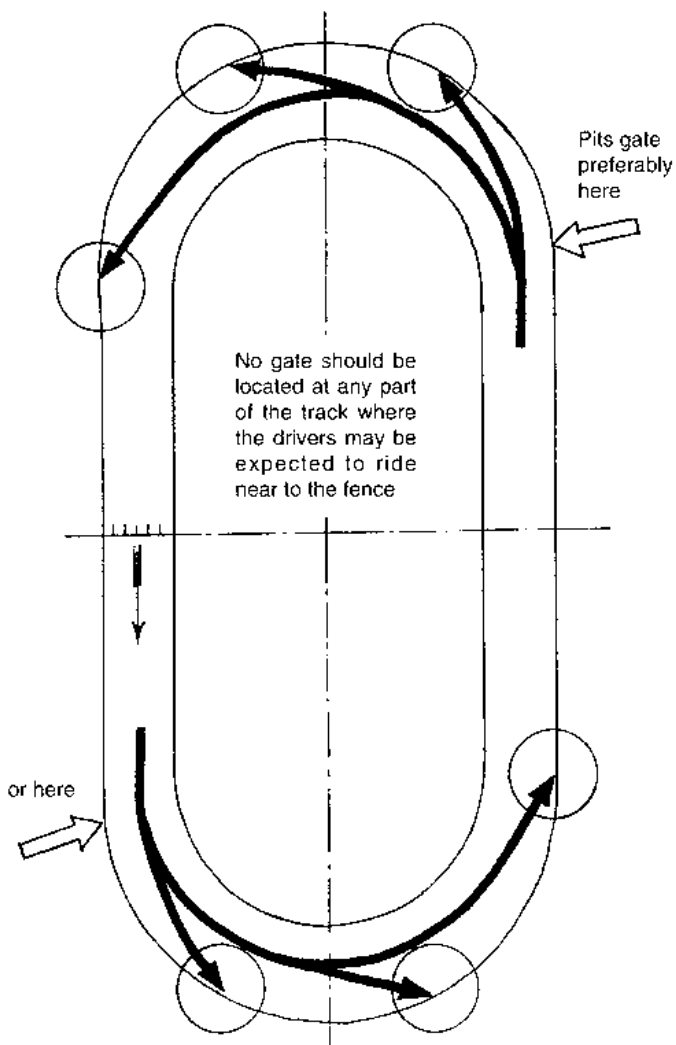
(Stanchion protected)

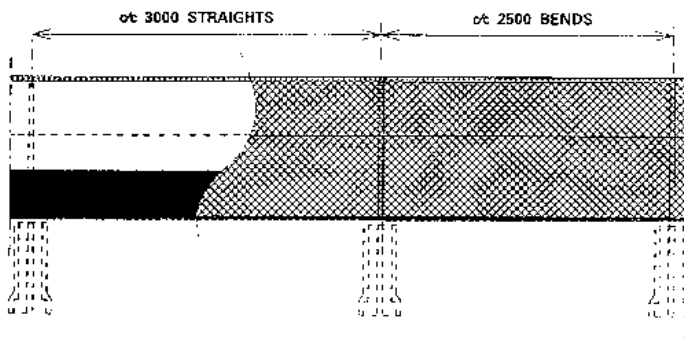
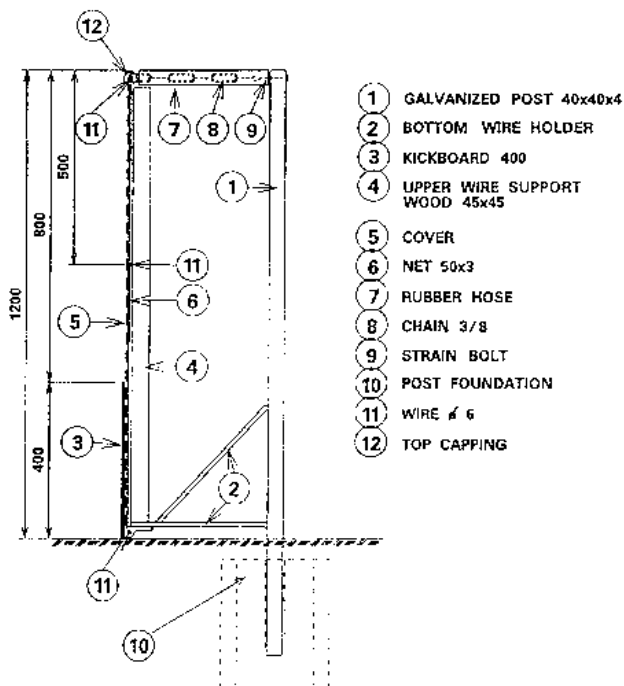


