FEDERATION INTERNATIONALE
DE MOTOCYCLISME

FIM TRACK RACING APPENDICES

2026

IMPORTANT NOTE

Whilst the CCP will make every effort to complete the **2026** championships in accordance with these regulations, some regulations can be subject to change, possibly at the last minute, due to changing circumstances and government requirements.

Changes from 01.01.2026 are in bold.

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1. GENERAL

The following appendices apply to all FIM Track Racing world championships, world cups, and gold trophies in addition to the rules outlined in the FIM sporting code. All riders, teams, officials, and other parties participating in the FIM Track Racing world championships, world cups, or gold trophies agree, on behalf of themselves, their team members, and managers, to observe all the provisions of the FIM disciplinary code, FIM sporting code, FIM code of ethics, FIM environmental code, FIM medical code, FIM anti-doping code, FIM Track Racing sporting regulations, FIM Track Racing technical regulations, FIM Track Racing circuit standards and FIM organiser's manual (when applicable) of the current year, as amended and supplemented from time to time (collectively referred to as the "FIM regulations"). The FIM regulations can be translated into other languages, but in case of any dispute regarding interpretation, the English version will take precedence. It is the responsibility of each rider and/or team to ensure that all persons involved with their entries always observe the FIM regulations. The rider or any person having charge of an entered motorcycle at any time during an event shares joint and individual responsibility with the team. All persons concerned in any way with an entered motorcycle or present in any capacity - such as in the paddock, pits, or on the track - must always carry a valid pass during the event. Actions deemed by responsible officials to violate the FIM regulations or to be unsportsmanlike or detrimental to the sport at that event are subject to disciplinary action as outlined in the FIM regulations.

1.1 Titles

The FIM recognises the following FIM world championships in the field of Track Racing. These championships are run under the authority and jurisdiction of the FIM and must be organised in accordance with all FIM rules:

- FIM Speedway Grand Prix world championship series (see Speedway Grand Prix world championships regulations) - hereafter referred to as SGP.
- FIM Speedway Grand Prix world championship qualifying meetings (qualifying rounds and challenge).
- FIM Speedway of nations (see Speedway of Nations regulations) - hereafter referred to as SoN.
- FIM Speedway of nations under 21 (see Speedway of Nations regulations) - hereafter referred to as SoN2.
- FIM SGP2 world championship (see Speedway Grand Prix World championships regulations for the final series) - hereafter referred to as SGP2.
- FIM SGP3 world championship (see Speedway Grand Prix World championships regulations for the final) - hereafter referred to as SGP3.
- FIM SGP4 world championship (see Speedway Grand Prix World championships regulations for the final) - hereafter referred to as SGP4.
- FIM Speedway World Cup (see Speedway World Cup regulations) - hereafter referred to as SWC.
- FIM Long Track world championship - hereafter referred to as LT.
- FIM Long Track of nations - hereafter referred to as LToN.
- FIM Ice Speedway world championship - hereafter referred to as ISG.
- FIM Ice Speedway of nations - hereafter referred to as ISGoN.
- FIM Flat Track world championship (see Flat Track regulations).

The FIM recognises the following prize events in the field of Track Racing. These race meetings are the sole prerogative of the FIM and must be organised in accordance with all FIM requirements:

- FIM Speedway youth gold trophy | 85cc.
- FIM Track Racing youth gold trophy | 125cc.
- FIM Long Track U23 world cup | 500cc.
- FIM Speedway Sidecar world cup | 1000cc.
- FIM women's Speedway gold trophy | 250cc.
- **FIM women's Speedway world cup | 500cc.**
- **FIM women's Flat Track world cup | 450cc (see Flat Track regulations).**
- **FIM youth Flat Track world cup | 250cc (see Flat Track regulations**).

1.2 Definitions

A Track Racing race meeting consists of all official activities related to racing, starting with the first administration controls and machine examinations until the settlement of all possible protests, which are to be dealt with by the jury, or the referee if the jury does not exist.

The actual racing consists of a series of several heats, between 4 or more riders or riders with passengers, hereafter referred as rider(s), run on a track formed by two straights joined by two semi-circles with a top surface in granite, shale, brick granules or similar unbound material rolled in on the base ground (speedway), sand, shale or similar unbound material rolled in on the base ground (long track), firm, level turf with minor undulations (grass track) and ice with a minimum thickness of 20 cm (ice racing).
These race meetings can be run between riders competing individually, in pairs, or as a team. Each heat will be limited to one class of motorcycles of the same group.
The FIM world championships, world cups and gold trophies are recognised by the FIM, hereafter referred to as the FIM championships can be staged in a series of qualifying meetings leading up to a final, a final series or a Grand Prix series. In accordance with prevailing circumstance, the CCP/FIM at its sole discretion can cancel, alter, change, or amend ANY aspect of the qualification system and/or diagrams (i.e. the selection of wildcard riders, qualified riders, nominated riders, etc.) in respect of any FIM championship/cup/trophy competition at any time.
LEAGUE
A league is a speedway championship run by an FMNR affiliated to the FIM and or in partnership with any FMNR/s affiliated to FIM.
LEAGUE MEETING
A league meeting that consists of foreign riders is, by definition, a national speedway meeting open to foreign participation.

1.3 Supplementary regulations
Supplementary regulations, hereafter referred to as SR, must be issued by the FMNR in accordance with the FIM sporting code, the FIM Track Racing appendices or regulations.
For all race meetings counting towards the FIM championships, the SR must be published in English and must be approved by the FMNR and the FIM and subsequently ratified by the international jury during the 1st jury meeting.
One copy must be emailed to the FIM administration two months before the date of the race meeting for approval by the FIM.
The SR must in no case modify the FIM sporting code and must be drawn up in conformity with the standard model established by the FIM Track Racing commission, hereafter referred to as the CCP.

1.3.1 Amendments to the supplementary regulations
No amendment can be made to the SR after its approval by the FIM administration or the FMNR. However, in exceptional circumstances, the international jury or, if the race meeting has not started, the FMNR, after approval of the FIM, can authorise an amendment to the SR, which must be brought to the attention of all persons concerned.

1.4 Dates of the race meetings
The qualification systems, all race meeting diagrams, and the dates on which the FIM championships and prize event meetings are to be held will be prescribed, according to art. 20.1 of the FIM sporting code, by the CCP main committee, and subject to the approval of the FIM board of directors. Each race meeting will be allocated to an FMN. To provide for postponements which can be necessary (due to bad weather conditions, for example), the FMNR must declare a re-staging date, which should always be the day following the original date of the race meeting, and notify accordingly in the SR.
If the race meeting cannot take place on either of the specified dates, the CCP main committee will agree on an appropriate rerun date and venue.

1.5 Responsibility for organisation
The organiser of the race meeting, whether an FMNR, an individual, a club, a corporate body or a member of such a club or body, is responsible for the overall staging and organisation of the race meeting for which a permit or other authorisation has been granted by the FMNR, and for provision of all equipment required for the efficient running of the race meeting.
In accepting these responsibilities, the organiser undertakes to ensure the loyal observance of all rules and provisions of the FIM sporting code, its appendices, and regulations.

2. OFFICIALS

2.1 Appointment of officials

For FIM world championships, world cups and prizes, the jury president and the referee, plus, when applicable, the race director, the medical delegate, the jury secretary and the technical director are appointed by the FIM.

The other officials are appointed by the FMNR. Each FMN is eligible under art. 2.4.14 has the right to appoint an FMN delegate.

2.2 Incompatibilities of officials

An official cannot be a competitor, team manager, team member, mechanic, manufacturer's representative or sponsor participating in the race meeting.

An FMN delegate can act as a team manager if they have, in accordance with art. 2.4.14, entered the race meeting also as a team manager.

2.3 Officials who hold a FIM licence

When on duty at FIM world championships, world cups, and gold trophies, any of the following officials must be a holder of the appropriate FIM official's licence, which is valid for the current year:

- Jury president.
- Referee.
- FMN delegate and FMNR delegate.
- Race director (SGP, SWC & SoN - SGP challenge - SGP2, SGP3, SGP4 & SoN2, ice speedway finals & ice speedway of nations, long track finals & long track of nations).
- Clerk of the course (Track Racing super licensed clerk of the course for SGP, SWC & SoN - SGP2, SGP3, SGP4 & SoN2).
- Technical director.
- Technical steward.
- Sustainability steward.
- Chief medical officer (SGP, SGP2, SGP3, SGP4, SoN and SoN2).
- Medical delegate (SGP, SGP2, SGP3, SGP4, SoN and SoN2).
- Team manager (Track Racing clerk of the course licence).

2.4 Terms of reference of officials

2.4.1 International jury president

The president of the international jury (jury president) ensures that the decisions of the international jury conform to the provisions of the FIM regulations and the SR of the race meeting. The jury president can, if necessary, convene any extraordinary meetings.

The jury president has the right to invite any guests to the international jury meetings, when appropriate for the meeting, and is responsible for the communication with the FMN delegates.

In case of the absence of the jury president, the position will be taken by the FIM referee.

A meeting of the international jury will be called before the first official practice session, and during this meeting, the international jury will approve, control, or reject the following matters:

- Approve the SR and any amendments.
- Report of the clerk of the course (and race director when applicable) stipulating that all riders and participants engaged are in possession of their respective entry forms and licences, as well as all officials with any responsibility for the running of the race meeting.
- Report from the clerk of the course (and race director when applicable) showing all steps to be taken to ensure the orderly running of the race meeting.
- Report and control of the safety standards of the race meeting.
- Approve, control, or reject any amendments to requests for extra safety measures as mentioned in the track inspection report.
- Control of the official permission from the local authorities to run the race meeting, and of the third-party liability insurance policy of the organiser.

At the end of the official practice, during a session of the international jury, the president will hear the reports of all the appropriate officials.

At the end of the race meeting, during the last session of the international jury, the jury, together with the referee, must approve the official classification of the race meeting. All minutes of the jury meetings must be signed by the jury president and the jury secretary.

The jury minutes must include details of any outstanding fuel test results where laboratory testing is required. In the event of any anomaly being officially confirmed by the FIM, the jury president will reconvene the jury and impose appropriate penalties as required by these regulations.

A short report of the race meeting must be sent straight after the last jury meeting (number of spectators, accidents…) to the FIM CCP director, and the online report must be filled within 72 hours of the finish of the race meeting, with uploading the following documentation:

- The minutes of the international jury meetings (using the official form).
- Hearing and proofs of any protests/fines submitted.
- Copy of the official results and intermediate classification when applicable.
- The protest fee, if applicable, must reach the FIM administration as soon as possible.

2.4.1 b Race director

When considered appropriate, the FIM will appoint a race director, who can be for a single meeting or a series of meetings. The race director is responsible for the conduct and efficient running of a specified meeting or meetings. The race director is a voting member of the international jury and must be present at all international jury meetings.

The race director is responsible for holding regular meetings with the riders and their associations to obtain good cooperation and with the aim of continuously improving the standard of the FIM events.

2.4.2 Referee

When on duty, during practice and racing, the referee exercises supreme control over the race meeting and is responsible for ensuring that all regulations are observed. The referee will consult the jury president, clerk of the course, or the race director if their advice is necessary.

The referee has no responsibility for the organisation of the race meeting and has no executive duties other than those defined in these regulations.

The referee is entitled to refuse access to the referee box to any person other than the clerk of the course and the FIM jury secretary, and when on duty in the referee box, no person can speak to the referee without permission.

The online referee's report must include details of any penalties imposed, delays that may have occurred, protests received, and any other incidents that it is considered should be brought to notice.

Accompanied by the clerk of the course and the jury president (and the race director where appointed), the referee must inspect the track and safety fences (barriers) before practice and before the first heat.

The referee must prohibit any rider/ team from taking part or any machine from being used in practice or in racing if other riders/teams or the public would be endangered.

The referee must ensure that all decisions which can affect or vary from the published programme, such as the rerunning of a heat and the disqualification of a rider, are communicated immediately to the clerk of the course or the race director (when applicable) for action.

If a degradation of the track or any other such situation occurs during practice or racing, which could cause the postponement, stopping, or abandonment of the race meeting, the referee should request the jury president to call an immediate international jury meeting for an appropriate decision, which is to be communicated immediately to the clerk of the course for action.

However, the clerk of the course and the riders (or team managers in team meetings) must be consulted before any decision concerning weather conditions, surface of the track, visibility of riders, or for any other reason which could lead to a dangerous situation for riders or spectators.

The decisions of the international jury are to be announced by the speaker to the public.

The referee will inflict a penalty on any person who fails to comply with any regulation or instruction given, or is guilty of misconduct or unfair behaviour, or who shows by word or action dissent from any decision given by the referee or other authorised official.

The penalty can take the form of a warning, a fine, or a disqualification of a rider from one or more heats, removal from the race meeting, and/or a warning or a report to the FMN of the rider for action as that body can consider fit.

The referee would give the reason for a penalty if the person concerned made a request for an explanation. Having provided the explanation, the referee will not discuss it in private or in public.

When on duty, during practice and racing, the international jury will deal immediately with any protest submitted through the clerk of the course in accordance with the FIM disciplinary code, these present rules, and the SR.

The referee, in agreement with the international jury, will satisfy themselves as to the correct handling of machine examinations of the riders' machines and safety equipment and also determine, in conformity with the FIM medical code and the anti-doping code, what controls of the riders' physical conditions are to be made, i.e., medical and doping tests.

The referee must judge in which order the riders cross the finish line, and this decision, once announced, is final and will not be the object of a protest.

The maximum age limit for referees officiating at FIM championships is 60 years.
The referee appointed by the FIM to officiate at a FIM championship cannot act as manager of a national team or individual rider in any Track Racing championship of that year.

2.4.3 FMNR delegate

The FMNR delegate will attend international jury meetings with voting rights.

2.4.4 Clerk of the course

The clerk of the course is responsible for the conduct and efficient running of the race meeting and is not a voting member of the jury but is considered as in case of no FMNR delegate present. The clerk of the course cannot be a team manager in a competition while appointed as clerk of the course with voting rights. It is strongly recommended that the clerk of the course speak one of the two official FIM languages. If not, a competent translator must always be available.
The clerk of the course must ensure that the track receives timely and adequate preparation before practice and before racing and that all facilities are provided to maintain the track in a satisfactory condition during practice and during racing.
The clerk of the course must exercise authority over all officials of the race meeting (except for the international jury members) and is responsible for ensuring that they are present and ready to carry out their duties properly.
The clerk of the course must verify the identity of the riders and passengers; the correct numbering of the motorcycles; and that there is nothing to prevent a rider or passenger from participating in the race meeting, e.g., suspension, disqualification, or any other ban on riding.
The clerk of the course must ensure that all riders and passengers taking part in the race meeting have signed on and give the signing-on list to the jury president.
The clerk of the course must carry out as soon as possible all instructions received orally (directly or by telephone) or in writing from the referee.
The clerk of the course must provide any information regarding the organisation and control of the race meeting which he considers relevant for the international jury or the referee to know, or which can be requested by the international jury or the referee.
The clerk of the course must prevent any person from communicating directly with the referee when on duty in the referee box (including communicating by telephone), without the referee's permission.
The clerk of the course must ensure that protests are in order and accompanied by the appropriate security deposit before passing them to the international jury.
The clerk of the course must notify the international jury and the referee of all decisions to be taken or already taken, and of any protest addressed to them.
The clerk of the course ensures that the FIM rules are respected and can propose penalties to the international jury.
The clerk of the course must order the removal from the circuit, track, or venue and its vicinity of any person refusing to obey the orders of an official in charge (i.e., people smoking/vaping, drinking alcohol in the pits).
The clerk of the course must ensure that no machine or engine is removed from the pits without the authorisation of the international jury until 30 minutes after the last race.
The clerk of the course must ensure that the speaker has taken notice of the duties as mentioned later in this article. The clerk of the course must collate the reports of the executive officials and all other information necessary to present the report to the international jury and have the provisional results of the race meeting approved.

2.4.5 FIM technical director

The FIM technical director is appointed by the director of FIM international technical commission in consultation with the director of FIM Track Racing commission.
The FIM technical director is not responsible for the machine examinations but will ensure that they are carried out in accordance with the FIM technical code.
The FIM technical director works in cooperation with the FIM race director/ jury president and FMNR delegate/clerk of the course.
The authority and duties of the FIM technical director include, but are not limited to please (also refer to the FIM technical code):

- The FIM technical director will report any concerns or deficiencies relating to the machine examinations to the FIM jury president and present proposals to resolve such concerns.
- The FIM technical director is the final arbiter in relation to technical issues at the event.
- The FIM technical director will examine with the chief technical steward the motorcycle(s) and

the protective equipment of any rider(s) involved in serious or fatal accidents and present a written report to the FIM jury president.
- The FIM technical director will attend all jury meetings but without voting rights.

