

**FIM EUROPE TRACK RACING
COMMISSION**

Track Racing Rules

(January 2015)

**FOR
EUROPEAN TRACK RACING
CHAMPIONSHIP 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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1. 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.

2. LICENSES

2.1 Riders

Licenses for all European Championships and Prize Events are issued by the FIM Europe.

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

2.2 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:

	Minimum	Maximum
- Individual Speedway European Championship	16 years	-
- Individual Speedway Junior European Championship	16 years	21 years
- Team Speedway Under 21 European Championship	16 years	21 years
- Individual Ice Racing European Championship	16 years	-
- European Pairs Speedway Championship	16 years	-
- Youth Speedway Racing European Cup 85cc	12 years	16 years
- Grass Track Individual European Championship	16 years	-
- Sidecar European Championship	16 years	-
- Youth Track Racing 125 cc European Cup	10 years	16 years
- International Speedway, Ice Racing, Sidecar, Grass Track meetings	16 years	-
- International Youth Speedway	12 years	16 years
- International Youth Grass Track	10 years	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.

2.3 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.

3. JURY SYSTEM

3.1 Jury Composition

The Jury consists of the following people:

Qualifying Rounds – 2 people

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

Finals – 3 people

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

3.2 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.

3.3 Collection of One **Event** Licenses

The Jury President should collect all one event licenses and send them together with the Jury Presidents report to the FIM Europe **General** Secretariat following the event.

4. 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** license for Track Racing
- Jury Member – holder of a FIM Europe or an FIM **Clerk of the Course** license for Track Racing
- Referee – holder of a FIM Europe or an FIM license for Track Racing Referee
- **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/Team Manager** for Track Racing

5. 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 before a meeting. 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 European Championship or Cup 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.

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.

6. 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 (fax no +39063213677, e-mail: office@fim-europe.com), the FIM Europe Press Office (fax no +390656320404, e-mail: fimeuropepress@gmail.com), the FIM (fax no +41229509501, e-mail: ccp@fim.ch) and the TRC Chairman (e-mail: trc.fime@gmail.com) as well as the people/contacts mentioned on **2015** Press List.

Organisers PLEASE NOTE – as from 15th November 2014 the FIME Track Racing Chairman's email address HAS CHANGED. Please ensure your records/email address book is updated to reflect this amendment.

7. REPORTS

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

- The results immediately after the last Jury meeting; to the FIM Europe **General** Secretariat, the FIM, the FMNR, and the TRC Chairman.
- The Jury President's or Referee's report within **72 hours** following the event;

The organisers are therefore requested to provide a personal computer (for sending and receiving emails) or fax plus a telephone on site.

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).

8. 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.

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.

9. 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.

10. GENERAL INFORMATION

All communications of the FIM Europe **General** Secretariat are always made through the FMN's. The FMN's are asked to transmit the information (rules, letters, calendars, etc.) to all relevant persons and organisations (Members of FIM Europe Commissions and Panels, 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.

11. APPLICABLE RULES

The following rules are in force for Track Racing:

- FIM Europe Statutes and By-Laws
- FIM Europe Annuaire **2015**
- FIM Europe Sporting Code **2015**
- FIM Europe Disciplinary and Arbitration Code **2015**
- FIM Track Racing Technical Rules **2015**
- FIM Medical Code **2015**
- FIM Anti-Doping Code **2015**
- FIM Environmental Code **2015**
- FIM Track Racing Appendices **2015**
- FIM Standards for Track Racing Circuits **2015**

In addition to the rules mentioned above, the **2015** rules for European Track Racing Championships and Cup events for are also applicable.

All rules – as stated in the FIM Track Racing Appendix 070 – 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, then the FIM Europe rule takes priority.

12. INDIVIDUAL SPEEDWAY EUROPEAN CHAMPIONSHIP

12.1 General

The competition will be run according to the FIM Track Racing Appendices of **2015** (Appendix 070).

The Individual Speedway European Championship (**SEC**) will include a 'Qualification stage' with three Semi Finals and a European Championship Challenge (ECC) leading up to a Final Series of four final meetings.

The Final Series will be organised in partnership with a contractual FIM Europe Promoter. The Speedway European Championship Bureau (ECB) is a special commission which will be responsible for controlling the organisation of the **SEC** Final Series. The ECB will consist of 4 members – 2 members from the contractual FIM Europe Promoter and 2 members from FIM Europe Track Racing Commission. The ECB Chairman will be the Chairman of FIM Europe Track Racing Commission.