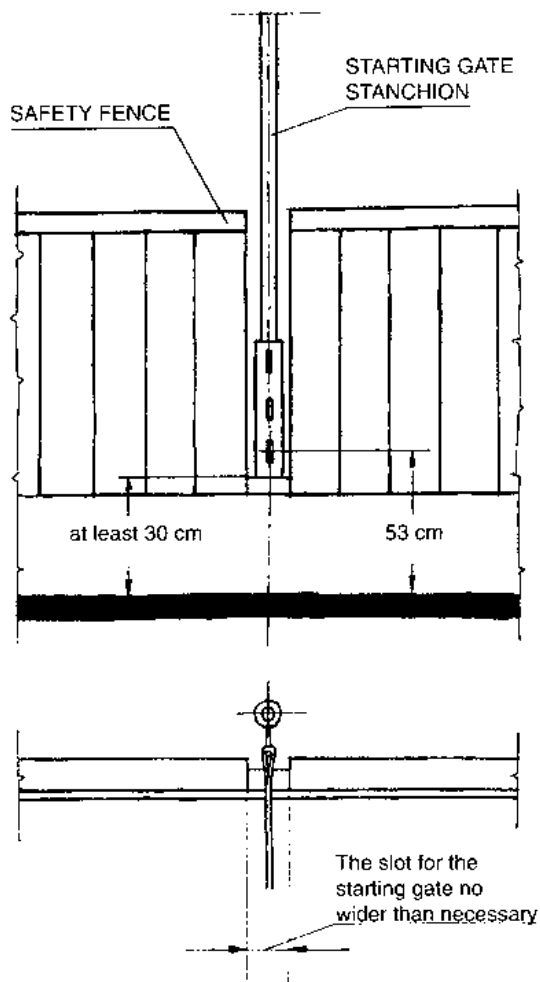
WIRE-MESH FENCE (SUSPENDED)

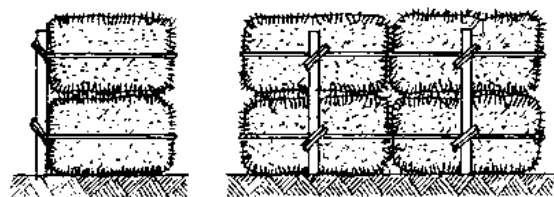
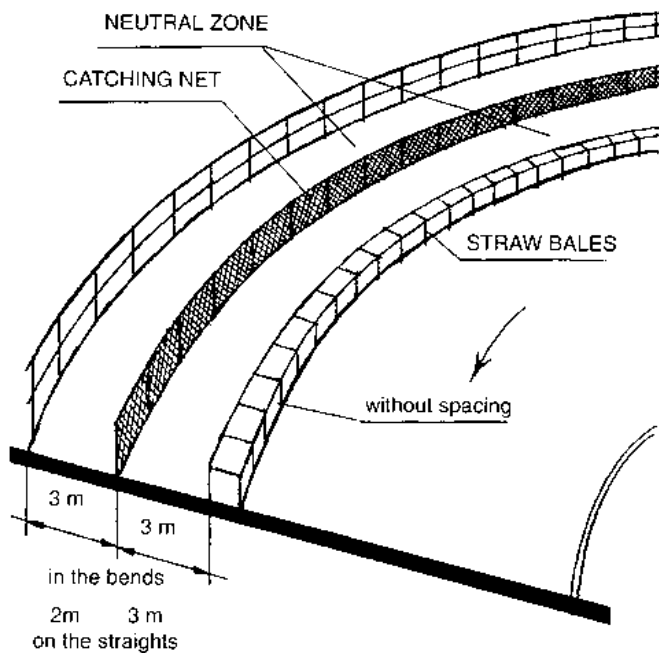
COVERING OF OBSTACLES ON INSIDE AND OUTSIDE OF FENCE