2.4.6 Technical steward

The technical steward must verify the machines, riders' equipment, and helmets in accordance with the FIM Track Racing technical/sporting rules and the SR. Any equipment or helmets can be retained before, during, or after the event.
The technical steward must present their report to the international jury prior to and after racing.
The international jury can decide to disqualify a rider after the technical steward's advice following an infringement to the machine examinations, but not under the technical steward's power of competence.

2.4.7 Chief medical officer (CMO)

The chief medical officer must fulfil the duties required in the FIM medical code. The presence of an FIM-licensed chief medical officer is requested at Warner Bros Discovery promoted events.

2.4.8 Sustainability steward

The sustainability steward shall be responsible for all environmental aspects. He must fulfil the duties required in the FIM environmental code.

2.4.9 Timekeeper

The timekeeper must be qualified to use a timekeeping system and must record:
- The times taken in each heat by the winner and the time taken by any other rider, if so required by the referee.
- The times, but no other information, can be conveyed to the public.

The records of times must be certified by the timekeeper, retained for scrutiny, and not destroyed without the authorisation of the clerk of the course. The FMNR must be advised of all track records established during a race meeting.

2.4.10 Speaker

The speaker must give members of the public such information as they can reasonably require understanding the sport they are watching and to enjoy it.
The speaker must:
- Communicate all information as required by the referee, but cannot comment on, give an opinion on, or amplify such information or any decision made by the referee.
- Be strictly impartial in what is said and refrain from any statement which can incite members of the public to demonstrate against or denigrate an official, rider, or team, or to encourage any section of the public to be an annoyance or nuisance to another section.
- Not convey to the public, information which is contrary to the FIM sporting code or the SR, or which is untrue, or information on any protest or appeal, which can be lodged.
- Communicate results in English.

2.4.11 Starting marshal

The starting marshal is responsible for:
- Ensuring that before the beginning of practice and racing, the starting system (when applicable), signalling flags, disqualification discs, spare starting gate tapes and elastics, track marking equipment, rakes, and fire extinguishers are readily available and in order.
- Checking that the starting gate functions correctly.
- The layout and marking of the starting area comply with regulations, and all starting positions are raked, graded or swept to give an even surface immediately before each heat.
- The riders are controlled when they are preparing to start in a heat, and that he remains at the tapes satisfied all riders are in their correct positions and ready to start. When the start marshal is satisfied, they will signal to the referee, who will then illuminate the green light to indicate to the riders that the race is about to start.
- On the showing of the green light, the start marshal must commence to walk clear of the riders.
- Signals for the stopping of a heat (or the disqualification of a rider) given by the referee are repeated by flags (and the helmet colour disc for a disqualification is displayed).
- Flag signals are made to indicate the last lap and the finish of each heat.
- Flag signals are to be made, as agreed and directed by the referee, should the starting gate

or signal lamps fail or not operate in a proper and acceptable manner.

2.4.12 Flag marshals

There must be at least 3 flag marshals on each bend. Each flag marshal is responsible for displaying a red flag upon the signal to do so from the referee or from the starting marshal. Between heats, flag marshals can assist the rakers in restoring the track surface.

2.4.13 Pits' marshal

The pits marshal and assistants must be permanently present in the pits area during the FIM race meeting. The pits' marshal is responsible for ensuring that:

- Only the riders and their teams and other persons with appropriate passes (police, fire, and medical staff in uniform, and doctors, do not need passes for identification) are permitted in the pits.
- All necessary equipment, including fire extinguishers and emergency tools (see STRC), is in order.
- Machines are positioned in the pits in order according to riding numbers or by nationality so as to facilitate quick identification.
- Riders, passengers, and machines carry the correct riding numbers according to the programme and if helmet colours and race jackets (or front suit design according to the rules for SGP series permanent riders) are used, riders and passengers are equipped before they leave the pits.
- Riders concerned are marshalled in readiness for the heat in which they are competing immediately after the previous heat has started.
- Before authorising riders and machines to leave the pits for practice or racing, the track is clear of all obstructions; the gate between track and pits is opened only when necessary for access for riders, machines and pusher-off, and that, during racing, the gate is properly closed and all persons in the pits are kept at a safe distance from it; instructions from the referee or clerk of the course are clearly understood and carried out.
- nobody smokes in the pits area.
- During the race and the practice session, except for the riders, only persons who have reached their age of majority/adulthood can enter the pits with a valid accreditation.
- No rider, mechanic, manager, or delegate goes on the track when track maintenance is in progress.
- A race card, placed in the pits area, is filled in and updated according to the points scored during the race meeting.

2.4.14 FMN delegate

Each FMN that has a rider or a national team participating in a FIM championship is entitled to be represented by a national delegate, holder of a FIM sporting steward's licence.

All such nominations must be submitted in writing to the FMNR. The FMNs must inform the FMNR of the name of their delegate not less than 15 days prior to the race meeting.

This national delegate represents their FMN and the riders entered by that FMN, but is also entitled to:

- Attend the meetings of the international jury, as observer, if permitted by the jury president.
- Receive documents, including the international jury minutes.
- Submit any queries to the jury president so that the international jury is aware of all circumstances.
- Receive passes to be present at important places during the race meeting.

If necessary, the jury president will arrange a meeting with all FMN delegates to explain the work of the international jury and to receive the remarks of the FMN delegates.

3. INTERNATIONAL JURY

The members of the international jury with voting rights are the jury president, the referee, the race director (when applicable) and the FMNR delegate (or FMNR clerk of the course if there is no FMNR delegate). In the case of a tie, the jury president has the casting vote.

The following persons are entitled to attend the meetings of the international jury but without the right to vote: the members of the FIM board of directors, the directors of the permanent FIM commissions and panels, the FIM chief executive officer, the FIM deputy chief executive officer, the FIM sports director, the FIM medical delegate, the FIM technical director, the FIM administrative staff of the

sporting commission concerned, the sustainability steward, the chief medical officer, the technical steward, the FMN delegate(s), the team managers and any guests in possession of an FIM licence invited by the jury president.
The international jury will hear any protests that are lodged during the race meeting. No protest can be lodged against the referee or technical steward's statement of facts.
Any neutral or legal person, holder of a FIM licence, who considers themselves to be directly prejudiced, during a meeting sanctioned by the FIM, following dangerous, unsporting or fraudulent behaviour, riding act, which has not been subject to a decision by the disciplinary bodies listed in art. 3 of the FIM disciplinary code has the right to protest against such behaviour, riding or act.
Any neutral or legal person, holder of a FIM licence and directly affected by a decision taken during a meeting under the authority of the FIM has the right to lodge an appeal against such a decision. This appeal must be presented to the CAI within 5 days at the latest after the notification of that decision.
Appeals against a disciplinary decision taken by the international jury will be dealt with by the CAI.
The international jury has the competence to pronounce ex officio sanctions against riders, team members, officials, promoters/organisers, and all the persons involved in any capacity whatsoever in a race meeting.
The authority and duties of the international jury are:

- To ensure smooth and efficient running of the race meeting.
- To approve all the official results of the race meeting.
- To impose penalties for any infringement of the regulations.
- To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during a race meeting, contrary to the current regulations or instructions given by an official of the race meeting.
- To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of people occurring during a race meeting.
- To impose penalties on organizers for having been unable to ensure the smooth and efficient running of the race meeting or for serious breaches of the regulations.
- To adjudicate on any protest relating to infringements of the regulations.

Any person or organisation affected by a disciplinary decision of the international jury has the right to appeal this decision. This appeal must be presented to the CAI within 5 days at the latest after the notification of that decision. Appeals against a disciplinary decision taken by the international jury will be dealt with by the CAI.
If the CAI appeal was not lodged in accordance with the relevant procedures set up by the regulations, and/or the security deposit for appeal was not paid within the deadlines specified in art. 4.6 of the FIM disciplinary code, the LIJ director is entitled to declare the appeal inadmissible without a hearing.

3.1 Nominations
Please refer to art. 2.1.

3.2 Terms of reference of the international jury.
Please refer to art. 50.1 of the FIM sporting code.

3.3 Procedure at international jury meetings
Decisions of the international jury are based on a simple majority. In the case of a tie, the president will exercise a casting vote.

3.4 Publication of the international jury decisions
All decisions of the international jury necessary for the running of the race meeting as well as the results, must be published as soon as is reasonably possible. The decisions must be published in the English language.

3.5 Minutes of the international jury meetings
The minutes for all FIM championships must be written in the English language. They are to be prepared by the secretary to the international jury and must be signed by the secretary and the jury president. A copy of these minutes must be sent to the FIM administration within 72 hours after the race meeting in respect of race meetings counting towards a FIM championship. The minutes must state in detail any penalty imposed; the decisions taken concerning any protests received (copies of

which must be attached); any possible irregularities observed, as well as the opinion of the international jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

3.6 International jury meeting room

A special jury room fitted with a large table and enough chairs must be provided for the jury to conduct their meetings. A printer must be available in the room and preferably a photocopier. A secure and reliable wi-fi internet connection must also be provided, as well as power extensions. The room must be prepared, available and free always prior, during and after the meetings. Coffee, soft drinks, snacks, etc., must be available at each jury meeting. If the room is not always manned, the jury president, the race director/clerk of the course and the secretary must be given personal keys for entering.

4. RIDERS

4.1 Medical certificate and examination

Every rider and passenger taking part in Track Racing race meetings must be medically fit.
A special medical examination can be carried out at any time during a race meeting by an official doctor or by another doctor nominated by the chief medical officer (CMO) at the request of the jury president, referee, race director or the FIM medical representative.
In respect of all final series competitions (SGP, SGP2, SWC, SoN, SoN2, Long Track, ISG), any rider who has suffered an injury and who has not since raced in any official race meeting must provide a medical certificate in English confirming fitness to take part in the race meeting. In addition, the international jury will require the rider to submit to a full medical examination by the chief medical officer before being permitted to take part in the race meeting or practice.
Furthermore, as proof of fitness, it is compulsory for the said rider to take part in the scheduled practice session for the race meeting unless excused by express permission of the CCP main committee. Please refer to the FIM medical code.

4.2 Age of riders and passengers

Licences for riders and passengers are issued for FIM championships, only when the minimum age has been attained as below:

	Minimum	Maximum
FIM Speedway Grand Prix world championship	16 years	-
FIM SGP qualifying meetings (qualifiers + challenge)	16 years	-
FIM Speedway of nations - SoN	16 years	-
FIM Speedway world cup - SWC	16 years	-
FIM Ice Speedway world championship	16 years	-
FIM Ice Speedway of nations	16 years	-
FIM Long Track world championship	16 years	-
FIM Long Track of nations	16 years	-
FIM Speedway under 21 world championship - SGP2	16 years	21 years
FIM Speedway of nations under 21 - SoN2	16 years	21 years
FIM Speedway youth gold trophy | 85cc	11 years	15 years
FIM Track Racing youth gold trophy | 125cc	11 years	16 years
FIM SGP4 world championship | 190cc	11 years	13 years
FIM Speedway youth world championship | 250cc - SGP3	13 years	16 years
FIM Long Track U23 world cup | 500cc	16 years	23 years
FIM Speedway Sidecar world cup | 1000cc	17 years	-

FIM women's Speedway gold trophy | 250cc	**13 years**	**16 years**
FIM women's Speedway world cup | 500cc	**16 years**	**-**

The minimum age for each category starts on the competitor's minimum age birthday.
The maximum age (when applicable) finishes at the end of the year in which the competitor reaches the maximum age. For applicants aged over 50 years, please refer to the FIM medical code.

4.3 Licences

In conformity with the FIM sporting code, the riders and the passengers must be holders of an appropriate and valid FIM world championship Track Racing licence to be permitted to take part in FIM Track Racing world championships, world cups, and gold trophies.
The FIM team licence must be implemented according to the FIM sporting code.
Before the race meeting, the holders of a FIM licence are required to present their licence to the international jury.
In the FIM world championship series, where permanent riders are named for the series (or part of the series), licences will not be required to be shown as the FIM will provide to the appropriate officials a list of licensed riders in advance of the competition dates. Currently, the competitions concerned are SGP, SGP2, Ice Speedway, Flat Track, and Long Track. The wildcard and reserve riders' licence must be shown to the clerk of the course.

4.4 Entries

No entry fee can be charged.
All entries must be made by the FMNs concerned to the FMNRs in writing on an entry form on which all information regarding the rider and team must be indicated.
In respect of competitions for individual riders, once an entry form is submitted and accepted by the FIM, no further entry form is required from the competitor for subsequent qualifications rounds, semifinals, race-offs offs or finals in the same competition unless the rider is an FMNR wildcard or reserve.
Entries must be sent to the FIM/CCP administration not later than **15** days before the race meeting.
The CCP main committee reserves the right to withdraw the federation's allocation for this specific race meeting and/or to reduce the number of allocations given to the concerned federation the following year.
In the event of a missed deadline for a series meeting, each corresponding bureau reserves the right to nominate riders in place of the federation.

4.4.1 Withdrawal before an FIM race meeting

A rider or a team who refuses nomination by their FMN for a FIM championship, having accepted nomination refuses to take part, will be deemed banned for a minimum period of **1 day before and 28 days after the race meeting concerned**. Furthermore, they will be considered ineligible for all FIM championships for the remainder of the season. The FIM and the CCP main committee can also pronounce a fine between 10'000 and 100'000 euros.
A rider or a team that starts in a FIM championship and qualifies for the next round (i.e., semifinal, final or final series) must participate unless prevented from doing so by injury or illness (certified in writing to that effect by a suitably qualified doctor) or other "force majeure".
A decision on the acceptability of other "force majeure" must be taken by the international jury of the race meeting from which the rider is absent or by the CCP main committee, if the absence is known before the race meeting.

4.4.2 Cancellation of an entry

A ban entails the cancellation of all entries made by the banned rider for any race meeting to be held during the period of suspension.

4.5 Starting numbers

The starting numbers for every FIM championship will be balloted.
A ballot position is open to any nomination from the FMN concerned, up until the rider signs on or reports to the clerk of the course at the race meeting.
Every year, the riders will be allocated by the CCP main committee to the next year's rounds, counting

towards the FIM championships, based upon written applications from FMNs, received by the FIM within the deadline stipulated by the CCP main committee.
Places made vacant by withdrawals will be filled by the CCP main committee decision, and any FMN not honouring its engagements can be penalised after an investigation of the circumstances by the CCP.

4.6 Definitions

4.6.1 Programmed rider

A rider having programmed heats in the race format.

4.6.2 Qualified rider

A rider who qualifies for the next round or final series of the FIM championships.
Note: The conditions specified below will apply to the following FIM world championships:

- FIM Speedway Grand Prix world championship - SGP
- FIM Speedway U21 world championship - SGP2
- FIM Ice Speedway world championship - ISG
- FIM Long Track world championship – LT

In circumstances where a qualified rider is withdrawn from a race meeting (or series of race meetings), a replacement rider will be nominated in accordance with the regulations. The withdrawn rider will not under any circumstances be permitted to return to the race meeting(s) line-up.

4.6.3 Qualified substitute rider

A rider appearing on the list of substitute riders for the final series. If an originally qualified or permanently nominated rider is unable to participate and the time allows, they will be replaced by the next rider from the list of qualified substitute riders of that discipline.
A qualified substitute rider must take part in any race meeting into which they are promoted on the notification/instruction of the CCP.

4.6.4 Nominated rider

A rider who is selected to participate in a particular race meeting or series of race meetings.

4.6.5 Nominated substitute rider

A rider appearing on the approved list of nominated substitute riders for a final series. If an originally qualified or permanently nominated rider is unable to participate and the time allows, they will be replaced by the next rider from the list of nominated substitute riders of that discipline.
A nominated substitute rider must take part in any race meeting into which they are promoted on the notification/instruction of the CCP.

4.6.6 Wildcard rider

A rider selected to participate in an individual round of a series of the FIM championships.

4.6.7 Track reserve rider

In individual race meetings, a rider who has no programmed heats in the race format. The track reserve riders will replace, in rotation, the disqualified riders according to art. 10.7 and art. 10.8.
For the first 4 heats (speedway and ISG), 5 heats (Long Track qualifying round), 3 heats (Long Track challenge and final) a track reserve rider can refuse to replace a disqualified rider.
When a programmed rider or a passenger is injured during their 1st heat and, following confirmation from the chief medical officer, is not in a position to take part in all the subsequent heats (including the re-run heat, from which the programmed rider must not have been disqualified by the referee), then the track reserve rider, who has not ridden so far, will become a programmed rider.
When a programmed rider or a passenger is injured after their 1st heat or not in a position to take part in one or more of their subsequent heats (possibly including the re-run heat, in which the programmed rider was injured but not disqualified by the referee), the injured rider will be replaced by the track reserve riders, in rotation.
Any point gained by the track reserve rider in replacement of one or more programmed riders will count towards the results of the race meeting and will also count as points towards the respective ongoing championship, if applicable.
Conversely, the points gained by the injured or replaced rider will also count towards the results of the race meeting and the respective ongoing championship, if applicable. A track reserve rider cannot ride in more heats per day than a programmed rider.