16 riders (plus 2 track reserve riders) will compete in each meeting.

Semi Final 1: 5 riders and 1 substitute rider will qualify to ECC (max. 2 riders from the same federation)

Semi Final 2: 5 riders and 1 substitute rider will qualify to ECC (max. 2 riders from the same federation)

Semi Final 3: 6 riders will qualify to ECC (max. 2 riders from the same federation)

If no FMNR rider has qualified to the ECC then only 5 riders will qualify from Semi Final 3 and FMNR has the right to nominate one rider to the ECC

European Championship Challenge (ECC): 7 riders will qualify to the Final series

If a rider is not able to take part in the ECC, he will be replaced by the next placed rider from his Semi Final.

12.2 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 qualifying meetings.

12.3 Practice

If the training is planned on the same day as the meeting, the training must be scheduled a minimum of 4 hours before the first heat.

Practice will consist of 3 sessions per rider. Each session will be 2 minutes long, as determined by the Referee. Once these 3 sessions have been completed, there will be a further practice session for all riders, of 2 practice starts (under the control of the Referee), followed by 2 laps.

During all practice sessions there will be a maximum of 4 riders on the track

12.4 Race Format for the Qualification Stage

All heats will consist of 4 laps.

The meetings are conducted according to the schedule for 20 heats – *see 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

12.5 Final Series

12.5.1 Qualified Riders

The first three placed riders of the previous year's Individual Speedway European Championship will automatically qualify for the Final Series.

Riders placed 1st to 7th in European Championship Challenge (ECC) will qualify for the Final Series.

12.5.2 Nominated Riders

The FIM Europe promoter will contract four riders as 'Nominated' riders to compete in Final Series prior to the start of the qualification stage. One additional rider will be nominated by the European Championship Bureau (ECB) for the Final series (at the latest) one week after the ECC. If the winner of the previous year's Individual Speedway European Championship refuses or is unable to participate in the Final Series, a subsequent 'Nominated' rider will participate in his place in the Final Series.

12.5.3 Wild Card Riders

One 'Wild Card' rider will be nominated for each final meeting. All FMNs may propose suitable Wild Card riders. These proposals must be made in writing to the European Championship Bureau (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 Individual Speedway European Championship 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 Individual Speedway European Championship Final Series meeting for which he has been nominated.

Organisers PLEASE NOTE – as from 15th November 2014 the FIME European Championship Bureau email address HAS CHANGED. Please ensure your records are updated to reflect this amendment.

12.5.4 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 Individual Speedway European Championship 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 before 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 Individual Speedway European Championship Final Series meeting for which he has been nominated.

12.5.5 Qualified Substitute Riders

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 Individual Speedway European Championship "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 European Championship Challenge (ECC).

All Qualified Substitute riders must submit the official Individual Speedway European Championship Final Series Entry Form for Qualified Substitute riders to the FIM Europe Track Racing Commission before the deadline required by the Commission. This entry form must be completed and signed by both the rider and his FMN.

This entry form enters the rider into all the Individual Speedway European Championship Final Series meetings he may be called up to compete in unless prevented from doing so by injury or other "force majeure". If a rider is unable to compete due to injury, then a suitably qualified Medical Practitioner must certify the injury or illness in writing to that effect.

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

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

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.

12.5.6 Entries

No entry fee may be charged.

Only Qualified and Nominated riders will be allowed to enter the Individual Speedway European Championship Final Series.

All riders must submit the official Individual Speedway European Championship Final Series Entry Form to the FIM Europe Track Racing Commission before the deadline required by the Commission. This entry form must be completed and signed by both the rider and his FMN. This entry form confirms that the rider will compete in all the Individual Speedway European Championship Final Series meetings of the year. The FMN is responsible for the completion of this entry form as well as submitting it to the FIM Europe Track Racing Commission. (For Wild Cards refer to Art. 12.5.3, for Track Reserve riders, refer to Art. 12.5.4 and for Qualified Substitute riders refer to Art. 12.5.5).

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 Individual Speedway European Championship Final Series.

A rider who has entered the Individual Speedway European Championship Final Series and refuses (or is unable) to take part, shall be deemed to be suspended from competing internationally for a period of one day before to one day after the Individual Speedway European Championship Final Series meetings concerned. Furthermore, he will be considered as ineligible for the Individual Speedway European Championship Final Series for the remainder of the season.

A rider who has started in the Individual Speedway European Championship Final 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.