DANGEROUS PARTS OF THE FENCE



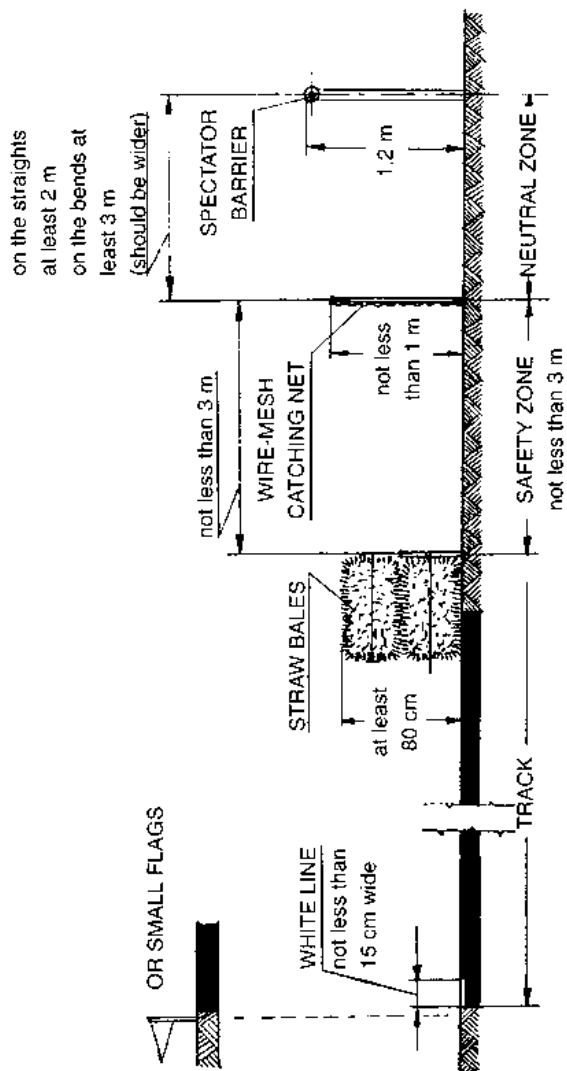


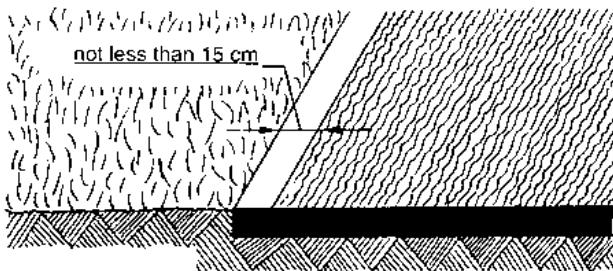
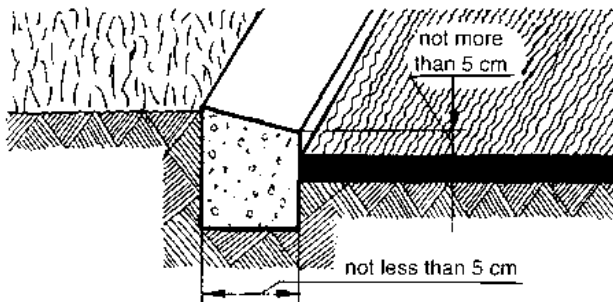
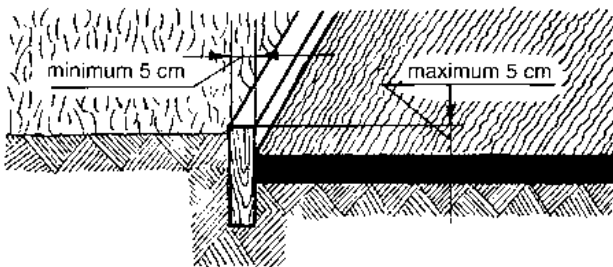
OPENING IN THE FENCE FOR THE STARTING MACHINE

TEMPORARY FENCE OF STRAW BALES

STRAW BALES MUST BE ATTACHED TO EACH OTHER

FENCE WITH STRAW BALES ON TEMPORARY TRACKS

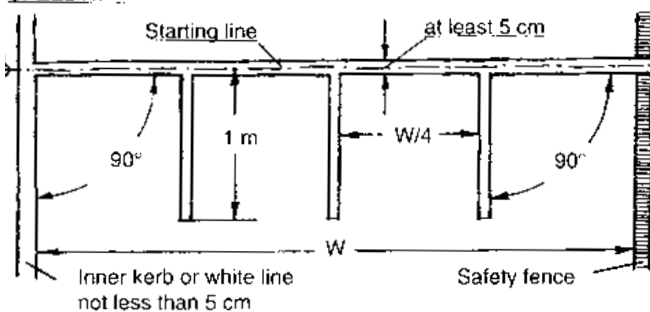


MARKING OF INSIDE EDGE (SPEEDWAY)WHITE LINECONCRETE KERBLIST OF WOOD OR SIMILAR MATERIAL

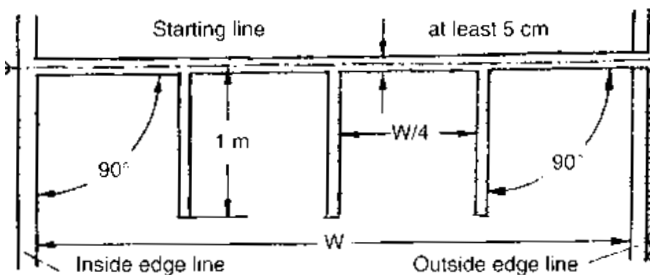
The starting line should be positioned in the middle of the straight, but never less than 35 m from the entrance to the first bend on Speedway and lide tracks; or not less than on 2/5 of the length of the straight after the bend on Long and Grass tracks.