For the first rounds of a FIM championship, the track reserve riders will be nominated by the staging FMNR. The track reserve rider will be eligible to replace a programmed rider who is unable to compete in a round and will become a programmed rider.

4.6.8 Team reserve rider
A team reserve rider is a rider without programmed heats in the race format.

4.6.9 Tactical substitute rider
If applicable to certain team race meetings, a rider who temporarily replaces another rider in a single heat when their team is in arrears of the leading team, as specified in the specific competition appendix.

4.7 Signing on
All riders must sign on during the period stipulated in the SR. By signing on, the rider enters the venue and agrees to be under the jurisdiction of all FIM regulations applicable to the race meeting.
The signing-on time will expire 30 minutes before the first international jury meeting. If practice is not compulsory and the rider is not practising, they can, however, sign up until two hours before the first heat.
No rider or official is permitted to leave the race meeting without the authorisation of the international jury until the time limit for protests has elapsed.
When a rider has signed on, they are deemed to have entered the race meeting and are not permitted to take part in any other motorcycle race meeting until completion of the race meeting.

5. RIDERS' EQUIPMENT

Riders' equipment must conform to FIM Track Racing technical rules.
For FIM championships, an on-board /helmet-camera (other than the one from the FIM championship promoter or permitted by the FIM administration) is not permitted during the entire race meeting, from the practice sessions until the end of the race meeting.

5.1 Race jackets
Riders for Track Racing shall have the following options:
Race jacket showing their country's flag on the front (min 50 x 100 mm) and their riding number on the back (min. 150mm high). Alternatively, the rider can use:

- a team coordinated race suit that uniformly incorporates the country's national colours or flag on the front (min 150 x 150 mm) and their riding number on the back (min. 150mm high).
- or an individual race suit incorporating the rider's country national flag on the front (min 50 x 100 mm) and their riding number on the back (min. 150mm high).

If it is stated in the SR that the FIM, its contracted partners or the organiser supplies the race jackets, it is then compulsory for each rider to always wear this race jacket during practice, parade, press conferences, parade, racing and prize-giving ceremony.
If the race jackets are provided by the FIM, nobody is permitted to use the race jacket for advertising purposes, except the FIM.
If the race jackets are provided by the organiser, organisers are permitted to use the race jackets for advertising purposes. The rider is responsible for the race jacket and its cost. The cost of any race jacket not returned will be deducted from any prize money.
If the race jackets are not provided by the FIM or the organiser**,** the rider is permitted to use any race jacket for their own advertising purposes.
When provided by the FIM / the organisers, covering any part of the race jacket apart from the shoulder straps is not permitted.
Where a rider wears a neck brace, the FIM and the promoter reserve the right to supply a sticker for the neck brace or race jacket to a rider wearing a neck brace that conceals some logos.
In respect of any final series race meetings (only for SGP, SGP2, Ice Speedway, Flat Track and Long Track), Women's gold trophy and Long Track U23, qualified permanent riders and nominated substitutes can request the use of a personal number, subject to approval by the CCP. The number must remain clearly identifiable to the Referee and race officials. If the deadline stipulated on the entry form is not respected, the rider will use the FIM-allocated number.

5.2 Front fork cover and stickers

When the FIM or an FIM contracted promoter supplies a set of front fork covers to the riders or when it is mentioned in the SRs, it is compulsory to fit these covers on the motorcycles during machine examination, practice, parade, racing in the pits, and prize giving ceremony.

The rider is responsible for the front fork covers, and the cost of any front fork covers not returned will be charged to the rider and deducted from the prize money.

Long Track/Ice Speedway: It is compulsory to have the FIM and championship logo on the front plate of the bike. See drawing in the championship section.

5.3 Health and safety

In the best interests of health and safety, in the event of any incident whatsoever occurring within the competition arena, under no circumstances is any member of a competitor's support team (mechanic, sponsor etc.) permitted to enter the arena without specific authority to do so having been given by the clerk of course/ race director or their appointed deputy. In circumstances where authority is given, activity should be limited to the safe recovery of a competitor's racing machine. There should be no interference with the activities of the CMO or medical support team under any circumstances, unless in unusual circumstances, assistance is specifically invited by the CMO.

The riders and their team members will only be permitted to do track walks before the practice and the race meeting (when applicable) at specified track walk times, stipulated in the SR for respective race meetings. Non-respect of track walk times is subject to fines.

6. TRACKS

6.1 Standards

The track must comply with FIM standards for Track Racing Circuits (STRC). Tracks used for FIM championships must be homologated by the FIM and have a valid FIM track licence.

7. MOTORCYCLES

Specifications of motorcycles, regulations governing fuel and restrictions on noise emission must conform to FIM Track Racing technical rules.

The use of Long Track motorcycles or shock absorbers on the rear frame of a speedway bike is strictly forbidden at speedway race meetings.

7.1.1 Fuel Storage

When the fuel is supplied by the organiser, there must be an officially designated and controlled fuel storage and supply area. This area must be in conformity with the building criteria. The firefighting equipment, protective devices and the staff must conform to the requirements imposed by the local authorities and by-laws.

7.1.2 Refuelling

When it is compulsory for an organiser of a FIM championship race meeting to provide the methanol for all the riders free of charge during practice and racing, the organiser must provide a fuelling area with all the equipment and manpower necessary to efficiently empty fuel tanks and to refuel the bikes prior to each heat. An environmental mat must be supplied with the refuelling area by the organiser.

7.2 Artificial heating of tyres

The referee will immediately disqualify a rider whose motorcycle's rear tyre has been artificially warmed prior to the start of a heat. This includes the spinning of the rear wheel whilst in contact with the track or any other object. This does not apply to practice starts.

7.3 Number of motorcycles

Each rider will be permitted a maximum of 2 motorcycles in the pits during racing.

These two motorcycles must be placed in the riders allocated pits' area immediately after the machine examination has taken place. Motorcycles taken outside the controlled pits' enclosure or track area must be re-presented for inspection before they can again be placed in the allocated pits' area. If needed, any extra motorcycle can be parked in the specially provided "standby" area, near to the pits.

8. PRACTICE

Every organiser of a FIM championship race meeting must plan a practice session open to all entered riders, according to the provisions contained in this article.
Weather conditions and accidents can dictate alterations to this procedure, which can only be decided by the international jury.
No machine or mechanic will be permitted on the infield during any practice run.
A mechanical control white line will be made across the width of the track (a maximum of 5 metres from the pit gate in race direction). During the time allowance, the mechanics must only work on their rider's bike within the controlled area. Mechanics can only leave the controlled area to assist their rider in an emergency.
For safety reasons, it is forbidden to make practice starts on the corners or on the starting straight. Furthermore, mechanics and support crew must remain in the vicinity of the pit and pit gate area during practice.
In competitions where practice is compulsory, a competitor is considered to have practised having completed 2 laps during the official practice session.
The practice must be arranged not earlier than one day before racing (except for long track finals, see long track section) and, if planned on the same day as racing, the practice must be scheduled to start a minimum of 3 hours before the 1st heat (except for long track finals, see long track section).
Riders will be divided into groups; when riders do not wish to practice, the riders in each group will be assigned by the clerk of the course (or race director), where applicable.
Each rider must make themselves ready in the lining-up zone, within the time limit of their group. On the order of the clerk of the course or race director (where appointed), each rider will be permitted to enter the track. Riders must practice according to their race jacket. The rider will miss that run if not ready.

CHAMPIONSHIPS	PRACTICE COMPULSORY	SESSIONS	START PRACTICE	MAX RIDER ON TRACK
FIM Speedway youth gold trophy	YES	2 x 2 min.	2 starts/1 lap	4
FIM Track Racing youth gold trophy	YES	2 x 2 min.	2 starts/1 lap	5
FIM SGP/SGP2 qualifying meetings	NO	2 x 2min.	NO	**4**
FIM SGP3	**YES**	**TBC x 2 min.**	**NO**	**4**
FIM Ice Speedway QR and finals	NO	2 x 2min.	2 starts/2 laps	4
FIM Ice Speedway of nations	NO	2 x 2min.	2 starts/2 laps	3
FIM Long Track	NO	**2 x 2min30**	NO	6
FIM Long Track of nations	NO	2 x 2min.	NO	6
FIM Long Track U23 world cup	NO	2 x 2 min.	NO	6
FIM women's Speedway gold trophy	NO	2 x 2min.	NO	3
FIM women's Speedway world cup	**NO**	**2 x 2min.**	**NO**	**3**

*See Long Track section for specificities

CHAMPIONSHIPS	RIDERS / HEAT
FIM Speedway youth gold trophy	4
FIM Track Racing youth gold trophy	4
FIM SGP, SGP2, SGP3 qualif. meetings	4
FIM Ice Speedway qualif. rounds and finals	4
FIM Ice Speedway of nations	4
FIM Long Track world qualif. meetings and finals	5
FIM Long Track of nations	6
FIM Long Track U23 world cup	5
FIM women's Speedway gold trophy	4
FIM women's Speedway world cup	**4**

9. METHOD OF RUNNING THE RACE MEETING

For the different race formats, please refer to the specific appendix of the relevant FIM championships, cups, trophies, prizes. The format can be varied only by decision of the CCP main committee.

10. RACES

10.1 Direction of racing

All heats will consist of 4 laps (except for Flat Track) and are run in an anticlockwise direction, except for speedway sidecar, which is run in a clockwise direction.

10.2 Additional heats and other activities

Additional heats can be permitted before an FIM Track Racing championship race meeting until the 1st FIM jury meeting starts. The organiser must ask the FIM for approval when the SRs are sent. If no request is received, no extra activities other than FIM's will be permitted.

10.3 Briefing

The jury president, referee, race director (when applicable) and clerk of the course will run a riders' briefing (with team managers only for team race meetings) before the race meeting (and practices in some cases). The time of the riders' briefing will be stated in the SR and it is compulsory.

10.4 Punctuality in starting

All heats must start at the time announced, and riders must hold themselves ready for the start when called upon to do so by the appointed official.

When a race director is on duty, on their instruction, the referee must indicate the start of a 90-second period by means of a warning horn or bell audible in the pits area, together with the flashing amber lights if all the riders are not in the starting area at that time. This warning shall apply to all riders and can be given only once.

Except when the referee **(or race director when on duty)** considers that there are valid reasons for delaying the start of an ensuing heat, the interval between the finish of one heat and the start of the next shall not exceed 4 minutes, including the 90-second period as mentioned above. Should any of the riders not be ready to start, they will be disqualified from the heat.

In individual competitions, the disqualified rider will be replaced by a track reserve rider.

10.5 Starting positions

Riders who are members of the same team or pair can change with each other their programmed starting positions in the same heat. However, the helmet colours must remain as programmed in the race format.

10.6 Starts

On the order of the race director or clerk of the course (or after a signal in the pits), the required riders must leave the pits together and proceed under power immediately in an anticlockwise (speedway sidecar in a clockwise) direction to the starting area, where they must stop under the control of the starting marshal.

Engines must be kept running, machines parallel with the inner edge of the track, and front wheels not more than 10 cm from the tapes of the starting gate.

The referee, when satisfied that the riders are correctly positioned, must switch on the green light indicating that the start is imminent.

On the showing of the green light, the start marshal must commence to walk clear of the riders.

After a pause long enough for the riders to fix their attention on the tapes and stand still, the referee must release the gate.

10.7 Unsatisfactory starts

Where, in the opinion of the referee an improper or incorrect start has occurred, then the heat will be stopped immediately, and a restart will be ordered.

The referee will give a warning to any rider deemed to have been the cause of or contributed to the unsatisfactory start. This will be communicated verbally to the rider concerned by the race director/ clerk of the course before the race is restarted.

A first starting offence involving a disqualification of a rider (i.e., touching the tapes) will also be deemed to be a warning as described above.

In circumstances where the referee is of the opinion that an offence has been committed but the offending rider has gained no advantage and is deemed not to have interfered with any other rider in the same heat, the referee can allow the heat to continue and issue the warning after the heat is completed. In these circumstances, the offending rider must be informed before leaving the pits for the next heat.
Any starting offence committed after a warning has been given in the same race meeting under this regulation will result in the disqualification of the rider from that race. This will be signified by the showing of the disqualification light by the referee. The place of any rider disqualified under this regulation will be taken by a track reserve rider in accordance with art 10.10.

10.8 False start
A rider who allows their motorcycle to move forward and touch or break one or more tapes of the starting gate after the referee has switched on the green light must be disqualified. The heat must then be started properly.

10.9 Delaying the start
A rider who fails to ride directly and without delay from the pits to the starting line, delays the start in any other manner or who prevents the starting gate from being released properly can be disqualified from the heat at the sole discretion of the referee.

10.10 Replacement of disqualified rider
In individual contests, a rider is disqualified under the provisions of art. 10.3, 10.6, 10.7, 10.8 or 14.3 will be replaced by a track reserve rider.
In pairs and team race meetings, a rider disqualified under the provisions of the same articles cannot be replaced by a reserve rider.

10.11 Faulty starting gate
If, because of faulty operation of the starting gate, or for any other reason, the referee considers a start to have been incorrect, the referee must immediately stop the heat and order a restart with all riders competing.
If the starting gate should fail to operate entirely, the referee will start the heats by using the green light (which would be switched off to indicate the start); alternatively, a flag will be used.

10.12 Starting assistance
After the green light has been switched on (or other starting warning given), or the start machine has been released, no outside assistance can be given to any rider. If, at that time, a rider's machine is not moving under its own power, the rider concerned is disqualified from the heat and must leave the track with their machine.

10.13 Leaving the track
A rider whose machine crosses the inner edge of the track marking with 2 wheels must be disqualified unless, in the opinion of the referee, the action was taken in the interest of safety for other riders or the rider involved was forced off course by another rider. This rule also applies to the crossing (solo: 2 wheels and sidecar: sidecar wheel) of the marking of the outer edge of a track.

10.14 Noise disqualification
If any part of the motorcycle's exhaust system during racing or practice becomes displaced, detached or damaged or fails in any other way so that all the exhaust gases do not pass through the silencer in a proper manner, the rider concerned will be immediately disqualified from the heat or from the practice run.

10.15 Foul or dangerous riding
The referee will immediately disqualify any rider (or riders) who are considered indulging in foul, unfair, or dangerous riding.
A rider, who, having started in a heat, does not make an honest attempt to ride to the best of their ability, as judged by the referee, will be guilty of an offence, which will entail disqualification from the heat or a penalty.
There will be no protest or appeal against a referee's decision to declare a heat completed or as to the referee's statement of foul, unfair, or dangerous riding.
If, in the opinion of the referee, such conduct produces an advantage to the rider (or team) involved

or affects the chances of one or more riders, the referee can stop the heat and order a rerun.
If any rider is unable to cross the finish line as a result of foul, unfair or dangerous riding on the part of another rider who, in consequence, has been disqualified, the disadvantaged rider shall be deemed to have finished the heat in the placing held immediately before the foul, unfair or dangerous riding and allowing for any advancement in placing following the disqualification of the guilty rider.
A similar system will apply for a rider/sidecar team who, in the opinion of the referee, has deliberately laid down their machine or has left the course in the interest of safety.

10.16 Outside assistance
A rider must be disqualified from a heat if, after the green light has been switched on (or other starting warning given), or the heat has been properly started, receives outside assistance except for removing the rider and/or the machine from the track in the interest of safety.
All contacts by other persons with the rider or his machine, whether intended to give assistance or not, will be deemed outside assistance.

10.17 Disqualifications
A disqualified rider must leave the track without delay and return to the pits as soon as possible after the heat is stopped or finished. If a rider is disqualified after the finish of a heat, the following rider must advance one place.

10.18 Time limit
No protest or appeal is permitted against this rule.
A rider must be considered as having retired from a heat if not started their last lap before the winner has crossed the finish line.
Speedway and Ice Speedway
A rider must also be considered as having retired from a heat if the required number of laps within 3 minutes of the start have not been completed.
Long Track and Track Racing Sidecar
A rider must also be considered as having retired from a heat if they have not completed the required number of laps within 6 minutes of the start.

10.19 Finish of a heat
The finish of a heat will occur in the case of any of the following circumstances.
- When the front part of the front wheel of the motorcycle (whilst attached to the machine) passes over the finishing line after completing the appropriate number of laps, provided the rider is in contact with their motorcycle.
- When the referee has awarded the heat as provided for in these regulations.
- If the referee has cause to stop a heat after the leading rider has passed the start/finish line to commence the last lap, the referee has the sole discretion to award the heat based upon the positions of the competitors at the time the heat was caused to be stopped.

The disqualified rider will be awarded no points, and any competitors behind the disqualified riders will advance one place.
- where racing incidents etc. have reduced the riders available to take part in the rerun of any heat to a single competitor or team, the referee can award the appropriate number of points to the remaining competitor or team without the need for a further rerun.