In the case of a “force majeure”, the International Jury of the meeting will decide on his admission.

If the absence of the rider is fully justified and accepted by the International Jury, he will be reinstated in the Individual Speedway European Championship Final 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.

12.5.7 Riding Numbers (Starting Position Draw)

Each rider participating in the Individual Speedway European Championship Final Series will be allocated a specific riding number, which will be valid for the whole Final Series of that year. Riding number 1 will be allocated to the current European Champion. Qualified, nominated and qualified substitute riders are allowed to choose their riding number that can be a maximum three-digit number. The riders have to send their chosen riding number by e-mail to the ecb.trc@gmail.com address at latest on **14th June 2015**. If a riding number has been chosen by two or more riders, ECB will decide which rider can wear it and the other involved rider(s) should choose another number. If a rider has not chosen his riding number before the a.m. deadline, the ECB will give it him. In each Final Series meeting riding number 16 will be allocated to the Wild Card rider and riding numbers 17 and 18 to the Track Reserve riders.

A starting position draw for each Final meeting will be balloted by the FIM Europe Track Racing Commission.

12.5.8 Fuel

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

12.5.9 Race Format for Final Series

Heat 1 – 20 (Qualifying Heats) – refer to Art. 12.4.

After Heat 20 there will be an Intermediate Classification according to the total race points each rider has scored during the Qualifying Heats. The 2 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 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, then the 2nd placed rider of Intermediate Classification, followed by the winner of the Last Chance Heat, and finally the runner up of Last Chance Heat.

12.5.10 Results

The final meeting classification will be according to the points scored during the meeting. Positions 1 – 4 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 case of any ties, the FIM Track Racing Appendices Art. 070.11.3 will apply.

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 Final meeting, an Intermediate Classification list will be made. In the case of any ties on the Intermediate Classification list, the best placed rider in the LAST Final meeting will be the better placed rider.

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

In case of a tie between one or more riders in the final overall classification, a run-off will decide the 1st, 2nd and 3rd places. For all other places, the better placed rider in the last Final meeting will be the better placed rider.

13. INDIVIDUAL SPEEDWAY JUNIOR EUROPEAN CHAMPIONSHIP (UNDER 21)

13.1 General

The competition will be run according to the FIM Track Racing Appendices of **2015** (Appendix 070 and Appendix 072.3)

Competitions for individual riders: 16 riders (plus 2 substitute riders) will compete in the meeting.

Semi Final 1: 5 riders and 1 substitute rider will qualify to the Final

Semi Final 2: 5 riders and 1 substitute rider will qualify to the Final

Semi Final 3: 6 riders will qualify to the Final

If no FMNR rider has qualified to the Final, then only 5 riders will qualify from Semi-Final 3.

13.2 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 (21 years) finishes at the end of the year in which the competitor reaches 21 years.

13.3 Practice

If the training is planned on the same day as the meeting, the training must be scheduled a minimum of 4 hours before the first heat.

Practice will consist of 3 sessions per rider. Each session will be 2 minutes long, as determined by the Referee. Once completed there will be a further practice session for all riders, of 2 practice starts (under the control of the Referee), followed by 2 laps.

During all practice sessions there will be a maximum of 4 riders on the track

13.4 Race Format

All heats will consist of 4 laps.

The meetings are conducted according to the schedule for 20 heats (*continued over the page*).

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

14. EUROPEAN PAIRS SPEEDWAY CHAMPIONSHIP

14.1 General

Competitions for National Pairs: 7 Pairs will compete in each meeting.

Depending on the availability of teams entering the competition, it is also possible that 6 Pairs can compete in each Semi Final.

Each Pair consists of 2 scheduled riders + 1 substitute rider (not compulsory), who is entitled to race in a maximum of 6 heats.

The participating Pairs are divided into 1 Semi Final and a Final according to the decision of the FIM Europe TRC. Three Pairs from the Semi Final will qualify to the Final. A Pair representing the FMNR hosting the Final will be allocated a place in the Final as well as Pairs placed on 1 to 3 from the previous year's Overall classification

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.

14.2 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) <i><u>ALTERNATIVE:</u> No Pair G will compete in the Semi Finals</i>

14.3 Practice

If the training is planned on the same day as the meeting, the training must be scheduled a minimum of 4 hours before the first heat.

Each Pair's team will have the opportunity to have 2 free practice sessions of 5 minutes each.

A practice session with 2 starts plus 2 laps must be provided for all riders.

14.4 Race Format

All heats will consist of 4 laps.