THE STARTING AREA

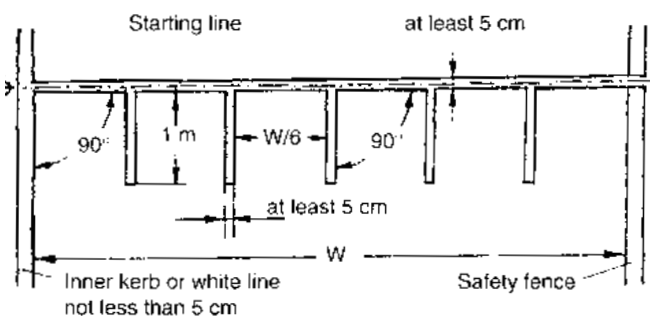
SPEEDWAY



ICE RACING



SPEEDWAY, LONG TRACK AND GRASS TRACK RACING



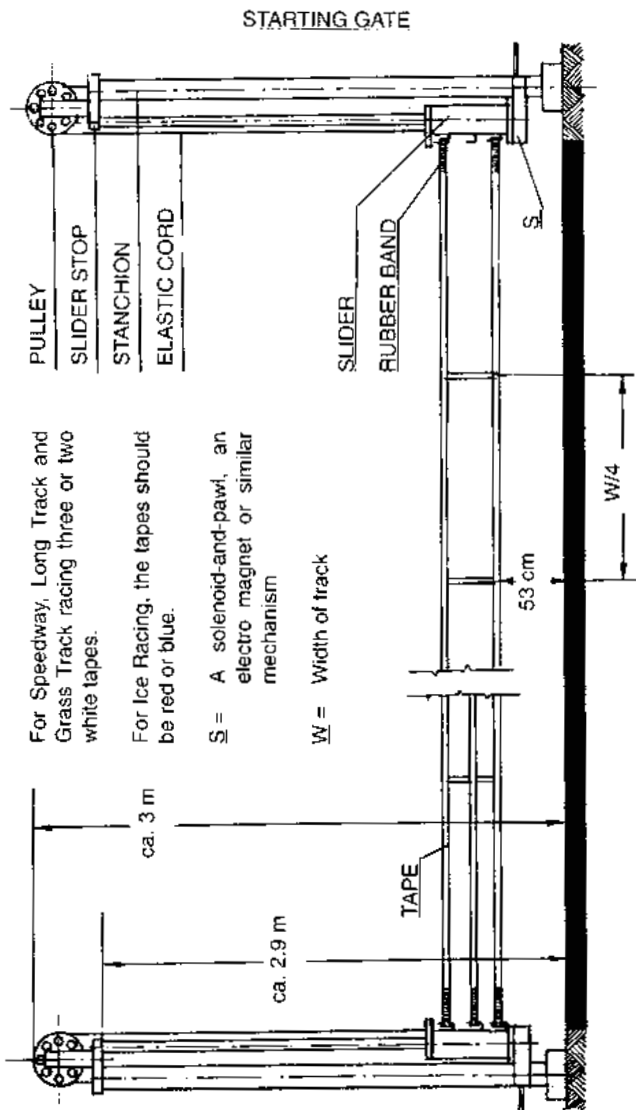
THE TAPES

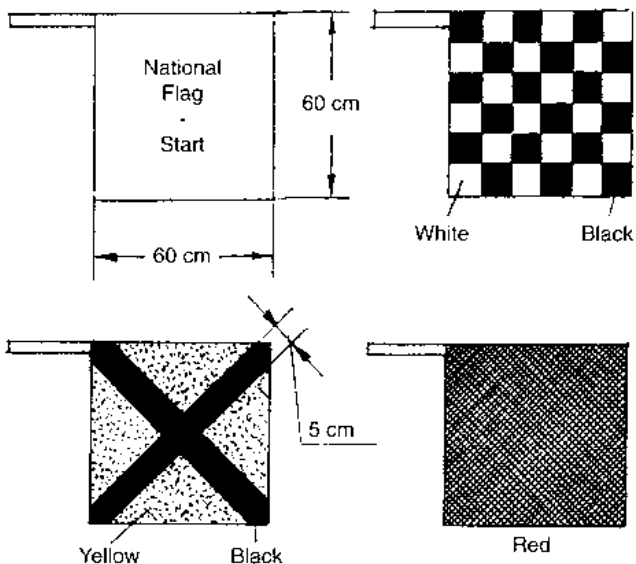
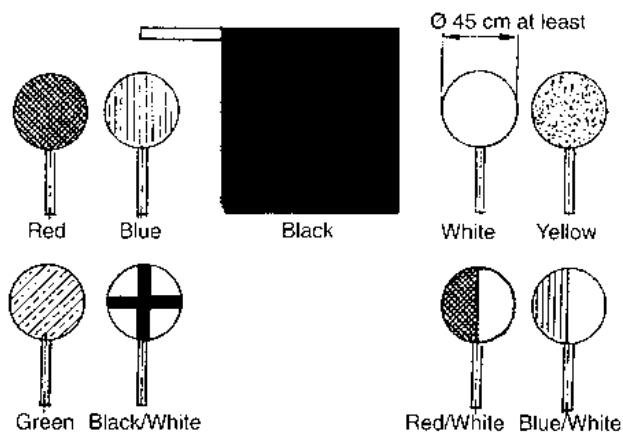
For Speedway, Long Track and Grass Track racing three or two white tapes.

For Ice Racing, the tapes should be red or blue.