10.20 False finish
When a heat has been indicated as finished by display of the black- and-white chequered flag before the required number of laps has been completed by the leading rider, the referee can declare the heat void and order a rerun, except when the race has been awarded as permitted in article 10.17.
If the black-and-white chequered flag has not been shown after the completion of the required number of laps, the flag shall be considered to have been shown.

10.21 Rerun heat
If an accident on the track occurs and, in the opinion of the referee, it is dangerous for the heat to continue, the heat must be stopped. Only the referee is empowered to order a heat to be stopped.
Any rider who, for any reason, is deemed to have been the primary cause of the heat being stopped shall be disqualified from the rerun. A reserve rider is not permitted to take their place.
The referee can permit any rider who has fallen because of having been fouled or because they have deliberately laid down their motorcycle or left the course in the interest of safety to take part in

the rerun. In such cases, any outside assistance can be ignored.
Any rider eligible to take part in a rerun can change their motorcycle for the rerun.
A reserve rider is permitted to replace a rider who has injured themselves or damaged their motorcycle, but who has not been deemed to be the primary cause of the heat being stopped.
When taking part in a rerun, riders must start from their original starting positions, and any permitted reserve rider must occupy the position of the replaced rider.
When a rider has been disqualified in pairs or team heats, their partner will choose their original start position or that of their disqualified partner.
Any rider who has failed to start in, has retired from (which includes not proceeding under power when the heat was stopped) or has been disqualified from a heat which has been ordered to be rerun, will be ineligible to take part in the rerun, except in circumstances where they have retired after being fouled or have stopped in the interest of safety as described above.

10.22 Withdrawal during an FIM race meeting

A rider entering an FIM event (from the signing on) must race in all the programmed heats and run off, semifinal or final (when applicable) unless prevented from doing so by injury or illness (certified by the race meeting doctor) or other “force majeure”.
If the race meeting doctor declares the rider unfit, the rider cannot continue racing in that race meeting. The rider will also be banned for the period recommended to the international jury by the doctor of the race meeting. In this case, the rider must undergo a medical examination before the start of the next meeting.
A rider refusing to continue racing in an FIM race meeting will be deemed banned for **a minimum of 28 days after the race meeting concerned**. **The international jury will take this decision and** must in these cases, also consider any possible “force majeure”. The FIM and the CCP main committee can also pronounce a fine between 10'000 and 100'000 euros.
When a rider withdraws and the withdrawal is accepted by the international jury, the rider is not allowed to re-enter that race meeting again.
The FIM and the CCP main committee can withdraw a rider’s licence and impose a ban on a rider or a team that refuses to participate in a FIM championship to which they have been qualified or in which they have already been entered.
Once a rider or a team has been entered, no FMN, other body or person can withdraw that competitor/team from the competition without an authorisation from the FIM. Violations of this provision will be referred to the CAI.
The CCP will refer the case to the CAI pursuant to art.3.3.2, last paragraph of the FIM disciplinary code.

11. RESULTS

11.1 Calculation of results

Results are usually determined by points related to finishing order or in knockout heats (without points) and are determined only related to finishing order and chronological order in case of riders not finishing the heat.
The winner of the heat is the rider who has completed the required number of laps in the shortest time.
The riders following are placed according to the order of crossing the finish line.
Only the referee is entitled to determine the points or placing for each rider in each heat, taking into consideration the second sentence of art. 10.17.
The referee’s decision, once announced, is final and cannot be the object of protest. Once the referee has declared a heat over and the finishing order and respective points are announced, in no case will that heat be rerun. (The only exceptions are as per art. 10.19 and 10.20 and below.)
In very special circumstances, however, involving situations that are beyond the control of the referee and have influenced the heat result, the referee can take a decision to order a rerun of the heat concerned or amend the result of the heat before the start of the next heat or within 5 minutes in the case of the last heat of the race meeting.
When two or more riders cross the finish line together and heat points must be awarded, the combined points for the places must be shared equally between the riders concerned.
In knockout heats, a chronological criterion should be used for determining the placings of the riders.
The positions will be determined by the order in which the participating riders cross the finish line, then by the order in which each of the other riders was disqualified or withdrawn from the heat (first rider disqualified/withdrawn/retired automatically being last and so on). If this fails to determine a

result, then their relative positions in the intermediate classification after the qualifying heats will apply, with the better-placed rider in the intermediate classification taking precedence (for example, when 2 or more riders finish or fail to finish the heat at the same time).
A rider (for sidecar, both the rider and passenger) must be in physical contact with their machine when crossing the finishing line.

11.2 Riders' scores
Please refer to each championship's specific rules.
For riders who have not completed the required number of laps or, for any other reason, have not fulfilled a heat, the following will be noted in the programme (except for knockout heats):

M = disqualified for 90-second rule	T = disqualified for false start
R = retired from the race	d = disqualified
F = fall but not disqualified	N = no start

11.3 Ties
11.3.1 Run off heats
In all runoff heats concerning ties, the starting positions at the gate will be chosen by the riders in presence of the jury president.
Starting area
If only two riders take part in the runoff, the starting area must be divided into two equal parts (outer and inner start positions). The inner position with a red and the outer with a white helmet has a red helmet, and the outer has a white helmet.
If three riders take part in the runoff, the starting area must be divided into three equal parts. The inner position with a red helmet, the middle with a blue helmet, and the outer with a white helmet.

Run off for a single race meeting:
The highest placed rider in the intermediate classification has first choice of starting position, which is determined according to the following criteria:
a) Precedence will be given to the riders (tied on points) having the most number of 1st, 2nd, 3rd, and 4th placings. (a "0" for last placing being better than M-R-F-T-d-N).
b) If the tie persists, providing riders have met equal times, and involves:
- 2 riders - precedence to the best placed when the 2 riders met. If still tied as a non-finisher when met, move to point c).
- 3 riders - if 1 rider beats the other 2, they are deemed best placed, and the best placed when the other 2 meet is deemed the higher of these 2. If still tied as no precedence as described, or non-finishes when met, move to point c).
- 4 or more riders tied - the one who beat the other principal within the group of tied riders, totaling wins vs. losses when the riders met. If riders are still tied in the number of wins within the group, they can be split into subgroups and use the same procedure above for splitting 2 or 3 riders, if necessary. If all riders are still tied move to point c).

c) If solution a) and b) cannot be used the order will be determined based on the lowest riding number.

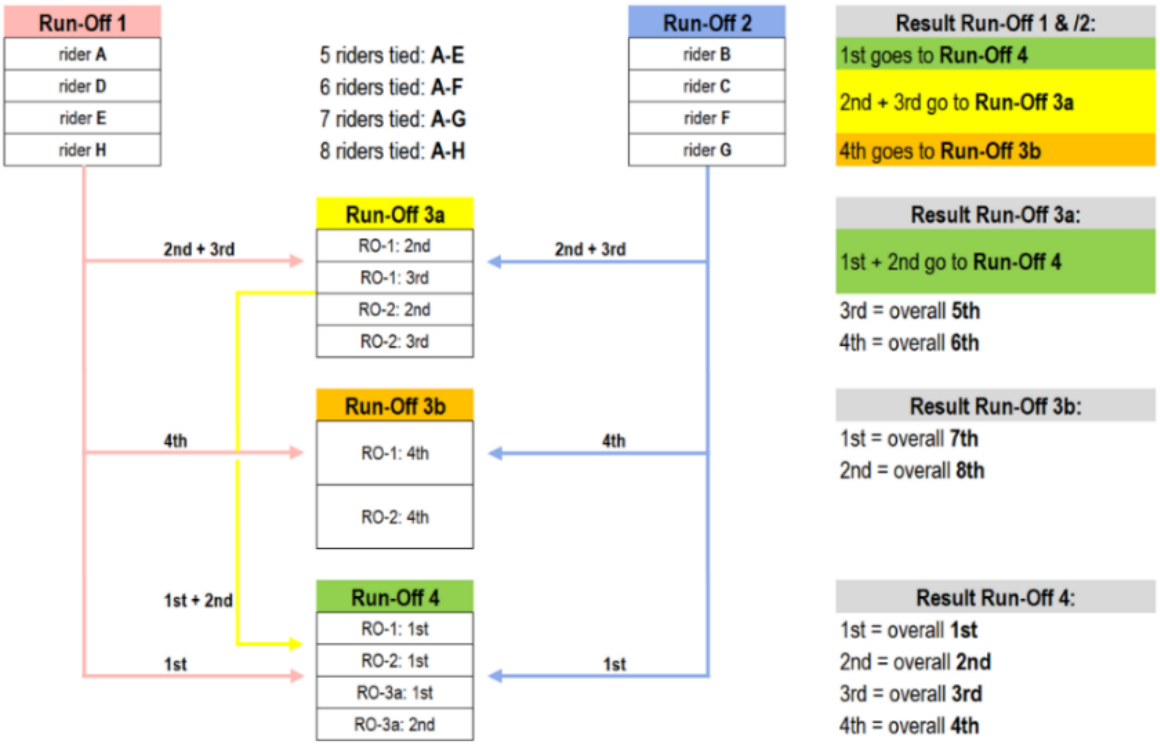
In case one or more run-offs cannot be held because of force majeure, then precedence will be given to the riders (tied on points) according to points a), b) or c) of this article.

Run-off for 5 riders **and more** (Speedway only):
Tied riders will be ranked for the run-offs according to their intermediate classification after heat 20, taking into account:
a) Precedence will be given to the riders having most number of 1st, 2nd, 3rd, 4th places (a "0" being better than M-R-F-T-d-N).
b) If the tie still persists and involves 2 riders, precedence will be given to the best placed rider in the heat where the two riders met.
c) If a tie still persists and it is not possible to determine a proper precedence (i.e. 3 riders tied on points: A, B, C): Rider A has beaten rider B, rider A has beaten rider C, rider B has beaten rider C, then precedence will be: best position for rider A, rider B and rider C.
d) If solution a), b) and c) cannot be used the order will be determined based on the lowest riding number.

Riders will be placed in run-off 1 and 2 with following system: Run-off 1: 1st, 4th, 5th, 8th / Run-off 2: 2nd, 3rd, 6th, 7th
The riders choose their gate positions in their respective run-off 1 or 2 according to the intermediate classification after heat 20 starting with the best placed rider.
In the following run-offs riders choose their gate position in the order they have qualified for the relevant run-off heat. If tied (i.e. the 2 first placed riders from run-off 1 and 2) the ranking order after heat 20 will decide.

If one or more rider(s) do not take part to the 5+ riders runoff, the formula "run off for a single race meeting of this article will be used.

Please refer to the specific championship's rules to resolve ties.



Run off for a championship first place: The highest placed rider in the intermediate classification of the championship has first choice of starting position, which is determined according to the following criteria: Precedence will be given to the rider having the greatest amount of round 1st place results, followed by 2nd, 3rd, 4th and so on in the current season. If the tie still persists precedence will be given to the rider with the highest final classification at the last round of the current season.

11.4 Interruption of a race meeting

Please refer to each championship's specific rules

11.5 Communication of results

COMPULSORY: When the FIM won't provide them, the organiser will supply a TV screen, a laptop and an appropriate internet connection located in the pits.

The results must contain at least the following information:

- FIM, FMNR, organiser/moto club, championship logos and FIM partners' logos (when applicable).
- title, venue, date, FMNR, IMN N° of the race meeting.
- position, number, surname(s), first name(s), nationality, FMN of the rider.
- points obtained.

The jury president is responsible for organising the transmission to:

- Sportity app when a FIM jury secretary is on duty.
- The FIM administration when there is no FIM jury secretary on duty.

It is compulsory for organisers to make available an appropriate internet connection for use by the jury throughout the period of the race meeting.

11.6 Alteration of results

No alteration to the list of results can be made after the expiry of the time limit, which is set for protests. This does not place any restriction on the right of protest according to the FIM disciplinary code.

11.7 Prize-giving ceremony

In all race meetings, after the official programme of heats is terminated, there will be a prize-giving ceremony.

The riders or teams placed first, second, and third shall attend the official prize-giving ceremony.

The presence of the FMNR or FIM officials at the prize-giving ceremony is not a confirmation of the official results.

Only the riders are permitted to stay on the podium during the ceremony.

The FIM protocol must be followed:

1st place

- Sovereign or Head of State or Prime Minister, a Minister or Secretary of State or the Governor of the Province or the Prefect or the Minister of the Province or their equivalents (in this precedence order).
- FIM President or representative (Board member, CCP director or jury president).
- FMNR President or representative.

2nd place

- Local promoter/organiser.
- FIM President or representative (Board member, CCP director or jury president).
- FMNR President or representative.

3rd place

- Title or main sponsor.
- FIM President or representative (Board member, CCP director or jury president).
- FMNR President or representative.

MEDALS

FIM President or representative (Board member, CCP director or jury president).

11.7.1 FIM anthem guidelines

For the first time in its one-hundred and twenty-year history, FIM has commissioned its own anthem.

This audio project marks the last chapter in the FIM's rebranding process that started beginning of 2024 with the launch of the new FIM logo and visual identity.

Seeing the logo and now hearing the FIM anthem will be an important part of recognising and identifying FIM events long into the future.

Please download the full guidelines and files HERE. If you have any questions regarding this document, please contact the marketing department of the FIM at the following email address: marketing@fim.ch

The following board explains which song should be played at each step of the ceremony.

	VERSION OF THE SONG	VOLUME	Details	TIMING
Step 1	FIM ANTHEM To the podium LOOP	Strong	This version is played while the riders are called on stage.	Max. 2 mins.
Step 2	FIM ANTHEM prize giving LOOP	Soft	While the riders receive their trophies/medals/flowers/etc., the loop is played until they received all their prizes.	Approx. 3 mins.
Step 3	National anthem*	Strong	After all the prizes, the National Anthem of the winner is played. The manufacturer anthem can be played after the national one.	Approx 1:30 min.
Step 4	FIM ANTHEM celebration	Strong	This song is played during the champagne celebration.	Max 1 min.
Step 5	FIM ANTHEM prize giving no drums	Soft	After the celebration, the speaker starts the closure speech.	Max 2 mins.

12. RIDERS' AND TEAMS' EXPENSE REIMBURSEMENT

The expense reimbursement due to the riders or teams will be in accordance with the agreement between the riders or teams and the organiser, or as laid down in the SR.
For the FIM world championships, the expense reimbursement due to the riders or teams is indicated in the scales of the different championships under the relevant appendices.
The place and time of the expense reimbursement to the riders or teams, must be stated in the SR.

12.1 Special agreements between FMNs

FMNs are permitted to make special agreements regarding the riders' and teams' expense reimbursement for a specific race meeting.
Organisers are permitted to pay a different expense reimbursement than the relevant FIM scales, subject to agreement between the FMNs and organisers involved. Organisers are permitted to reimburse airfares or other expenses, subject to agreement between FMNs and organisers involved. Travel between continents is subject to agreement between FMNs involved, or to be decided by the FIM. In special cases, when travelling includes long-distance flights, travel arrangements can be settled by the CCP with the FMNs concerned.

12.2 Hotel accommodation

The organiser is responsible for the possibility of the riders and officials to book an appropriate number of rooms within the specified deadline. The riders, the FIM and FMN officials, etc., are responsible for booking or reserving and paying their own hotel requirements directly.
The name, address, telephone, and e-mail address, price of rooms, deadline for booking, etc., will be specified in the SR <u>if the organiser has a special code/deal with the hotels</u>.

12.3 Expense reimbursement in case of cancellation or interruption of a race meeting

In the FIM world championships without a FIM promoter, in the case where a race meeting is interrupted, suspended or cancelled for any reason whatsoever so that a proper classification cannot be obtained, and the race meeting cannot be restaged on the dates given in the SR, the riders and teams are entitled to receive 50% of the amount shown in the scale of expense reimbursement divided by the number of riders (reserve riders included).

12.4 FIM Awards

FIM medals and diplomas are awarded to winners in accordance with the FIM sporting code.

13. ALCOHOL AND DOPING CONTROLS

Alcohol controls must be carried out in accordance with the FIM medical code. They can be made before the start of practice, racing or at any time during the race meeting.
Doping controls must be carried out in accordance with the FIM anti-doping code.
The sanctions for a positive doping or alcohol test will be applied according to the rules and proceedings laid down in the FIM anti-doping code, FIM medical code and the FIM disciplinary code.