The meetings are conducted according to the following schedule for 21 heats (*continued over the page*).

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

Alternative: Race Format for 6 Pairs

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

After Heat 15 there will be an 'Intermediate Classification' according to the total number of points each Pair has scored.

Heats 16 to 18 are called 'Final Heats'

Rider's position within Pair / Place of Pair after Heat 15				
Final C	1/5	1/6	2/5	2/6
Final B	1/3	1/4	2/3	2/4
Final A	1/1	1/2	2/1	2/2

Final results only according to the points scored in the Final Heats 16 to 18.

In case of ties on points after the Final heats, there will be a run-off with one rider from each Pair.

15. TEAM SPEEDWAY UNDER 21 EUROPEAN CHAMPIONSHIP

15.1 General

Competition for National teams.

The competition will be run according to the FIM Track Racing Appendices of **2015** (Appendix 070)

Teams from different nations will compete in each meeting. The participating teams are divided into 1 Semi Final and a Final according to the decision of the FIM Europe TRC.

If the situation arises where a team is missing, the FMNR will provide an additional team. The points scored by the additional team will be counted towards the results of the race.

However the additional team will not be classified in the final championship result.

The organiser of a meeting of this championship is guaranteed to have its national team compete in this meeting.

The Semi Final is made up of 4 teams. The winning team will qualify to the Final.

The Final comprises of 4 teams: Teams placed 1 to 3 from the previous year's final classification plus the winner of the Semi Final.

Should there be a tie for the qualifying place to the Final, there will be a heat to resolve the tie.

15.2 Participants

The riders of each team must be of the same nationality as the FMN that has nominated them.

The limit for the minimum age (16 years) starts on the date of the rider's birthday and the limit for the maximum age (21 years) finishes at the end of the year in which the rider reaches 21 years.

15.3 Team Composition

The 4 competing teams consist of 5 riders: 4 riders having programmed rides and 5th rider being a substitute (not compulsory), 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)

15.4 Substitute Riders

The substitute rider may take the place of any programmed rider at any time, within the maximum number of permitted heats (5 heats) when decided by the Team Manager.

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

15.5 Practice

If the training is planned on the same day as the meeting, the training must be scheduled a minimum of 4 hours before the first heat.

A practice session with 2 starts plus 2 laps must be provided for all riders.

15.6 Race Format

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

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

In the situation of riders 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 16 heats but he is entitled to race in a maximum of 5 heats in the meeting.

16. GRASS TRACK INDIVIDUAL EUROPEAN CHAMPIONSHIP

16.1 General

The competition will be run according to the FIM Track Racing Appendices of **2015** (Appendix 070 and Appendix 073); 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: 18 riders, plus 2 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: 9 riders and 1 substitute rider will qualify to the Final

Semi Final 2: 9 riders and 1 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 8 riders + 1 substitute rider will qualify from Semi-Final 2, and the ninth place will be allocated to the host federation (FMNR)

16.2 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 Qualifying/Semi Final events.

16.3 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.

16.4 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 the training is planned on the same day as the meeting, it must be scheduled a minimum of 4 (four) hours before the first heat.

Riders will be divided into two equal groups. Each group will be given four free practice sessions of 3 minutes per session.

A maximum of 6 riders will be allowed on the track at any one time

Following the last session of free practice, a further session of 2 x start practices followed by 2 laps must be provided

16.5 Race Format

Each Semi Final and Final championship event must be organised with 15 heats in which 6 riders will participate in each heat.

All heats will consist of 4 laps.

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

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

After Heat 12, there will be an 'Intermediate Classification' from the 1st to the 18th place according to the total points each rider will have scored during these Qualifying Heats.

Riders positioned 17th and 18th will be classified according to the points they scored during the Qualifying Heats only.

Heats 13 to 15 are called 'Final Heats':

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

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

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.

A ballot for the 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.

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

17. SIDECAR EUROPEAN CHAMPIONSHIP

17.1 General

The competition is for Sidecar teams: 12 Sidecar teams (or outfits) plus 2 standby Sidecar teams, will compete in each meeting.

Semi-Final: 6 outfits and 2 substitute outfits will qualify to the Final

The FMNR hosting the Final is guaranteed at least 1 Sidecar team from its Federation to compete in this event.

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

Speedway tyres are not allowed.

17.2 Participants

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

The number of outfits from each FMN will be allocated by the FIM Europe TRC to the Qualifying/Semi Final events.

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

17.3 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.