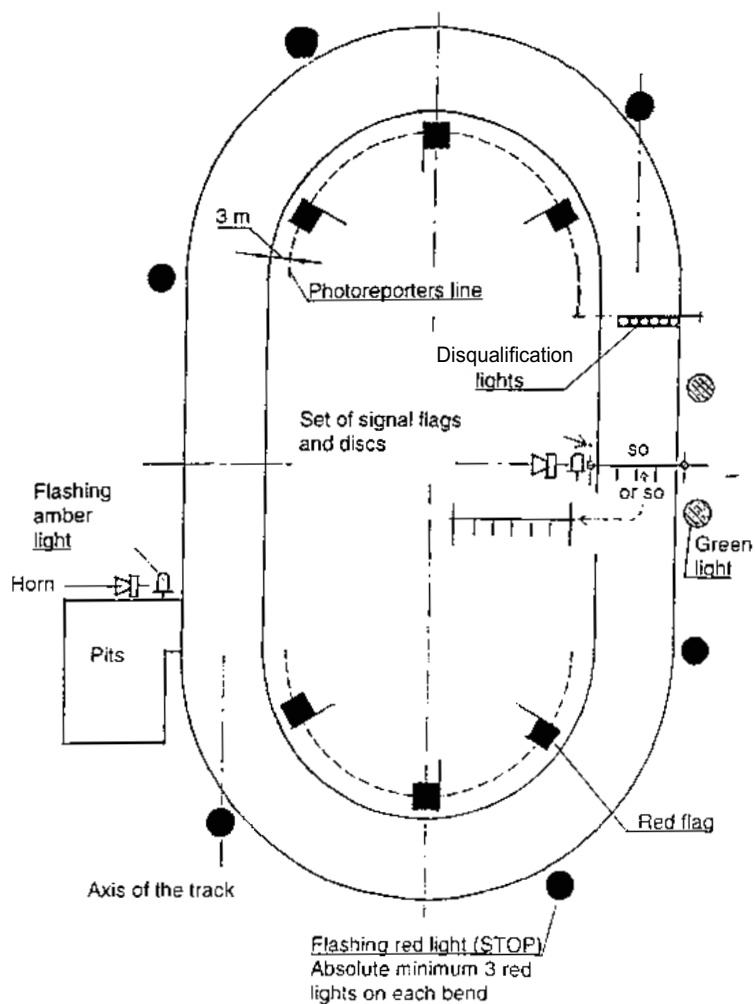
\underline{S} = A solenoid-and-pawl, an electro magnet or similar mechanism

\underline{W} = Width of track

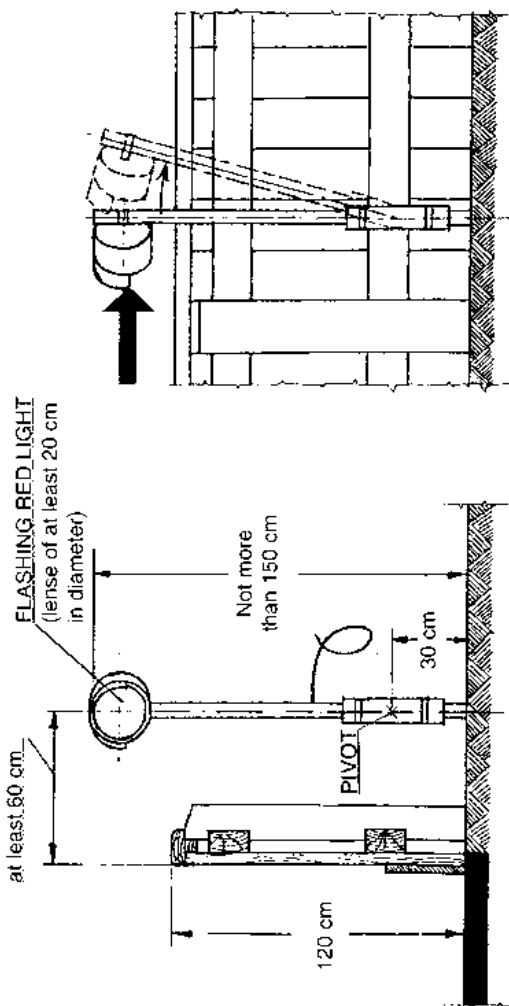


SIGNAL FLAGS AND DISCSDISQUALIFICATION SIGNALS

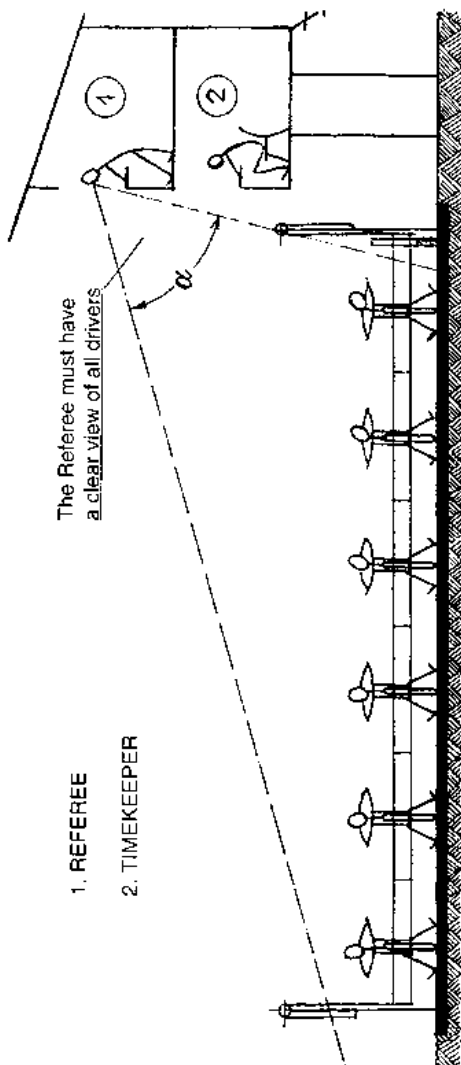
TRACK SIGNALS
(SPEEDWAY, ICE AND LONG TRACKS)