14. PROTESTS AND PENALTIES

Protests and appeals are subject to the rules and proceedings provided for in the FIM disciplinary code. Any protest must be lodged immediately after the reason for the protest is known. They must be in writing, stating the article numbers relevant to the protest, accompanied by the fee stipulated in the SR, and submitted to the clerk of the course, who in turn will submit them to the international jury.
No protest can be lodged against a referee or a technical steward's statement of facts.
If the protest requires a measurement of the capacity of an engine which proves to be in order, then the protesting party must pay the actual labour costs for dismantling and reassembling the engine, up to a maximum of 600 euros.
Any irregularity, error or fraudulent action on the part of the rider (and/or the machine concerned) that influence on the result of a heat or the race will be followed by sanctions given by the referee (cancellation of the points or disqualification of the heat), by the technical steward (confiscation of equipment) or by the international jury (disqualification of the race meeting, disqualification of the championship).
Appeals: To be admissible, the notice of appeal against an international jury's decision must be sent by registered letter or special courier to the administration and postmarked within 5 days. The correct security deposit for the appeal (1320€) must be paid in to the administration within 5 days.

Within 10 days following the notice of appeal, the appellant assigns to the administration a brief of appeal stating the facts.
If the CAI appeal was not lodged and/or the security deposit for the appeal was not paid within the deadlines, they are entitled to declare the appeal inadmissible without a hearing.

14.1 Time limit

Protests relating to an error, irregularity or fraudulent action on the part of the rider (and/or the machine concerned) that can influence the result of a subsequent heat must be lodged before those concerned leave the pits for that subsequent heat.
If the protest relates to an incident during racing, it must be lodged before the riders leave the pits for their next heat. Should the reason for the protest occur in the last heat of the race meeting, the protest must be lodged within 10 minutes of the finish of that heat.
If a protest has been lodged verbally, it must be confirmed in writing not more than 15 minutes later.

14.2 Fines

Every breach of the rule will be penalised with a fine or penalised with another sanction provided for in the FIM disciplinary code.
Riders breaking the rules shall be sanctioned by the international jury as follows:

	AMOUNT
Any inappropriate conduct with words or signs with violence	1000€ 2.000 € And up to disqualification from the race meeting
Arriving after the start of heat 1	600 € + disqualification from the race meeting
Absence without having advised the FIM in writing or absence after having advised the FIM in writing but for a reason not accepted by the international jury	Please refer to each championship's specific rules
Absence or late arrival at the: Machine examination Signing on Riders' briefing Parade Prize-giving ceremony Press conference	300 €
Non-respect of the track walk time	First offence: Warning Second offence: 300€
Non-respect of the mechanics' line (when applicable)	First offence: Warning Second offence: 300€
Riding number jacket or national suit not conforming Any part of the race jacket/front fork cover (when provided) covered by any object	600 € and up to disqualification from the race meeting
Front plate not conforming (for long track and ice speedway only)	600 € and up to disqualification from the race meeting
Helmet covers, or helmet colours not conforming	1st offence: 600 € 2nd offence: disqualification from the race meeting
Not using an environmental mat in the pits, parc fermé	70 € per mat

APPENDIX 1a
FIM SPEEDWAY GRAND PRIX WORLD CHAMPIONSHIP
- Qualifying meetings-
(except FIM Speedway Grand Prix world championship series)

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1a.1 GENERAL

Competitions for individual riders: 16 riders (plus 2 reserve riders) will compete in each race meeting. Each FMNR of a FIM Speedway world championship qualifying rounds or challenge is guaranteed at least one allocation from its federation in this race meeting.

1a.1.1 Race director

For the challenge, the FIM will appoint a race director. The race director is responsible for the conduct and efficient running of a specified race meeting or race meetings. The race director is a voting member of the international jury and will be present at all international jury meetings.
The race director is responsible for holding regular meetings with the riders and their associations to obtain good cooperation and with the aim of continuously improving the standard of the FIM race meetings.

1a.2 PARTICIPANTS

For this championship, each FMN must nominate its own riders. The riders must hold a world championship licence issued by their FMN. The number of riders from each FMN will be allocated by the CCP to the qualifying meetings. The CCP will decide the number of qualified riders from each qualification round before the first qualification meeting.
Riders qualifying for the FIM SGP challenge will be the top 5 from each of the three FIM Speedway Grand Prix world championship qualifiers.
The challenge FMNR is granted a wildcard allocation + 2 track reserves, to be approved by the main committee.
As soon as possible after the completion of the three qualification meetings, the FIM administration will publish a challenge ranking.
If one or more riders are already qualified by the FIM SGP classification (top 7), the next-ranked rider will be elevated to the challenge.
If the qualifying rounds are cancelled due to force majeure, the Speedway bureau will decide the procedure of nominations for the SGP challenge.
In this case, the organising federation is also granted a wildcard allocation + 2 track reserve riders for the race meeting, to be approved by the main committee.

Riders who entered the qualifying rounds cannot enter the challenge as track reserve riders.

Time Limit – replacement riders
In circumstances where a qualified rider cannot take part in any race meeting as specified above, for a reason accepted by the main committee, they will be replaced by the next substitute in line from the substitute list.
If a substitute rider is unable to attend the race meeting in question for a good reason (or force majeure reason) accepted by the main committee, or because they were notified too late, they will not be banned and will be replaced by the next substitute in line from the substitute list. The main committee reserves the right to nominate more substitutes.

Fines
Absence without having advised the FIM in writing or absence after having advised the FIM in but for a reason not accepted by the international jury:

Qualifying round	Challenge
1725€	2500€

1a.3 RACE FORMAT

	GATE 1	GATE 2	GATE 3	GATE 4
Heat 1	1	2	3	4
Heat 2	5	7	6	8
Heat 3	10	11	9	12
Heat 4	15	14	16	13
Track grading				
Heat 5	13	1	5	9
Heat 6	14	10	2	6
Heat 7	11	15	7	3
Heat 8	4	8	12	16
Track grading				
Heat 9	6	16	1	11
Heat 10	12	5	15	2
Heat 11	8	9	3	14
Heat 12	13	4	10	7
Track grading				
Heat 13	7	12	14	1
Heat 14	2	13	8	11
Heat 15	16	3	10	5
Heat 16	9	6	4	15
Track grading				
Heat 17	1	8	15	10
Heat 18	9	2	7	16
Heat 19	3	12	13	6
Heat 20	5	14	11	4
Challenge ONLY Final	4 top-scoring riders after heat 20			

Classification:
Positions 1st to 18th in the final race meeting classification will be according to the riders' finishing position after 20 heats.
Challenge:
After heat 20, there will be an intermediate classification according to the total race points each rider has scored during the qualifying heats.
The 4 top-scoring riders after heat 20 will qualify for the final.
Riders' gate positions for the final (heat 21) will be chosen by the riders, in the order determined by their position in the classification after qualifying heats (1 - 20).
Classification:
Positions 1st to 4th in the final race meeting classification will be according to the riders' finishing positioning in the final (heat 21).
Positions 5th to 18th in the final race meeting classification will be according to the riders' finishing position after heat 20.

1a.4 RIDERS' SCORE

1st place: 3 pts 2nd place: 2 pts 3rd place: 1 pt 4th place: 0 pt

1a.5 TIES

Qualifying rounds:

After the 20 heats are finished, if there is a tie for the first 3 places or for the last qualifying place, there will be a runoff to resolve the tie.

For run-off heats with 5+ riders, see article 11.3.1.

In case one or more run-offs cannot be held because of force majeure, then precedence will be given to the riders (tied on points) according to points a), b) or c) of this article.

For all other cases, 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, and 4th placings (a "0" for last placing being better than M-R-F-T-d-N).

b) if the tie persists, providing riders have met equal times, and involves:

- 2 riders - precedence to the best placed when the 2 riders met. If still tied as a non-finisher when met, move to point c).
- 3 riders - if 1 rider beats the other 2, they are deemed best placed, and the best placed when the other 2 meet is deemed the higher of these 2. If still tied as no precedence as described, or non-finishes when met, move to point c).
- 4 or more riders tied - the who beat who principle within the group of tied riders, totalling wins v loses when the riders met. If riders are still tied in the number of wins within the group, they can then be split into subgroups and use the same procedure above for splitting 2 or 3 riders if necessary. If all riders are still tied, move to point c).

c) If solution a) and b) cannot be used the order will be determined based on the lowest riding number.

Challenge:

After heat 20, should there be a tie for the last qualifying place, there will be a runoff to resolve the tie.

For all other cases, 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 placings. (an "0" for last placing being better than M-R-F-T-d-N).

b) if the tie persists, providing riders have met equal times, and involves -

- 2 riders - precedence to the best placed when the 2 riders met. If still tied as both a non-finisher when met, move to point c).
- 3 riders - if 1 rider beats the other 2, they are deemed best placed, and the best placed when the other 2 meet is considered the higher of these 2. If still tied as no precedence as described, or non-finishes when met, move to point c).
- 4 or more riders tied - the who beat who principle within the group of tied riders, totalling wins v loses when the riders met. If riders are still tied in the number of wins within the group, they can be split into subgroups and use the same procedure above for splitting 2 or 3 riders, if necessary. If all riders are still tied move to point c).

c) If solutions a) and b) cannot resolve the tie, the lowest SGP challenge ranking number will be deemed the better placed rider.

The SGP challenge ranking number will be the order in which the rider is placed following the SGP qualifiers.

1a.6 INTERRUPTION OF A RACE MEETING

1. If the meeting is interrupted before heat 16 is accomplished and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole meeting must be re- staged in accordance with art. 1.4 - dates of the meeting.

2. If the meeting is interrupted before heat 20 is accomplished and the remaining heats cannot be completed, then the race points scored at the completion of heat 16 will determine the final meeting classification.

In the event of a tie in the points scored at the completion of heat 16, the finishing order will be determined by the formula set out in art. 1a.5.

In exceptional circumstances the **Speedway bureau** will authorise a departure from this formula for a specific event. In this event the changes must be set out in the SR's for the event.

Only the **Speedway bureau** will approve such changes.

If a qualifying round or challenge cannot be staged or restaged or reallocated to an alternative venue or FMN for exceptional circumstances (i.e., weather conditions) that are acceptable to the Speedway bureau. In that case, the Speedway bureau, at its sole discretion, will nominate a list of appropriate riders to be seeded into the challenge. The riders will be selected from the original scheduled lineup of the cancelled race meeting.
The riders for the official "nominated substitute riders list" will be nominated by the Speedway bureau.

1a. 7 SCALE OF EXPENSE REIMBURSEMENT

Travel expenses, as well as long-distance and ferry costs, are included in the scale of expense reimbursement of each championship race meeting.
All amounts indicated in the scale of expense reimbursement are shown in euros and are net amounts. All amounts can only be paid to the riders in euros.

	QUALIF. ROUND	CHALLENGE
1st	1'725	2'500
2nd	1'350	2'150
3rd	1'225	1'800
4th	1'150	1'425
5th	1'075	1'350
6th	1'000	1'300
7th	800	1'225
8th	650	1'150
9th	575	1'075
10th	575	1'000
11th	575	925
12th	500	850
13th	500	800
14th	500	725
15th	425	725
16th	425	725
17th	425	725
18th	425	725
Total:	13'900	21'175

APPENDIX 1b
SPEEDWAY LEAGUE MEETINGS

To be published

APPENDIX 2
FIM SGP2 - qualifying rounds
(except FIM SGP2 series)

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2.1 GENERAL

SGP2 will start with qualifying meetings leading up to a final series.
If the qualifying rounds are cancelled due to force majeure, SGP2 will start with the finals.
The riders for the official “nominated substitute riders list” will be nominated by the SGP commission. 16 riders (plus 2 track reserve riders) will compete in each race meeting.
Each FMNR of an SGP2 qualifying meeting is guaranteed at least one programmed rider from its federation in this qualifying meeting.
The CCP decides the number of qualified riders from each qualifying round. Race meetings will be conducted in accordance with the FIM Track Racing appendices unless otherwise specified below.
The top 4 riders of each qualifying round will qualify for the final series.

2.2 PARTICIPANTS

For the qualifying meetings, each FMN must nominate its own riders.
The number of riders from each FMN will be allocated by the CCP to the qualifying meetings.
The top 4 of each qualifier will qualify for the same year's final series. On top of that, the FIM SGP commission will nominate 3 permanent wildcards.
If the qualifying rounds are cancelled due to force majeure, the SGP Commission will decide the procedure of nominations for the final series.

Fines
Absence without having advised the FIM in writing or absence after having notified the FIM in writing but for a reason not accepted by the international jury: 530€.

2.3 RE-STAGING OR ABANDONMENT OF A MEETING

If the meeting is interrupted before heat 16 is accomplished and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole meeting must be re- staged in accordance with art. 1.4 - dates of the meeting.

If the meeting is interrupted before heat 20 is accomplished and the remaining heats cannot be completed, then the race points scored at the completion of heat 16 will determine the final meeting classification.

In the event of a tie in the points scored at the completion of heat 16, the finishing order will be determined by the formula set out in art. 2.4b.

In exceptional circumstances the Speedway bureau will authorise a departure from this formula for a specific event. In this event the changes must be set out in the SR’s for the event.
Only the Speedway bureau will approve such changes.

RACE FORMAT

	GATE 1	GATE 2	GATE 3	GATE 4
Heat 1	1	2	3	4
Heat 2	5	7	6	8
Heat 3	10	11	9	12
Heat 4	15	14	16	13
Track grading*				
Heat 5	13	1	5	9
Heat 6	14	10	2	6
Heat 7	11	15	7	3
Heat 8	4	8	12	16
Track grading*				
Heat 9	6	16	1	11
Heat 10	12	5	15	2
Heat 11	8	9	3	14
Heat 12	13	4	10	7
Track grading*				
Heat 13	7	12	14	1
Heat 14	2	13	8	11
Heat 15	16	3	10	5
Heat 16	9	6	4	15
Track grading*				
Heat 17	1	8	15	10
Heat 18	9	2	7	16
Heat 19	3	12	13	6
Heat 20	5	14	11	4

* If necessary, the frequency of the track grading can be modified by the jury.

2.4a Riders' score

1st place: 3 pts 2nd place: 2 pts 3rd place: 1 pt 4th place: 0 pt

2.4b Ties

After the 20 heats have been finished, should there be a tie for the first 3 places or for the last qualifying place to the final series, there will be a runoff to resolve the tie.

For Run-off heats with 5+ riders, see article 11.3.1.

In case one or more run-offs cannot be held because of force majeure, then precedence will be given to the riders (tied on points) according to points a), b) or c) of this article.

For all other cases, 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 placings. (an "0" for last placing being better than M-R-F-T-d-N).

b) if the tie persists, providing riders have met equal times, and involves:

- 2 riders - precedence to the best placed when the 2 riders met. If still tied as both a non-finisher when met, move to point c)

- 3 riders - if 1 rider beats the other 2 they are deemed best placed, and the best placed when the other 2 meet is deemed the higher of these 2. If still tied as no precedence as described, or non-finishes when met, move to point c).
- 4 or more riders tied - the who-beats-whom principle within the group of tied riders, totaling wins v loses when the riders met. If riders are still tied with the number of wins within the group, they can then be split into subgroups and use the same procedure above for splitting 2 or 3 riders if necessary. If all riders are still tied move to point c).

c) If solution a) and b) cannot be used the order will be determined based on the lowest riding number.

3.1 SCALE OF EXPENSE REIMBURSEMENT

Travel expenses, as well as long-distance and ferry costs, are included in the scale of expense reimbursement of each championship race meeting.
All amounts indicated on the expense reimbursement scale are shown in Euros and are net amounts.
All amounts can only be paid to the riders in euros.

1st	530
2nd	470
3rd	420
4th	340
5th	320
6th	300
7th	280
8th	280
9th	260
10th	260
11th	240
12th	240
13th	220
14th	220
15th	200
16th	200
17th	200
18th	200
Total:	5’180

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FIM LONG TRACK WORLD CHAMPIONSHIP

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3.1 GENERAL

Competitions for individual riders.
20 riders + 1 FMNR track reserves.
Each FMNR is guaranteed at least one rider from its federation included in this race meeting.
The practice must be arranged not earlier than one day before racing. If practice is held the day before, 4 x **2 minutes 30** free practice will be run for all riders.
If the practice is run on the day of the race meeting, it must start **2 hours** before the 1st heat (3 hours for grass tracks) with 2 x **2 minutes 30** free practice for all riders. The track must be clear of any activity **from the commencement of the 1st jury**, also from the conclusion of practice until the rider's presentation. This is to allow adequate time for track preparation. The organiser must ask the FIM for approval of any support heat schedule with the SR. **Any supporting heats must be completed by the 1st International Jury.**
No qualified or nominated rider is permitted to take part in a national or private practice/race on the same track within 3 days before the FIM race meeting.

3.1.1 Race director

The FIM will appoint a race director. The race director is responsible for the conduct and efficient running of the race meetings. The race director is a voting member of the international jury and will be present at all international jury meetings. The race director is responsible for holding regular meetings with the riders and their associations in order to obtain good cooperation and with the aim of continuously improving the standard of the events.