17.4 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 the training is planned on the same day as the meeting, the training must be scheduled a minimum of 4 (four) hours before the first heat.

Riders will be divided into two equal groups. Each group will be given 3 free practice sessions of 3 minutes per session.

A maximum of 6 riders will be allowed on the track at any one time

Following the last session of free practice, a further session of 2 x start practices followed by 2 laps must be provided.

17.5 Race Format

For tracks where 4 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 (*see over the page*).

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

After Heat 12, there will be an 'Intermediate Classification' from the 1st to the 12th place, according to the total points each Sidecar team will have scored during the Qualifying Heats.

Sidecar teams 11th and 12th will be classified according to points they scored during the Qualifying Heats only.

Heats 13 to 15 are called 'Final Heats'

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

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

In these Finals, the Sidecar team finishing 1st will be the winner of that Final, regardless of any previous points scored. The Sidecar team finishing 2nd will be second in that Final and so on.

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.

A ballot for the 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.

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

For tracks where 6 Sidecar teams compete per heat, the following rules must be followed. Heats 1 to 8 are called the 'Qualifying Heats' and must be conducted according to the following schedule of heats.

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

After heat 8, there will be an Intermediate Classification from the 1st to the 12th place according to the total points each Sidecar team will have scored during these qualifying heats.

Sidecar teams 11th and 12th will be classified according to points they scored during the Qualifying Heats.

Heats 9 and 10 are called 'Final Heats'

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

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

In these Finals, the Sidecar team finishing 1st will be the winner of that Final, regardless of any previous points scored. The Sidecar team finishing 2nd will be second in that Final and so on.

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.

A ballot for the 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.

The method of running a Sidecar event with 6 outfits may be applied on tracks where dimensions allow for it – the minimum space allowed MUST be 2.5 m per Sidecar outfit.

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

18. INDIVIDUAL ICE RACING EUROPEAN CHAMPIONSHIP

18.1 General

The competitions will be run according to the FIM Track Racing Appendices of **2015** (Appendix 070 and Appendix 074).

Competition for individual riders: 16 riders (plus 2 track reserve riders) will compete in the meeting.

18.2 Participants

For this Championship, each FMN may only nominate their own riders. The number of riders from each FMN will be allocated by the FIM Europe TRC to the meeting.

18.3 Practice

Practice is not compulsory for Ice Racing riders.

Practice must not be scheduled later than 1 day and not earlier than 2 days before racing.

A minimum practice of 3 sessions of 2 minutes per rider must be provided. A 4th session of 2 start practices followed by 2 laps must be also provided.

18.4 Method of Running the Championship

The Championship consists of one 2 day Final meetings. Each day of the meeting is to be taken into consideration as a separate Final Round. The riders have the same riding number in each Final Round.

Both the Final Rounds will be organised in a 24 heat format: 20 Qualifying Heats + 4 Final Heats (D, C, B, and A Finals).

The Qualifying Heats of 1st Final Round are conducted according to the schedule of 1 to 20 heats (*see over the page*).

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

The Qualifying Heats of 2nd Final Round are conducted according to the schedule of 21 to 40 heats as identified below:

Helmet Colour	Red (<i>inside</i>)	Blue	White	Yellow (<i>outside</i>)
Heat No		Riders'	Starting	Numbers
21	3	6	8	10
22	4	12	16	15
23	2	1	14	13
24	5	7	11	9
25	9	3	4	14
26	7	2	6	16
27	1	5	12	8
28	10	15	13	11
29	16	11	3	1
30	13	4	5	6
31	8	14	15	7
32	12	10	9	2
INTERVAL				

INTERVAL				
33	3	13	7	12
34	6	9	1	15
35	11	8	2	4
36	14	16	10	5
37	4	7	1	10
38	12	14	6	11
39	8	13	9	16
40	15	5	2	3

After the Qualifying Heats of each day there will be an Intermediate Classification from the 1st to the 18th place according to the total race points each rider has scored during the Qualifying Heats. According to this Intermediate Classification the riders will qualify to the Final Heats as follows:

Riders placed 13th – 16th will take part in Final D

Riders placed 9th – 12th will take part in Final C

Riders placed 5th – 8th will take part in Final B

Riders placed 1st – 4th will take part in Final A

All heats will consist of 4 laps.

The gate positions for each Final Heat will be chosen by the riders in order based on the Intermediate classification. The best placed rider has the first choice of start position, the second placed rider has second choice etc.