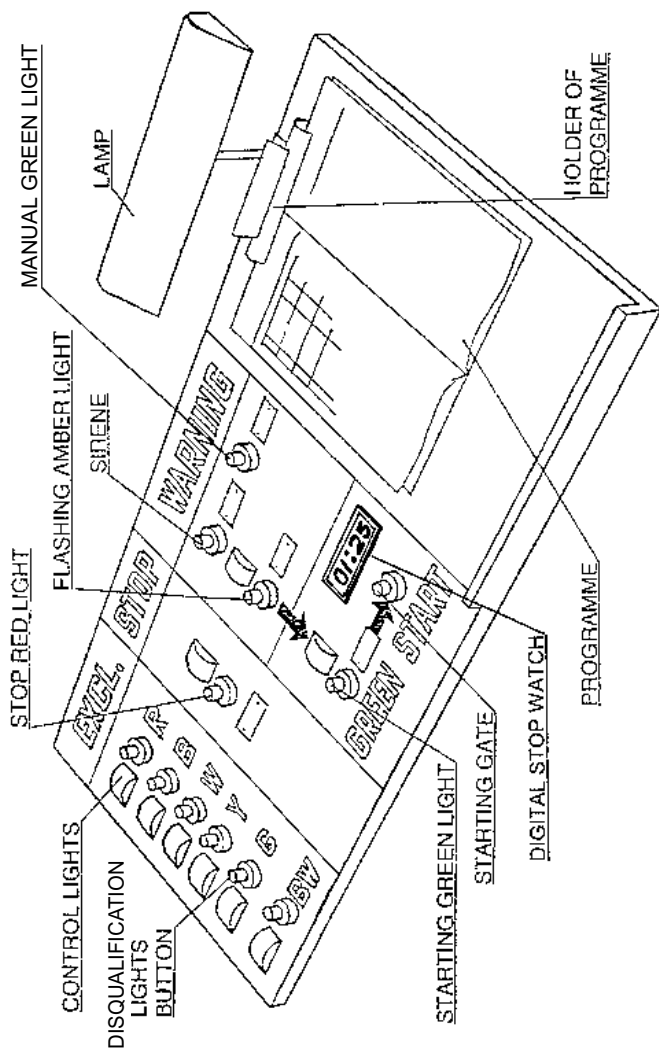
PIVOTS FOR RED STOP LIGHTS

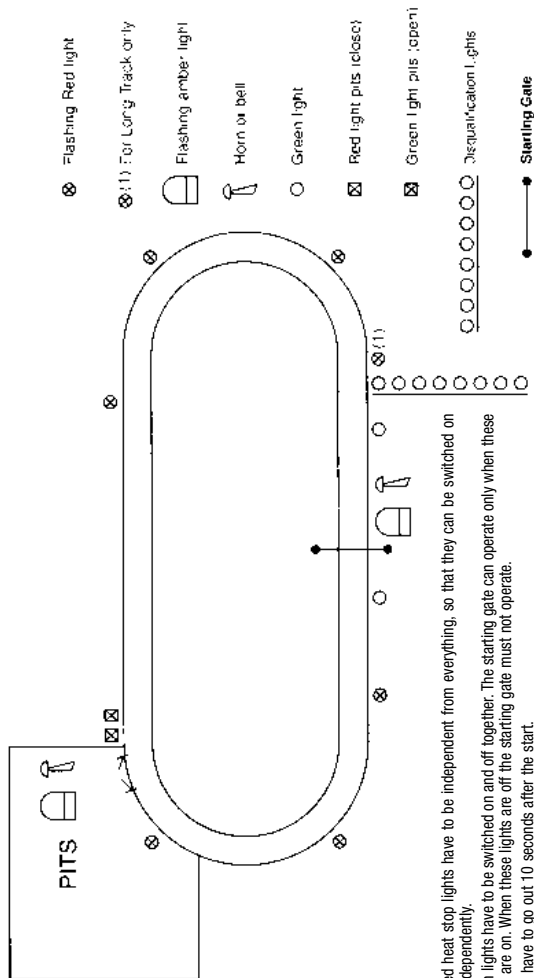


ALIGNMENT WITH STARTING LINE



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

REFEREE'S CONTROL PANEL



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

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

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

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

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

Disqualification lights have to go on and off independently from each other.

The green and red lights in the pits have to go on and off independently from each other.