3.2 PARTICIPANTS

2026 qualified riders for final series
The top six (6) placed riders from the **2025** FIM Long Track world championship classification, and the top five (5) riders from **2025** FIM Long Track challenge.
Three (3) riders permanently nominated by the Long Track bureau for all final series race meetings of **2026**. Should a qualified rider withdraw for **2026**, then the first rider available on the official nominated substitutes riders list will replace them.
Wildcard riders:
For each separate final race meeting, the organising FMN (FMNR) is permitted to nominate one wildcard rider, approved by the Long Track bureau.
Nominated substitute riders: nominated by the Long Track bureau.
If a qualified or permanently nominated rider is unable to take part in a final race meeting, they will be replaced by the next rider from the nominated substitutes riders list. If there are no substitutes remaining, riders will be selected on a per-meeting basis by the Long Track bureau. If this is not possible, the first track reserve rider will replace the absent rider as a scheduled rider in that final race meeting only.
Reserve riders:
Each FMNR will nominate **one** reserve riders for its final race meeting, approved by the Long Track bureau. The reserve riders must always be ready to take part in a heat immediately when called upon by the referee. The reserve riders can have their fuel tanks filled up during the races and do not need to empty their tanks and refuel the bikes before each heat.
No reserve rider can take part in **heats 21 & 22** or the final unless they have qualified from the qualifying heats.
When a reserve rider takes part in the qualifying heats in place for one or more scheduled riders, then the points they score will count in the classification for qualifying to **heats 21 & 22** or final heats. They are not permitted to take part in more qualifying heats than the programmed riders.

2027 qualified riders for final series
The top eight (8) placed riders from the 2026 FIM Long Track world championship classification.
Six (6) riders permanently nominated by the Long Track bureau for all final series race meetings of 2027. Should a qualified rider withdraw for 2027, then the first rider available on the official nominated substitutes riders list will replace them.

3.3 RIDING NUMBERS

3.3.1 LT numbers

2026 permanent LT numbers for the series race meetings will be:

N° 1 - 6: according to the result of **2025** final classification,
N° 7 - 11: according to the result of **2025** challenge classification 1st to 5th,
N° 12 **- 19**: **the permanent riders** nominated by the Long Track bureau,
N° **20**: FMNR nominated wildcard rider,
N° **21**: track reserve riders nominated by the FMNR,
SR1 to SR6: nominated substitute riders nominated by the Long Track bureau.

3.3.2 Starting positions draw

For the first final **round**, the riders' starting position draw will be made by ballot at the FIM headquarters.
Draws for all remaining finals will be made during 1st riders' briefing at the 1st final**.** The jury president at the final must be present to witness the draw.
In case of a nominated substitute rider(s) or reserve rider taking the place of an absent rider, they will be given the starting position draw for the rider(s) they are replacing in that race meeting.

3.3.3 Riding number

The **19** permanent long track riders and the 6 nominated substitute riders can apply to use their own personal racing numbers on their race jackets and bikes. They can choose any riding number with a maximum of 3 digits, if it has not previously been allocated to another rider in the last two years or has been reserved by FIM. Riding numbers **1 to 21** are all reserved for the use of FIM only.
To request a specific personal racing number, the rider must inform the FIM on the annual entry form within a set deadline. Should more than one rider request the same number, preference will be given to either the rider who has a clear history of adopting that number, or if this is not the case for either rider, then the higher-ranked rider will be allocated this number. Other riders will then need to select an alternative number. FIM will be responsible for resolving any disputes that may arise. Riders who have not requested a specific personal riding number within the deadline will be required to use their allocated LT number.

3.4 MOTORCYCLES

3.4.1 Fuel

It is compulsory for every organiser of a FIM Long Track world championship race meeting to provide, free of charge (during practice and racing) the methanol for all the riders.

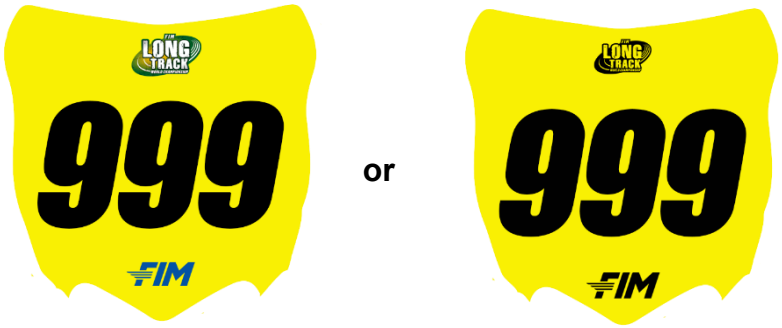
3.4.2 Race jackets

Race jackets are no longer provided by the FIM. No race jackets will be provided by the final series race meetings organisers.

3.4.3 Championship logo – final series

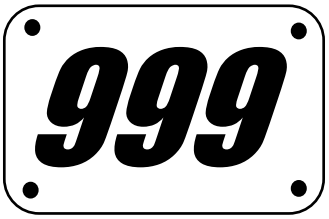
It is compulsory for the permanent **and wildcard/reserve riders** to **display** the championship logo on the front plate of the bike, as per the following drawing. **The FIM will not provide stickers**.

Background colour: RAL 1023. Numbers minimum height: 120mm. Numbers colour: black.
FIM and Long Track logos are COMPULSORY - 20mm high minimum.
Free number font as long as it is clearly readable, free number plate design.



National flag in the race suit front - minimum size: 50 x 100 mm.

Number background: white.
Numbers minimum height: 150mm. Numbers colour: black.
Free number font as long as it is clearly readable.



3.5 RACE FORMAT

	GATE 1	GATE 2	GATE 3	GATE 4	GATE 5
Heat 1	5	4	3	2	1
Heat 2	7	8	9	6	10
Heat 3	13	12	11	14	15
Heat 4	18	17	16	20	19
Track grading *					
Heat 5	8	5	15	9	2
Heat 6	19	14	4	7	17
Heat 7	12	18	10	3	11
Heat 8	6	20	13	1	16
Track grading *					
Heat 9	20	15	7	10	5
Heat 10	17	11	1	8	13
Heat 11	3	2	19	12	6
Heat 12	9	16	14	4	18
Track grading *					
Heat 13	4	10	2	13	8
Heat 14	14	6	17	15	3
Heat 15	16	19	5	11	7
Heat 16	1	9	20	18	12
Track grading *					
Heat 17	11	3	8	5	20
Heat 18	2	7	6	16	14
Heat 19	15	13	18	17	4
Heat 20	10	1	12	19	9
Track grading *					
Heat 21	**4th, 7th, 8th, 11th, and 12th after heat 20 intermediate classification.**				
Heat 22	**5th, 6th, 9th, 10th and 13th after heat 20 intermediate classification.**				
Track grading *					
Final (heat 23)	**1st, 2nd, 3rd after heat 20 + the two highest points scorers after heat 22.**				

* If necessary, the frequency of the track grading can be modified by the jury.

After heat 20, there will be an intermediate classification according to the total race points each rider has scored during the qualifying heats.
The top 3-scoring riders from the qualifying heats will qualify for the final.
Riders placed **4th, 7th, 8th, 11th, and 12th** in the intermediate classification will take part in **heat 21**.
Riders placed **5th, 6th, 9th, 10th and 13th** in the intermediate classification will take part in **heat 22**.

Riders' gate positions for heats 21 and 22 will be chosen by the riders, in the order determined by their position in the classification after qualifying heats (1 - 20).
In heat 21, the rider in **4th position in the intermediate classification** will have first choice of gate position, followed consecutively by the riders in **7th, 8th, 11th, and 12th** positions.

In heat 22, the rider in **5th position in the intermediate classification** will have first choice, followed consecutively by riders in **6th, 9th, 10th and 13th** positions.
After heat 22, there will be an intermediate classification according to the total race points each rider has scored during the qualifying heats and heat 21 or 22.

The **2** top-scoring riders after heat 22 will qualify for the final (heat 23). Riders' gate position selections will be chosen by the riders.
The draw order for heat 23 starts with the 3 direct qualified riders after heat 20 (in the order 1st, 2nd, 3rd after heat 20), followed by the 2 highest scoring riders after heat 22 (1st, 2nd after heat 22).

If a rider cannot take part in a **heats 21, 22** or final heat for which already qualified, the rider will automatically be considered placed in the last position of the heat and will not be replaced by a following rider in the intermediate classification list.

3.5.1 Riders scores

1st place: 4 pts 2nd place: 3 pts 3rd place: 2 pts 4th place: 1 pt 5th place: 0 pt

In the case of a dead heat, combined points for the places must be shared equally between the riders concerned.
Heat 23 (the final): a chronological criterion should be used for determining the placings of the riders. The positions will be determined by the order in which the participating riders cross the finish line, then by the order in which each of the other riders was disqualified or withdrawn from the heat (first rider disqualified/withdrawn/retired automatically being last and so on). If this fails to determine a result, then their relative positions in the intermediate classification after the qualifying heats (heat **20**) will apply, with the better-placed rider in the intermediate classification taking precedence (for example, when 2 or more riders finish or fail to finish the heat at the same time).

3.5.2 Re-staging or abandonment of a race meeting

If a meeting is interrupted or suspended for any reason whatsoever, the following rules will apply:

1. If the race meeting is interrupted before the conclusion of heat 12 and the remaining heats cannot be completed the same day, the results are not taken into consideration, and the whole meeting must be re-staged in accordance with art. 1.4 dates of the race meeting.
2. If the race meeting is interrupted before heat 20 is accomplished and the remaining heats cannot be completed, the race points scored at the completion of heat 12 or 16 (whichever applies) will determine the result, and Long Track world championship points will be given. In the event of a tie in the points scored at the completion of heat 12 or 16, the finishing order will be determined by the formula in accordance with art. **3.6**.
3. If the race meeting is interrupted before heat 21 or heat 22 is completed and the remaining heats cannot be completed, the race points scored at the completion of heat 20 will determine the result.
4. If the race meeting is interrupted before heat 23 is completed and the remaining heats cannot be completed, the results will be considered valid after heat 22.

3.6 RESULTS

RACE MEETING CLASSIFICATION

After heat 20, there will be an intermediate classification showing the riders in 1st to 21st place according to the total amount of race points each rider has scored.

Positions 1st to 5th in the final race meeting classification will be according to the riders finishing positioning in heat 23.

Positions 6th to **13th** in the final race meeting classification is decided by the total points scored by each rider after the completion of heat 22.

Positions **14th** to **21st** in the final race meeting classification is decided by the total points scored by each rider after the completion of heat 20.
At the end of each final race meeting, world championship points will be awarded to each rider as follows**:**

1st	**26 pts**
2nd	**24 pts**
3rd	**22 pts**
4th	**20 pts**
5th	**18 pts**
6th	**16 pts**
7th	**15 pts**
8th	**14 pts**
9th	**13 pts**
10th	**12 pts**
11th	**11 pts**

12th	**10 pts**
13th	**9 pts**
14th	**7 pts**
15th	**6 pts**
16th	**5 pts**
17th	**4 pts**
18th	**3 pts**
19th	**2 pts**
20th	**1 pt**
21st	**0 pt**

The FIM Long Track world champion will be the rider having collected the most world championship points at the end of the final race meeting series.

3.7 TIES

Where necessary, ties will be determined as follows:

a) Precedence will be given to the riders (tied on points) having the most number of 1st, 2nd, 3rd, 4th, 5th placings (an "0" for last placing being better than M-R-F-T-d-N).

b) If the tie still persists, providing riders have met equal times, and involves:

- 2 riders - precedence to the best placed when the 2 riders met. If still tied as both a non-finisher when met, move to point c).
- 3 riders - if 1 rider beats the other 2, they are deemed best placed, and the best placed when the other 2 meet is deemed the higher of these 2. If still tied as no precedence as described, or non-finishes when met, move to point c).
- 4 or more riders tied - the who beat who principle within the group of tied riders, totaling wins vs losses when the riders met. If riders are still tied with the number of wins within the group, they can then be split into subgroups and use the same procedure above for splitting 2 or 3 riders if necessary. If all 4 or more riders are still tied, move to point c).

c) If solutions a) and b) cannot be used or if the tie persists, the order will be determined by the LT ranking number.

The LT ranking number will be the order in which the rider is placed in the championship intermediate classification following the previous LT round.

For the first LT race meeting of the season, ranking will be determined by the official LT entry list published at the start of each season.

After **heats 21 & 22**, should there be a tie for the last qualifying place for the final or for the gate selection, the criteria below will be used to determine the result:

a) Precedence will be given to the better placed rider in heats 21 or 22 **indepedently whether the riders meet in the same heat or not**. If the tie persists, precedence will be given to the rider(s) having the most number of 1st, 2nd, 3rd, 4th, 5th placings (an "0" for last placing being better than M-R-F-T-d-N).

c) If solutions a) and b) cannot be used or if the tie persists, the order will be determined by **LT ranking number.**

The intermediate classification

In case of riders tied on points in the intermediate classification, precedence will be given to the rider having the most significant number of round 1st place results, followed by 2nd, 3rd, 4th, and so

on in the current season. If the tie persists, precedence will be given to the rider with the highest final classification at the last round of the current season.

The final overall classification
In case of riders involved in a tie on the final overall classification, at the end of the series, the following will apply:

- Run-off for 1st place.
- For all other placings: Precedence will be given to the rider having the greatest amount of round 1st place results, followed by 2nd, 3rd, 4th and so on in the current season. If the tie still persists precedence will be given to the rider with the highest final classification at the last round of the current season.

3.8 SCALE OF EXPENSE REIMBURSEMENT

Travel expenses, as well as long-distance and ferry costs, are included in the scale of expense reimbursement of each race meeting.

All amounts indicated in the scale of expense reimbursement are shown in euros and are net amounts. All amounts can only be paid to the riders in euros.

1st	**2'400**	**12th**	**850**
2nd	**2'000**	**13th**	**850**
3rd	**1'700**	**14th**	**700**
4th	**1'400**	**15th**	**700**
5th	**1'300**	**16th**	**650**
6th	**1'200**	**17th**	**650**
7th	**1'100**	**18th**	**600**
8th	**1'000**	**19th**	**600**
9th	**1'000**	**20th**	**600**
10th	**900**	**21st**	**400**
11th	**900**	**TOTAL**	**21'500**

APPENDIX 3b
FIM LONG TRACK OF NATIONS

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3b.1 GENERAL

Competition for national teams:
7 teams from different nations (FMNs) will compete in the meeting. The riders from each team must be of the same nationality as the FMN that has nominated them.
The FMNR of the final of this championship is guaranteed to have its national team compete in this meeting.
The practice must be run on the day of the race meeting, starting 2 hours and 30 minutes before the 1st heat. The track must be clear of any activity **from the commencement of the 1st jury,** also from the conclusion of practice until the rider's presentation. This is to allow adequate time for track preparation.

3b.1.1 National teams

National teams (e.g., **British** team, **Czech** team) are nominated exclusively by their respective FMN. Riders of a national team must hold a passport of the country they represent.

3b.2 PARTICIPANTS

FMNs shall nominate their complete teams, including each Rider's starting number, no later than 14 days before the meeting.

3b.3 TEAM COMPOSITION

The 7 competing teams must consist of 3 riders, plus a non-compulsory reserve rider as follows:

Team A	1	2	3	22
Team B	4	5	6	23
Team C	7	8	9	24
Team D	10	11	12	25
Team E	13	14	15	26
Team F	16	17	18	27
Team G	19	20	21	28

3b.4 TEAM RESERVE RIDER

The team reserve rider can take the place of any programmed rider from their team, at any time, within the maximum number of 7 permitted heats (6 programmed heats + **heat 22**).
Except in circumstances as specified in regulation 10.10.

3b.5 METHANOL

It is compulsory for every organiser of a Long Track of Nations meeting to provide, free of charge, during practice and racing, the methanol for all the Riders.

3b.6 RACE FORMAT

Two teams meet in each heat, with heats consisting of 4 laps. The starting positions drawn for each team will be balloted at the FIM headquarters.
A meeting comprises of 22 heats; heat 22 will be the "heat for gold". All heats run respectively with 6 riders according to the format.

	GATE 1	GATE 2	GATE 3	GATE 4	GATE 5	GATE 6
Heat 1	10	7	11	8	12	9
Heat 2	1	4	2	5	3	6
Heat 3	13	16	14	17	15	18
Track grading *						
Heat 4	19	1	20	2	21	3
Heat 5	4	7	5	8	6	9
Heat 6	10	13	11	14	12	15
Track grading *						
Heat 7	16	19	17	20	18	21
Heat 8	4	10	5	11	6	12
Heat 9	1	7	2	8	3	9
Track grading *						
Heat 10	19	4	20	5	21	6
Heat 11	13	1	14	2	15	3
Heat 12	7	16	8	17	9	18
Track grading *						
Heat 13	10	1	11	2	12	3
Heat 14	13	19	14	20	15	21
Heat 15	16	4	17	5	18	6
Track grading *						
Heat 16	7	13	8	14	9	15
Heat 17	1	16	2	17	3	18
Heat 18	19	10	20	11	21	12
Track grading *						
Heat 19	4	13	5	14	6	15
Heat 20	7	19	8	20	9	21
Heat 21	16	10	17	11	18	12
Track grading *						
Heat 22 “for gold”	Teams placed 1st and 2nd after heat 21					

Rider’s gate positions for heat 22 will be chosen by the team managers, in the order determined by the intermediate classification after heat 21. The Team in 1st will have the 1st choice of inside start positions (helmet colours red, white and green) or outside start positions (helmet colours blue, ye and white & black).
The riders' gate positions will be chosen in the presence of the race director, with both Team managers present for each heat.