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

18.5 Results

Positions in the classification of Final Rounds will only be according to the results of the Final Heats as follows – the race points collected in Qualifying Heats are irrespective:

Position in Final Heats	Overall Position in Final Round Classification
1 st in Final A	1 st place
2 nd in Final A	2 nd place
3 rd in Final A	3 rd place
4 th in Final A	4 th place
1 st in Final B	5 th place
2 nd in Final B	6 th place
3 rd in Final B	7 th place
4 th in Final B	8 th place
1 st in Final C	9 th place
2 nd in Final C	10 th place
3 rd in Final C	11 th place
4 th in Final C	12 th place
1 st in Final D	13 th place
2 nd in Final D	14 th place

3 rd in Final D	15 th place
4 th in Final D	16 th place
17 th in Intermediate Classification after Qualifying Heats	17 th place
18 th in Intermediate Classification after Qualifying Heats	18 th place

If a rider cannot take part in a Final Heat for which he has qualified, he will be automatically considered as placed in the last position of that Final Heat and WILL NOT be replaced. If 2 or more riders cannot participate in the same Final Heat, their relative positions will be determined by their positions in the Intermediate Classification after the Qualifying Heats.

European Championship points will be awarded to the riders in each Final Round according to their place in the classification as follows:

Place	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Points	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	0

The Final classification of the Championship will be determined by the TOTAL NUMBER of championship points gained by the riders in the Final Rounds.

In case of ties in the Final classification:

- for the first three places, a run-off should be held,
- for the other places, the better placed rider in the last Final Round will have the higher position in the Final Championship classification.

19. YOUTH SPEEDWAY RACING 85cc EUROPEAN CUP

19.1 General

The competition will be run according to the FIM Track Racing Appendices of **2015** (Appendix 070 and Appendix 07A).

The competition is for Individual riders: 16 riders (plus 2 substitute riders) will compete in each meeting.

Semi-Final 1: 8 riders (max of 4 riders from the same FMN) and 1 substitute rider will qualify to the Final.

Semi-Final 2: 8 riders (max of 4 riders from the same FMN) and 1 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)

19.2 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 Qualifying meetings.

The limit for the minimum age (12 years) starts on the date of the rider's birthday and the limit for the maximum age (16 years) finishes at the end of the year in which the competitor reaches 16 years.

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

19.3 Practice

According to the FIM Track Racing Appendices for Speedway of **2015** including the following changes:

If the training is planned on the same day as the meeting, the training must be scheduled a minimum of 4 hours before the first heat.

Each group will be provided with 1 free practice session of 15 minutes each.

A practice session with 2 starts plus 2 laps has to be provided for all riders.

19.4 Race Format

All heats will consist of 4 laps.

For all European **Cup** events with Semi Finals and Finals – a ballot for the gate positions in the Final will be completed following the completion of the Semi Finals. This ballot will be based on the riders finishing position in the Semi Final.

The riders will select their gate positions in the presence of the Clerk of the Course and either the Referee and/or the Jury President.

The meetings are conducted according to the following schedule for 20 heats (*see over the page*).

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

20. YOUTH TRACK RACING 125cc EUROPEAN CUP

20.1. General

The competition will be run according to the FIM Track Racing Appendices of **2015** (Appendix 070 and Appendix 07B) with the following changes:

A maximum of 6 riders will participate in each heat and Final according to the pre-determined format.

20.2 Participants

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

Each FMN must submit a request regarding a number of interested riders to the FIM Europe Track Racing Commission **one month before the event**.

Once all the nominations have been received, the FIM Europe TRC will prepare a document listing all riders and their respective FMN's.

The number of riders from each FMN will be allocated to the championship event and the race format will be confirmed by the FIM Europe TRC.

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 16 years.

20.3 Practice

Practice is compulsory.

According to the FIM Track Racing Appendices of **2015** for Long Track & Grass Track and Track Racing Sidecar 1000 cc, including the following changes:

Each rider will be provided with 2 free practice sessions of 3 minutes. A 3rd session of 2 start practices, followed by 2 laps must be provided.

A maximum of 6 riders will be allowed out to practice at the same time.

If the practice is planned on the same day as the event, the practice must be scheduled a minimum of 4 hours before the first heat.

In the case of a 2-day meeting (that is held at the same track), with each day counting as a Final, the riders will be allowed to complete practice on the first day as outlined above. On the second day riders will be offered 1 free session of 1 start practice, followed by 4 laps – this practice is not compulsory.