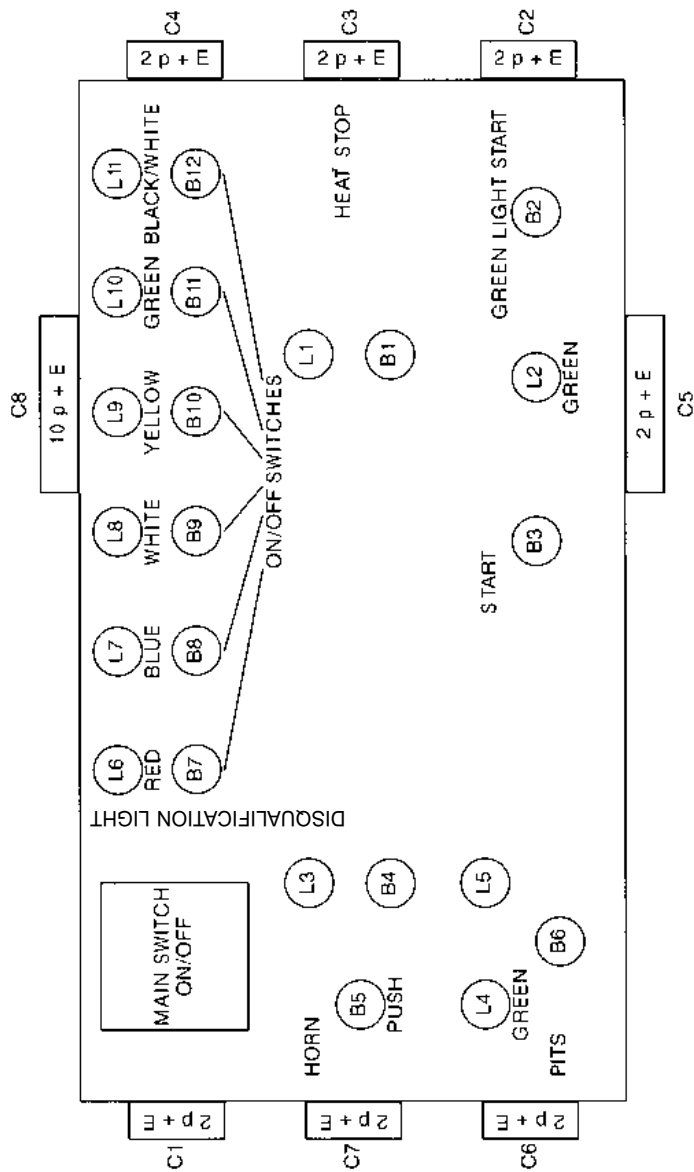
Start. The heat can only be started when the green starting lights are on.

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

Pressing the flashing amber light button: watch reset and start

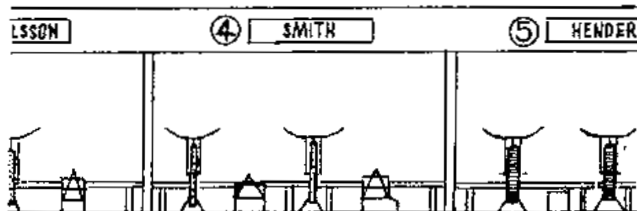
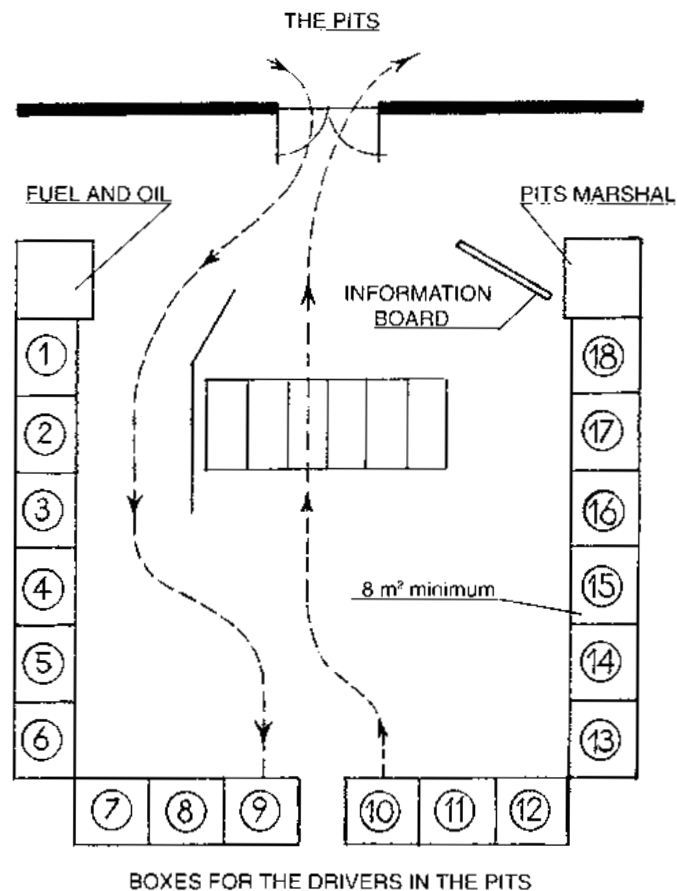
Pressing the green light button: watch reset and start