3b.6.1 Ties

In case of a tie, the following will apply:

a) Precedence will be given to the team (tied on points) having the most number of 1st, 2nd, 3rd, 4th, 5th, 6th placings (a "0" for last being better than M-R-F-T-d-N). Taking into consideration the placement of all riders of each team.

b) If solution a) cannot resolve the tie, the team that scored the most points when the two teams met will be considered the better-placed team.

c) If solution a) **and** b) cannot be used the order will be by ballot.

The winning team of heat 22 will be declared 1st, the losing team will be placed 2nd. The 3rd, 4th, 5th, 6th and 7th teams will be decided by the highest points scored after heat 21.

If an equal score were to occur in heat 22, the team with the winning rider of the heat determines the highest placed team.

3b.7 RESULTS

3b.7.1 Teams' scores

In each heat, points are awarded to the riders and the 2 teams as follows:

1st place	5 pts
2nd place	4 pts
3rd place	3 pts
4th place	2 pts
5th place	1 pt
6th place	0 pt

3b.8 RE-STAGING DATE OR ABANDONMENT OF A MEETING

- If the meeting is interrupted before heat 21 is accomplished and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole meeting must be re-staged in accordance with art. 1.4.
- If the meeting is interrupted before heat 22 is accomplished and the remaining heats cannot be completed the same day, the race points will determine the result at the completion of heat 21, and the points scored at the completion of heat 21 will determine the result.

3b.9 SCALE OF EXPENSE REIMBURSEMENT

Travel expenses, as well as long-distance and ferry costs, are included in the scale of expense reimbursement of each championship meeting.

All amounts indicated on the expense reimbursement scale are shown in euros and are net amounts. All amounts can only be paid to the riders in euros.

1st	4'700
2nd	4'100
3rd	3'500
4th	3'000
5th	2'600
6th	2'300
7th	2'000
Total	22'200

3b.10 RESULTS AND PRIZE-GIVING CEREMONY

The teams placed first, second and third will attend the official prize-giving ceremony.

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FIM ICE SPEEDWAY WORLD CHAMPIONSHIP

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1.1 GENERAL

The FIM Ice Speedway world championship will start with a qualifying meeting or a series of race meetings leading to a final series.
Sixteen programmed riders plus two FMNR track reserve riders will participate in the qualifying round.
Fifteen qualified riders plus one FMNR wildcard and two FMNR track reserve riders will participate in the final series race meetings.
Each FMNR staging a race meeting (qualifying round or a final meeting) is guaranteed a minimum at least one programmed FMNR rider in that race meeting.

1.2 RACE DIRECTOR

For the final series, the FIM will appoint a race director. The race director is responsible for the conduct and efficient running of a specified race meeting or race meetings and is a voting member of the international jury.
The race director will be present at all international jury meetings and is responsible for holding regular meetings with the riders and their associations to obtain good cooperation and with the aim of continuously improving the standard of the FIM events.

1.3 PARTICIPANTS

The number of programmed riders from each FMN will be allocated by the CCP. Each FMN can only nominate its own riders who must hold a FIM world championship licence issued by that FMN.
Where a series is held, a rider who has qualified/been nominated but is unable to take part in any subsequent qualifying meeting for any reason will be replaced by the next best placed rider from the substitute list.
Each FMNR staging a final series race meeting must nominate one FMNR wildcard rider and two track reserve riders, the Ice Speedway bureau will make the final approval.

Fines

Absence without having advised the FIM in writing or absence after having advised the FIM in writing but for a reason not accepted by the international jury:

Qualifying round	Final
400€	1750€/day

1.3.1 Qualified riders

Previous season top 5 + current season qualifying round top 8.

1.3.2 FIM wildcard riders

The Ice Speedway bureau will nominate two permanent wildcard riders.

1.3.3 Track reserve riders

When a track reserve rider takes part in the qualification heats having replaced one or more programmed riders, the points they score will count for qualification towards **last chance or a final** of that race meeting. A track reserve is permitted to take part in a maximum of 5 qualification heats. No track reserve rider will take part in the **last chance or final** unless already qualified from the qualification heats. The track reserve riders can have their fuel tank filled up during the race meeting and do not need to empty fuel tanks and refuel the bikes before each heat.

1.3.4 Nominated substitute riders

If any of the permanently qualified or nominated riders is unable to participate in any one or more final meeting(s) and the time allows, the permanently qualified or nominated riders will be replaced by the next rider from the substitutes list, approved and published by the Ice Speedway bureau.
If this is not possible, the 1st track reserve rider will replace the missing rider as a programmed rider in the specific race meeting(s) concerned.
If a permanently qualified or nominated rider retires for the whole or the remainder of the final series, the permanently qualified or nominated riders will be permanently replaced by the next rider from the list of nominated substitutes.

1.4 RIDING NUMBERS

For the final series the permanent riding numbers are:
N° 1- 5 will be decided according to the previous year's classification.
N° 6 -13 will be decided according to the qualifying round classification.
N° 14 -15 are the FIM wildcard riders.
N°: 16 is the FMNR wild card rider.
N°: 17-18 are the FMNR track reserve riders.

1.4.1 ISG number

Each rider accepted for the final series will be allocated an ISG number between 1 and 15, which will be valid for the whole championship of that year. The structure of allocated numbers is based on the **championship ranking produced after the conclusion of the qualifying round.**
In each final race meeting, riding numbers 16 to 18 will be allocated to the FMNR wildcard reserve riders.
Additionally, the 15 permanent and substitute riders can apply to use their own personal racing numbers on their race jackets and bikes. They can choose any riding number with a maximum of 3 digits if it has not previously been allocated to another rider in the last 2 seasons or reserved by FIM.
Riding numbers 1 to 20 are reserved for the use of FIM only.
To request a specific personal racing number, the rider must send an application to FIM within a set deadline. Should more than one rider request the same number, preference will be given to either the rider who has a clear history of adopting that number, or if this is not the case for either rider, then the higher-ranked rider will be allocated this number. Other riders will then need to select an alternative number.
FIM will be responsible for resolving any disputes that may arise. riders who have not requested a specific personal riding number within the deadline will be required to use their allocated ISG number.

1.4.2 Race jackets

Race jackets will be provided by the FIM. It is compulsory to wear the race jackets during practice, parade, racing, prize giving ceremony, TV interviews and gate selections/draws.

1.4.3 Championship logo - final series

It is compulsory to display the FIM and the championship logos on the front plate of the bike as per the following drawing.

Background colour: RAL 5019.
Numbers minimum height: 120mm. Numbers colour: White.
FIM and ISG logos are COMPULSORY, 20mm high minimum

1.5 METHANOL

It is compulsory for every organiser of a final race meeting to provide, free of charge (during practice and racing) the methanol for all the riders. It is compulsory for the riders to use the provided methanol.

1.6 STARTING POSITION DRAW

The riders' starting position draw will be balloted before each race meeting at the FIM headquarters.

1.7 RACE FORMAT

Riders' score: 1st place: 3pt, 2nd place, 2pts, 3rd place 1pt and 4th place: 0pt.
Qualifying round will be organised in a 20-heat race meeting. There will be **no last chance or final**.

	GATE 1	GATE 2	GATE 3	GATE 4
Heat 1	1	2	3	4
Heat 2	5	7	6	8
Heat 3	10	11	9	12
Heat 4	15	14	16	13
Track grading				
Heat 5	13	1	5	9
Heat 6	14	10	2	6
Heat 7	11	15	7	3
Heat 8	4	8	12	16
Track grading				
Heat 9	6	16	1	11
Heat 10	12	5	15	2
Heat 11	8	9	3	14
Heat 12	13	4	10	7
Track grading				
Heat 13	7	12	14	1
Heat 14	2	13	8	11
Heat 15	16	3	10	5
Heat 16	9	6	4	15
Track grading				
Heat 17	1	8	15	10
Heat 18	9	2	7	16
Heat 19	3	12	13	6
Heat 20	5	14	11	4

Final round can be organised as a **1 or** 2-day race meeting with each of **22** heats (20 classification heats, **a last chance heat and** a final heat). Each day will count as a separate final series race meeting.
Day 1 of a final series race meeting:

	GATE 1	GATE 2	GATE 3	GATE 4
Heat 1	1	2	3	4
Heat 2	5	7	6	8
Heat 3	10	11	9	12
Heat 4	15	14	16	13
Track grading				
Heat 5	13	1	5	9
Heat 6	14	10	2	6
Heat 7	11	15	7	3
Heat 8	4	8	12	16
Track grading				
Heat 9	6	16	1	11

Heat 10	12	5	15	2
Heat 11	8	9	3	14
Heat 12	13	4	10	7
Track grading				
Heat 13	7	12	14	1
Heat 14	2	13	8	11
Heat 15	16	3	10	5
Heat 16	9	6	4	15
Track grading				
Heat 17	1	8	15	10
Heat 18	9	2	7	16
Heat 19	3	12	13	6
Heat 20	5	14	11	4
Track grading				
Last chance	**Riders place 3rd, 4th, 5th and 6th after heat 20**			
Final	Top 2 after heat 20 + last chance top 2 placed riders			

Day 2 of the final series race meeting:

	GATE 1	GATE 2	GATE 3	GATE 4
Heat 1	3	6	8	10
Heat 2	4	12	16	15
Heat 3	2	1	14	13
Heat 4	5	7	11	9
Track grading				
Heat 5	9	3	4	14
Heat 6	7	2	6	16
Heat 7	1	5	12	8
Heat 8	10	15	13	11
Track grading				
Heat 9	16	11	3	1
Heat 10	13	4	5	6
Heat 11	8	14	15	7
Heat 12	12	10	9	2
Track grading				
Heat 13	3	13	7	12
Heat 14	6	9	1	15
Heat 15	11	8	2	4
Heat 16	14	16	10	5
Track grading				
Heat 17	4	7	1	10
Heat 18	12	14	6	11
Heat 19	8	13	9	16

Heat 20	15	5	2	3
Track grading				
Last chance	**Riders place 3rd, 4th, 5th and 6th after heat 20**			
Final	Top 2 after heat 20 + last chance top 2 placed riders			

If necessary, the frequency of the track grading can be modified by the jury.

For final series race meetings, after heats 1-20, there will be an intermediate classification from 1st to 18th place according to the total race points each rider has scored during the classification heats.
Rider's gate positions for the last chance will be chosen by the riders, in the order determined by their position in the intermediate classification after heat 20.
The rider in 3rd position will have 1st choice of gate position, followed consecutively by the riders in 4th, 5th and 6th positions.
Rider's gate positions for the final will be chosen by the participating riders prior to the heat.
The top 2 riders after heat 20 will have 1st and 2nd choice where the rider with the highest intermediate classification after heat 20 having the 1st choice, and so on.
Last chance winner will have 3rd choice and last chance 2nd rider will have the 4th choice.
The selection order of the last chance top 2 will be determined by their position in the last chance.
Riders' gate positions will be chosen in the presence of the race director or the jury president.
If one or more rider(s) cannot take part **in the last chance or the final**, the rider will automatically be considered placed in the last position of the heat and will not be replaced.

1.7.1 Warnings
Any warning given to riders on day 1 will not carry over to day 2.

1.8 RESULTS

Qualifying rounds:
The final race meeting classification will be according to the points scored during the whole race meeting (heats 1-20).
Final series race meetings:
At the conclusion of each race meeting, a final race meeting classification will be produced, showing the world championship points achieved by each participating rider.
After heat 20, there will be an intermediate classification showing the 1st to 18th place according to the total race points each rider has scored during the main event. Positions 1 to 4 will be according to the result in the final heat irrespective of the total points scored. Positions 5 and 6 will be according to the result in the last chance irrespective of the total points scored.
Positions 7 to 18 in the final race meeting classification will be determined according to the results after heat 20.
ISG championship points will be awarded according to the following system:

1st	20pts	10th	7pts
2nd	18pts	11th	6pts
3rd	16pts	12th	5pts
4th	14pts	13th	4pts
5th	12pts	14th	3pts
6th	11pts	15th	2pts
7th	10pts	16th	1pt
8th	9pts	17th	0pt
9th	8pts	18th	0pt

The FIM Ice Speedway world champion will be the rider who has collected the most **ISG championship points** at the end of the final series.

1.8.1 Ties

After the completion of heats 16 or 20

Where necessary, ties will be determined as follows:

a) Precedence will be given to the riders (tied on race points) having the most number of 1st, 2nd, 3rd or 4th placings (a "0" for last placing is better than M-R-F-T-d-N).

b) if the tie still persists, providing riders have met equal times, and involves:

- 2 riders - precedence to the best placed when the 2 riders meet. If still tied as both a non-finisher when met, move to point c)
- 3 riders - if 1 rider beats the other 2, they are deemed best placed, and the best placed when the other 2 meet is considered the higher of these 2. If still tied as no precedence as described, or non-finishes when met, move to point c)
- 4 or more riders tied - the who beat who principle within the group of tied riders, totalling wins v loses when the riders met. If riders are still tied with the number of wins within the group, they can then be split into subgroups and use the same procedure above for splitting 2 or 3 riders if necessary. If all 4 or more riders are still tied move to point c)

c) If solutions a), b) cannot resolve the tie, then the rider with the lowest **ISG ranking number** will be deemed the better placed rider.

The ISG ranking number will be the order in which the rider is placed in the championship intermediate classification following the previous ISG round.

For the 1st ISG race meeting of the season, ranking will be determined by the official ISG entry list published at the start of each season.

The intermediate ISG classification

In case of riders tied **on ISG championship points** in the intermediate classification, precedence will be given to the rider having the greatest amount of ISG 1st place results, followed by 2nd, 3rd, 4th and so on in the current season.

If the tie persists precedence will be given to the rider with the highest final classification at the last round of the current season.

The final overall ISG classification

In case of riders involved in a tie on the final overall ISG classification, at the end of the ISG series, the following will apply:

Run-off for 1st place.

For all other placings: Precedence will be given to the rider having the greatest amount of ISG 1st place results, followed by 2nd, 3rd, 4th and so on in the current season. If the tie still persists precedence will be given to the rider with the highest final classification at the last round of the current season.

INTERRUPTION OF A RACE MEETING

If the meeting is interrupted before heat 16 is accomplished and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole meeting must be re- staged in accordance with art. 1.4 - dates of the meeting.

If the meeting is interrupted before heat 20 is accomplished and the remaining heats cannot be completed, then the race points scored at the completion of heat 16 will determine the final meeting classification.

In the event of a tie in the points scored at the completion of heat 16, the finishing order will be determined by the formula set out in art. 1.8.1.

In exceptional circumstances the **Ice Speedway bureau** will authorise a departure from this formula for a specific event. In this event the changes must be set out in the SR's for the event. Only the **Ice Speedway bureau** will approve such changes.

WHEN RUN AS A "2-DAY FORMULA"

a) When the race meeting of the 1st day is interrupted before **heat 16 is accomplished** and the remaining heats cannot be staged the same day, the results are not taken into consideration. Only the heats of the 2nd day will count for the final classification.

b) When a valid result of the 1st day is accomplished but the 2nd day of racing is interrupted before **heat 16 is accomplished**, the International Jury will decide if the organisers can re-stage the 2nd day or consider, for the final classification only, the results of the 1st day.

If a qualifying round cannot be staged or restaged or reallocated to an alternative venue or FMN for exceptional circumstances (i.e., weather) that are acceptable to the Ice Speedway bureau, the Ice Speedway bureau, at its sole discretion, will nominate a list of appropriate riders to be seeded into the final series. The riders will be selected from the original scheduled lineup of the cancelled race meeting.

1.9 SCALE OF EXPENSE REIMBURSEMENT

All amounts indicated in the scale of expense reimbursement are shown in Euros, per day and are net amounts. All amounts can only be paid to the riders in euros.

Qualifier		Final
1st	400	1’750
2nd	350	1’350
3rd	300	1’200
4th	280	1’000
5th	260	950
6th	250	850
7th	240	800
8th	235	750
9th	230	700
10th	225	650
11th	215	600
12th	210	600
13th	205	600
14th	200	600
15th	200	600
16th	200	550
17th	100	500
18th	100	500

For the final series, the organiser will give 250 euros to the riders for their own accommodation arrangements. The organiser will not book any hotel for the riders/teams.