20.4 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 (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, 2 minute time allowance etc. – will apply.

However, in order to contain costs, 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 (aluminum plate or similar) must be positioned in place of the rear suspension unit.

20.5 Race Format

Heats will consist of 4 laps.

The race format and the ballot of riding numbers will be made by the FIM Europe TRC no later than 1 month prior to the event.

Riders will compete in 3 ‘Qualifying Heats’ plus a ‘Final Heat’

After the Qualifying Heats there will be an ‘Intermediate Classification’ **according to the total points each rider will have scored during these Qualifying Heats from 1st to 22nd place** leading to 4 Final Heats (D, C, B and A).

Riders positioned 23rd and 24th will be classified according to the points they scored during the Qualifying Heats only.

The last 4 races will be called ‘Final Heats’:

	Rider’s place following COMPLETION of the Qualifying Heats					
Final D	17 th	18 th	19 th	20 th	21 st	22 nd
Final C	11 th	12 th	13 th	14 th	15 th	16 th
Final B	5 th	6 th	7 th	8 th	9 th	10 th
Final A	1 st	2 nd	3 rd	4 th	1 st from B Final	2 nd from B Final

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

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.

A ballot for the 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

The final positions in **this European Cup** event result will be determined by the riders finishing positions in the Finals (1st, 2nd, 3rd, 4th, 5th and 6th from the A Final, 7th, 8th, 9th, 10th 11th and 12th from the B Final etc), regardless of any previous points scored during the Qualifying Heats.

21. TIES

21.1 Individual Speedway, Ice Speedway 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.

Should there be a tie between the first 3 places or for the last qualifying place or substitute position, to go forward to the next round, there will be a heat 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 most 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 2 riders precedence will be given to the best placed rider in the heat where the 2 riders met.
- c) If a tie still persists and involves more than 2 riders it shall be checked whether there is a possibility to determine a proper precedence, i.e.: 3 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) **In 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 article**
- e) **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 .

21.2 Team Speedway

For all meetings between Teams, should there be a tie for the first 3 places or the last qualifying place; the tie will be resolved by an additional heat with one rider from each Team involved in the tie.

If this additional heat cannot be held due to circumstances of Force Majeure, the ties will be solved as follows:

- a) Precedence will be given to the Team (tied on points) having the most number of 1st, 2nd, 3rd, 4th placing's (a '0' for last place being better than M-R-F-T-d-N), taking into consideration the placing's of all riders of each Team.
- b) If solution a) cannot be used, the order shall be determined by ballot.

If only two riders take part in the run-off, the starting area must be divided into two equal parts (outer and inner start positions). If three riders take part in the run-off, the starting area must be divided into three equal parts.

21.3 Individual Grass Track, Sidecar European and Youth Track Racing 125cc European Cup

In all Championship and Cup events, after the official programme of heats has been completed, should there be a tie for the first 3 places, or for the last qualifying place or substitute position to go forward to the next round, there will be an additional heat to resolve the tie

In the situation of one or more ties at the end of the qualifying heats, the following will apply:

- a) Precedence will be given to the riders having the most number of 1st, 2nd, 3rd, 4th, 5th or 6th placings where applicable (an '0' for last placing being better than M-R-F-T-d-N).
- b) Ballot.

22. 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.	EUR 390 + exclusion
2.	Arriving after the signing-on time stated in the SR's.	EUR 160
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) EUR 160 (ii) EUR 390 (iii) EUR 1200
4.	Absence without having advised the organisers in writing (either by fax or letter) or absence after having advised the organisers in writing (fax or letter) but for a reason not accepted by the FIM Europe Jury.	EUR 650
5.	Absence of motorcycle or late arrival at machine examination.	EUR 160
6.	Absence or late arrival at the riders' briefing.	EUR 160
7.	Absence or late arrival at the pre event parade.	EUR 160
8.	Absence or late arrival at the prize-giving ceremony.	EUR 160
9.	Absence or late arrival at the press conference.	EUR 160
10.	Riding number jacket not worn during the race meeting, prize giving ceremony or press conference.	EUR 390
11.	Any part of the riding number jacket covered by any object.	EUR 260
12.	Not using the environmental mat during practice or racing.	EUR 100/ per mat

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

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

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

23. 2015 HOMOLOGATED SPEEDWAY TYRES (NOT APPLICABLE FOR 85cc European Cup)

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

24. 2015 APPROVED DIRT DEFLECTORS FOR SPEEDWAY, GRASS TRACK AND LONG TRACK (NOT APPLICABLE FOR 85cc European Cup and 125cc Grass Track Cup)

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

25. 2015 SILENCERS

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

26. RIDERS' REMUNERATION

26.1 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.