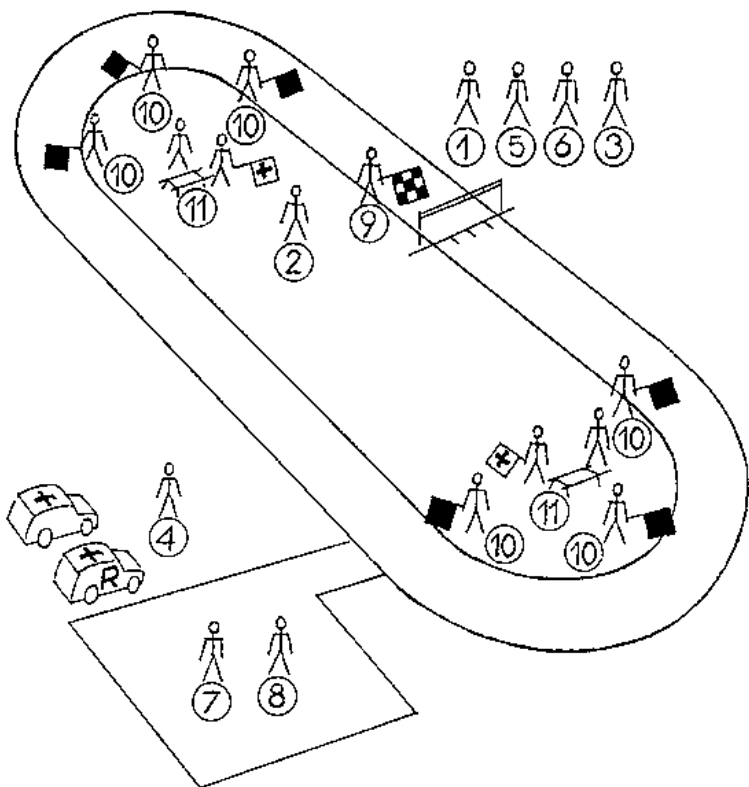
Pressing the starting gate button: watch reset and start



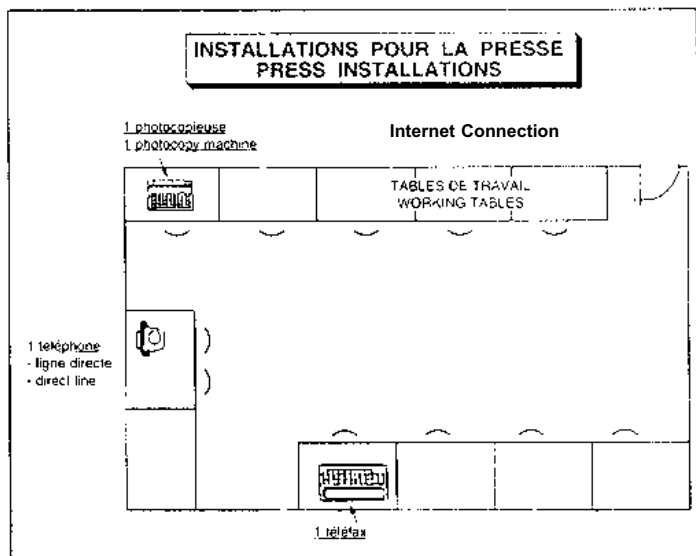
C1. C2. C3. C4. C5. C6. C7=2 p + E CONNECTOR

C8=10 p + E CONNECTOR



RACING OFFICIALS

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



Annexe A / Appendix A

*COORDONNEES DES CONSTRUCTEURS & DISTRIBUTEURS
DES SYSTEMES DE PROTECTION ACCESSOIRES POUR COURSES
SUR PISTES*

CO-ORDINATE OF MANUFACTURERS & DISTRIBUTORS OF TRACK
RACING ADDITIONAL PROTECTIVE DEVICES

Homologated/Certified for **Speedway and Long Track**

Tony Briggs “No Pain Barrier”, “Catching Air”, “Air Net”

Tony Briggs - Circle Industries
12 Mount Haverlock, Douglas, Isle of Man IM1 2QG
Postal: PO Box 1042, Woking, Surrey, GU22 8PB, United Kingdom.
Office: +44 121 286 8661 Mobile: +44 7768 438233
t.briggs@nopainbarriers.com

ADMAR Speedway Air Barrier

F.P.H.U. ADMAR
Ul. Szygarska 27
PL 41-608 Świętochłowice
Tel: +48 32 770 13 90 Fax: +48 32 770 88 22
admar@admar.biz www.admar.biz

**SIDIJK BV “Sidijk Impact Protection System”
and “Sidijk Impact Protection System 2.0”**

Sidijk B.V. P.O. box 65 9000 AB Grou The Netherlands
Tel. +31 (0) 566 625724 Fax. +31 (0) 566 622769
E-mail: arent@sidijk.com Internet: www.sidijk.com
Skype: sidijkarent

*COORDONNEES DES CONSTRUCTEURS & DISTRIBUTEURS
DES SYSTEMES DE PROTECTION ACCESSOIRES POUR COURSES
SUR PISTES*

CO-ORDINATE OF MANUFACTURERS & DISTRIBUTORS OF TRACK
RACING ADDITIONAL PROTECTIVE DEVICES

Homologated/Certified **For Speedway:**

Champion Products Ltd “T.P.B.S” and “TIBS”

**The Old Bakehouse, 95d, Attleborough Road, Nuneaton CV11 4JG, UK
Tel: +44 (0)2476 325799, Fax: +44 (0)2476 326029
playtime(at)playtimeinflatables.co.uk www.playtimeinflatables.co.uk**

The updated list is available on the FIM official website www.FIM-LIVE.com.

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additional-protective-device/](http://www.fim-live.com/en/partners/products-certification/additional-protective-device/)**



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