26.2 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)

26.3 Expenses Reimbursement

All amounts indicated on the reimbursement scales for the various FIM Europe Championship events are shown in EURO and are net amounts.

All amounts MUST be paid to the riders in Euros

26.4 Scale of Expenses Reimbursement

26.4.1 INDIVIDUAL SPEEDWAY EUROPEAN CHAMPIONSHIP

Placing	Semi-Final	European Championship Challenge (ECC)
1 st	820	1170
2 nd	710	950
3 rd	660	830
4 th	600	780
5 th	550	730
6 th	510	700
7 th	440	670
8 th	410	620
9 th	360	450
10 th	360	450
11 th	330	420
12 th	330	420
13 th	300	400
14 th	300	400
15 th	280	340
16 th	280	340
17 th	280	340
18 th	280	340
Total	7.800	10.350

26.4.1.1 Final Series

Travel Expenses:	450 EUR
Points scored in Qualifying Heats (1-20)	450 EUR/point
Points scored in Final Heat (22)	650 EUR/point

Final details regarding the payment of riders travel expenses and prize money will be **confirmed and included in a 'SEC Information Bulletin' that will be issued prior to the staging of the 1st Final.**

26.4.2 INDIVIDUAL SPEEDWAY JUNIOR EUROPEAN CHAMPIONSHIP (Under 21)

Placing	Qualifying Round	Semi Final	Final
1 st	530	650	970
2 nd	470	580	840
3 rd	420	520	710
4 th	340	410	580
5 th	320	400	520
6 th	300	380	490
7 th	280	370	470
8 th	280	360	470
9 th	260	320	410
10 th	260	320	410
11 th	240	300	390
12 th	240	300	390
13 th	220	280	360
14 th	220	280	360
15 th	200	250	310
16 th	200	250	310
17 th	200	250	310
18 th	200	250	310
Total:	5.180	6.470	8.610

26.4.3 EUROPEAN PAIRS SPEEDWAY CHAMPIONSHIP

Placing	Semi Final	Final
1 st	2000	3200
2 nd	1750	2500
3 rd	1500	2100
4 th	1250	1500
5 th	1100	1400
6 th	1000	1200
7 th	900	1100
Total:	9.500	13.000

26.4.4 TEAM SPEEDWAY UNDER 21 EUROPEAN CHAMPIONSHIP

Placing	Semi-Final	Final
1 st	2200	3000
2 nd	1900	2500
3 rd	1500	2000
4 th	1200	1600
Total:	6.800	9.100

26.4.5 INDIVIDUAL GRASS TRACK EUROPEAN CHAMPIONSHIP

Placing	Semi Final	Final
1 st	1170	1620
2 nd	1040	1100
3 rd	910	970
4 th	710	910
5 th	620	870
6 th	550	840
7 th	490	780
8 th	450	550
9 th	420	500
10 th	380	500
11 th	370	470
12 th	360	470
13 th	340	440
14 th	340	440
15 th	310	410
16 th	310	410
17 th	280	360
18 th	280	360
19 th	260	360
20 th	260	360
Total:	9.850	12.720

26.4.6 SIDECAR EUROPEAN CHAMPIONSHIP

Placing	Semi Final	Final
1 st	750	1040
2 nd	670	970
3 rd	600	910
4 th	560	840
5 th	470	780
6 th	450	620
7 th	400	540
8 th	380	510
9 th	370	490
10 th	360	470
11 th	360	470
12 th	350	460
13 th	340	430
14 th	340	430
Total:	6.400	8.960

26.4.7 INDIVIDUAL ICE RACING EUROPEAN CHAMPIONSHIP

Placing	Final 2 days
1 st	1900
2 nd	1500
3 rd	1350
4 th	1260
5 th	1200
6 th	1140
7 th	1070
8 th	1000
9 th	930
10 th	870
11 th	810
12 th	750
13 th	700
14 th	650
15 th	610
16 th	610
17 th	590
18 th	590
Total:	17.530

26.4.8 YOUTH SPEEDWAY RACING **85cc** EUROPEAN CUP

No travelling expenses or prize money will be paid to the riders.

26.4.9 YOUTH TRACK RACING 125 CC EUROPEAN CUP

No travelling expenses or prize money will be paid to the riders.

Amended 22.1.14