FIM ICE SPEEDWAY OF NATIONS

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1.1 GENERAL

Six national teams, from different nations will compete in each meeting.
Each team will consist of 2 riders + a non-compulsory substitute rider.
The riders from each team must be of the same nationality as the FMN, which has nominated them.
The Ice Speedway bureau will decide on the teams' allocations and/or the possible qualifying system.

Signing on
All team managers and their respective riders must sign on at the date and time stipulated in the SR, which should not be later than 30 minutes before the 1st international jury meeting.
When a team manager or a rider has signed on, they are deemed to have entered the race meeting and are not permitted to take part in any other motorcycle race meeting until the completion of that race meeting.

Methanol
It is compulsory for every organiser of a FIM Ice Speedway of nations to provide, free of charge, during practice and racing, the methanol for all the riders.

Fines
Absence without having advised the FIM in writing or absence after having advised the FIM in writing but for a reason not accepted by the international jury: 4'000€.

1.1.1 Race director

The FIM will appoint a race director. The race director is responsible for the conduct and efficient running of a specified race meeting or race meetings and is a voting member of the international jury.
The race director will be present at all international jury meetings and is responsible for holding regular meetings with the teams to obtain good cooperation and with the aim of continuously improving the standard of the FIM events.

1.1.2 Race jackets

Race jackets will be provided by the FIM. It is compulsory to wear the race jackets during practice, parade, racing, prize giving ceremony, TV interviews and gate selections/draws.

1.2 RACE FORMAT

The starting positions draw will be balloted by the FIM.
Team riders in red and blue have a choice of gate positions 1 & 3. Team riders in white and yellow have a choice of gate positions 2 & 4. A change of helmet cover is not permitted but a gate change is permitted between the 2 riders from the same team.
The number 3 rider can replace any teammate at any time during the race meeting. If notification of replacement is not given to the ISG race director before the heat/race starts, that rider will be disqualified.

Team A	Start n°	1	2	15 (substitute rider)
Team B	Start n°	3	4	16 (substitute rider)
Team C	Start n°	5	6	17 (substitute rider)
Team D	Start n°	7	8	18 (substitute rider)
Team E	Start n°	9	10	19 (substitute rider)
Team F	Start n°	11	12	20 (substitute rider)

When held on one day, the meeting is conducted according to the schedule below.

	GATE 1	GATE 2	GATE 3	GATE 4
Heat 1	1	3	2	4
Heat 2	5	7	6	8
Heat 3	9	11	10	12
Track grading				
Heat 4	8	2	7	1
Heat 5	12	6	11	5
Heat 6	4	10	3	9
Track grading				
Heat 7	5	9	6	10
Heat 8	7	3	8	4
Heat 9	1	11	2	12
Track grading				
Heat 10	11	7	12	8
Heat 11	9	1	10	2
Heat 12	5	3	6	4
Track grading				
Heat 13	7	9	8	10
Heat 14	11	3	12	4
Heat 15	1	5	2	6
Track grading				
Heat for bronze medal	Team place 3rd and 4th after heat 15			
Final	Top 2 teams after heat 15			

In respect of the heat for the bronze medal, the 1st choice of gate will go to the 3rd placed team after heat 15.
In respect of the final, the 1st choice of gate will go to the higher placed team after heat 15.

In each heat/race, points are awarded to the riders and teams as follows: 4 points for 1st place, 3 points for 2nd place, 2 points for 3rd place, 0 points for 4th place.

In the case of a dead heat/race, the combined points for the places must be shared equally between the riders concerned as follows: 3 ½ points for 1st/2nd place, 2 ½ points for 2nd/3rd place and 1 point for 3rd/4th place.

1.2.1 Ties

After the completion of heat 9, 12 or 15 when establishing the order at the conclusion of heat 9, 12 or 15:

1a. In the event of equal points for two teams after the conclusion of heat 9, 12 or 15, the team that scored the most points when the two teams met will be considered the better placed team. If the two teams did not meet, 1b will be used to determine the better placed team.

1b. In the event of equal points for three or more teams, after the conclusion of the 15 qualifying heats, teams are considered to have scored a bonus point on each occasion they finish in positions 1 & 2 or 2 & 3. The team scoring the higher number of bonus points will be considered the better placed team.

1c. If there remains a tie, the amount of 1st, 2nd, 3rd and 4th places in total taken by all riders will decide the better placed team. Zero for last placing is better than for M-R-F-T-d-N.

1d. If all other solutions cannot resolve the tie, then there will be a ballot.

1.2.2 Results and final overall classification

The team winning the final race will be declared the winner, the losing team in the final race will be placed 2nd. The team winning the heat for bronze medal will be declared 3rd, the losing team in the final race will be placed 4th.

5th and 6th places will be decided by the highest points scored from the race meeting. In the case of teams tied on points, art. 1.2.1 will apply.

1.2.3 Re-staging or abandonment of a race meeting

If the race meeting is interrupted or suspended for any reason whatsoever, the following rules will apply:

If the race meeting is interrupted before heat 9 is accomplished and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole race meeting must be re-staged in accordance with art. 1.2.

If the race meeting is interrupted after heat 9 and before heat 12 and cannot continue the same day, then the result at the conclusion of heat 9 will be deemed valid to determine the results of the race meeting.

If the race meeting is interrupted after heat 12 and cannot continue the same day, the result at the conclusion of heat 12 will be deemed valid to determine the results of the race meeting.

If the race meeting is interrupted before the heat for the bronze medal, the result at the conclusion of heat 15 will be deemed valid to determine the results of the race meeting.

If the race meeting is interrupted before the conclusion of the final, the result at the conclusion of the heat for the bronze medal will be deemed valid to determine 3rd and 4th ranked teams, and heat 15 will be deemed valid to determine the results of 1st and 2nd ranked teams.

In exceptional circumstances, the ISG bureau will authorise a departure from this formula for a specific event.

In this event the changes must be set out in the SR's for the event. Only the ISG bureau can approve such changes.

When held over two days, the meeting is conducted according to the schedule below.

Day 1:

	GATE 1	GATE 2	GATE 3	GATE 4
Heat 1	1	3	2	4
Heat 2	5	7	6	8
Heat 3	9	11	10	12
Track grading				
Heat 4	8	2	7	1
Heat 5	12	6	11	5
Heat 6	4	10	3	9
Track grading				
Heat 7	5	9	6	10
Heat 8	7	3	8	4
Heat 9	1	11	2	12
Track grading				
Heat 10	11	7	12	8
Heat 11	9	1	10	2
Heat 12	5	3	6	4
Track grading				
Heat 13	7	9	8	10
Heat 14	11	3	12	4
Heat 15	1	5	2	6

Day 2:

	GATE 1	GATE 2	GATE 3	GATE 4
Heat 16	1	5	2	6
Heat 17	11	3	12	4
Heat 18	7	9	8	10
Track grading				
Heat 19	5	3	6	4
Heat 20	9	9	10	2
Heat 21	11	7	12	8
Track grading				
Heat 22	1	2	11	12
Heat 23	7	3	8	4
Heat 24	5	9	6	10
Track grading				
Heat 25	4	10	3	9
Heat 26	12	6	11	5
Heat 27	8	2	7	1
Track grading				
Heat 28	9	1	10	12
Heat 29	5	7	6	8
Heat 30	1	3	2	4
Heat for bronze medal	Team place 3rd and 4th after heat 30			
Final	Top 2 placed teams after heat 30			

In respect of the final race, the 1st choice of gate will go to the higher placed team after heat 30.

In each heat/race, points are awarded to the riders and teams as follows: 4 points for 1st place, 3 points for 2nd place, 2 points for 3rd place, 0 points for 4th place.

In the case of a dead heat/race, the combined points for the places must be shared equally between the riders concerned as follows: 3 ½ points for 1st/2nd place, 2 ½ points for 2nd/3rd place and 1 point for 3rd/4th place.

1.2.4 Ties

After the completion of heat 24, 27 or 30 when establishing the order at the conclusion of heat 24, 27 or 30:

1a. In the event of equal points for two teams after the conclusion of heat 24, 27 or 30, the team that scored the most points when the two teams met will be considered the better placed team. If the two teams did not meet, 1b will be used to determine the better placed team.

1b. In the event of equal points for three or more teams, after the conclusion of heat 24, 27 or 30, teams are considered to have scored a bonus point on each occasion they finish in positions 1 & 2 or 2 & 3. The team scoring the higher number of bonus points will be considered the better placed team.

1c. If there remains a tie, the amount of 1st, 2nd, 3rd and 4th places in total taken by all riders will decide the better placed team. Zero for last placing is better than for M-R-F-T-d-N.

1d. If all other solutions cannot resolve the tie, then there will be a ballot.

1.2.5 Results and final overall classification

The team winning the final race will be declared the winner, the losing team in the final race will be placed 2nd.
The team winning the heat for bronze medal will be placed 3rd, the losing team of the heat for bronze medal will be placed 4th.
5th and 6th will be decided by the highest points scored from the race meeting.
In the case of teams tied on points, art. 1.2.4 will apply.

1.2.6 Re-staging or abandonment of a race meeting

If the race meeting is interrupted or suspended for any reason whatsoever, the following rules will apply:
If the race meeting is interrupted before heat 24 is accomplished and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole race meeting must be re-staged in accordance with art. 1.2.4.

If the race meeting is interrupted after heat 24 and before heat 27 and cannot continue the same day, then the result at the conclusion of heat 24 will be deemed valid to determine the results of the race meeting.
If the race meeting is interrupted after heat 27 and cannot continue the same day, the result at the conclusion of heat 27 will be deemed valid to determine the results of the race meeting.
If the race meeting is interrupted before the heat for the bronze medal, the result at the conclusion of heat 30 will be deemed valid to determine the results of the race meeting.
If the race meeting is interrupted before the conclusion of the final, the result at the conclusion of the heat for the bronze medal will be deemed valid to determine 3rd and 4th ranked teams, and heat 30 will be deemed valid to determine the results of 1st and 2nd ranked teams.
In exceptional circumstances, the ISG bureau will authorise a departure from this formula for a specific event.
In this event the changes must be set out in the SR's for the event.
Only the ISG bureau can approve such changes.

1.3 SCALE OF EXPENSE REIMBURSEMENT

All amounts indicated in the scale of expense reimbursement are shown in Euros, per day and are net amounts. All amounts can only be paid to the riders in euros.

1st	4'000
2nd	3'200
3rd	2'500
4th	2'000
5th	1'500
6th	1'350

The organiser will give 250 euros to the riders for their own accommodation arrangements. The organiser will not book any hotel for the riders/teams.

When the FIM Ice Speedway of Nations is organised at the same track and on the same weekend as a World Championship final, the organiser will provide a 250€ contribution to riders who enter both events.

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FIM TRACK RACING YOUTH GOLD TROPHY

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7B.1 GENERAL

Competitions for individual riders.
The number of riders in each race meeting will be determined according to the request of the FMNs.

7B.2 RACE FORMAT

The ballot for riding numbers will be made at the FIM headquarters according to the number of riders.
2026 format will comprise 20 riders and 25 heats.

#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1																									
2																									
3																									
4																									
5																									
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16																									
17																									
18																									
19																									
20																									

Riders will be awarded race points according to their finishing position in each race:
3 points for 1st place, 2 points for 2nd place, 1 point for 3rd place, and 0 points for 4th place.
After heat 25, the final meeting classification will be established according to the total race points scored by each rider during the meeting.
No Final heat will be staged.

7B.3 RESULTS

7B.3.1 Ties

After all 25 heats have been completed, should there be a tie for first three places, a runoff will be held to determine the winner.
The gate selection will be conducted by the FIM jury president according to art. 11.3.1.

If the runoff cannot be completed, the classification will be determined according to art. 11.3.1.

For all other placings:
a) Precedence will be given to the riders (tied on points) having the most number of 1st, 2nd, 3rd, 4th placings. (an “0” for 4th placing being better than M-R-F-T-d-N).
b) if the tie persists, provided the tied riders have met an equal number of times, and involves -
- 2 riders - precedence to the best placed when the 2 riders met. If still tied as both a non-finisher when met, move to point c)
- 3 riders - if 1 rider beats the other 2, they are deemed best placed, and the best placed when the

other 2 meet is deemed the higher of these 2. If still tied as no precedence as describ
ed, or non-finishes when met, move to point c)

- 4 or more riders tied - the who beat who principle within the group of tied riders, totalling wins v loses when the riders met. If riders are still tied with the number of wins within the group, they can then be split into subgroups and use the same procedure above for splitting 2 or 3 riders if necessary. If riders are still tied or if riders were non-finishers when they met, proceed to point c).

c) If solution a) and b) cannot be used, the order will be determined based on the lowest starting draw number.

7B.4 INTERRUPTION OF A RACE MEETING

- If the race meeting is interrupted before heat 15 is accomplished and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole meeting must be restaged in accordance with Art. 1.4 - Dates of the meeting.

- If the race meeting is interrupted after the completion of heat 15 but before the completion of heat 20, and the remaining heats cannot be completed, then the race points scored at the completion of heat 15 will determine the final meeting classification.

- If the race meeting is interrupted after the completion of heat 20 but before the completion of heat 25, and the remaining heats cannot be completed, then the race points scored at the completion of heat 20 will determine the final meeting classification.

Any ties will be resolved in accordance with art. 7B.3.1.

APPENDIX 7C
FIM SPEEDWAY YOUTH WORLD CHAMPIONSHIP - SGP3
SEMI FINALS

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7C.1 GENERAL

Competitions for individual riders: The number of riders in each race meeting will be determined by the CCP main committee according to the request of the FMNs. Each staging of FMNR of this competition is guaranteed to have at least one rider from its federation in each semifinal. In the case of the staging FMNR being required to nominate a rider for the final, the chosen rider must have competed in one of the semi-finals.

7C.1.1 Race director

The FIM can appoint a race director. If so, the race director is responsible for the conduct and efficient running of a specified race meeting or race meetings and is a voting member of the international jury and shall be present at all international jury meetings.
The race director is responsible for holding regular meetings with the riders and their associations in order to obtain good cooperation and with the aim of continuously improving the standard of the FIM events.

7C.2 PARTICIPANTS

Each FMN must nominate its own riders. The riders must hold a world championship licence issued by their FMN. The number of riders from each FMN will be allocated by the CCP.

7C.3 RACE FORMAT

The ballot of riding numbers will be made in the FIM headquarters according to the number of riders requested by the FMNs. Each semifinal race meeting will be composed of 20 heats, there will be no semi final or final.

	GATE 1	GATE 2	GATE 3	GATE 4
Heat 1	1	2	3	4
Heat 2	5	7	6	8
Heat 3	10	11	9	12
Heat 4	15	14	16	13
Track grading*				
Heat 5	13	1	5	9
Heat 6	14	10	2	6
Heat 7	11	15	7	3
Heat 8	4	8	12	16
Track grading*				
Heat 9	6	16	1	11
Heat 10	12	5	15	2
Heat 11	8	9	3	14
Heat 12	13	4	10	7
Track grading*				
Heat 13	7	12	14	1
Heat 14	2	13	8	11
Heat 15	16	3	10	5
Heat 16	9	6	4	15
Track grading*				
Heat 17	1	8	15	10
Heat 18	9	2	7	16
Heat 19	3	12	13	6
Heat 20	5	14	11	4

* If necessary, the frequency of the track grading can be modified by the jury.

The top 8-scoring riders from each semifinal will qualify for the final. If there is no FMNR rider qualified for the final, only the top 7 riders of the semi-final 2 will qualify.
Riders will be awarded race points according to their finishing position in each race: 3 points for first place, 2 points for second place, 1 point for third place, and 0 points for 4th place.
After heat 20, there will be a classification from 1st to 18th place according to the total race points each rider has scored during the race meeting.

Race meeting points are awarded according to the total race points scored in the whole race meeting (heats 1 - 20).

7C.4 RESULTS

7C.4.1 Ties

After the 20 heats have been finished, should there be a tie for the first 3 places or the last qualifying place, there will be a runoff to resolve the tie.

For Run-off heats with 5+ riders, see article 11.3.1.

In case one or more run-offs cannot be held because of force majeure, then precedence will be given to the riders (tied on points) according to points a), b), or c) of this article.

a) Precedence will be given to the riders (tied on points) having the most number of 1st, 2nd, 3rd, 4th placings. (an “0” for last placing being better than M-R-F-T-d-N).

b) if the tie persists, providing riders have met equal times, and involves -

- 2 riders - precedence to the best placed when the 2 riders met. If still tied as both a non-finisher when met, move to point c)
- 3 riders - if 1 rider beats the other 2, they are deemed best placed, and the best placed when the other 2 meet is deemed the higher of these 2. If still tied as no precedence as described, or non-finishes when met, move to point c)
- 4 or more riders tied - the who beat who principle within the group of tied riders, totalling wins v loses when the riders met. If riders are still tied with the number of wins within the group, they can then be split into subgroups and use the same procedure above for splitting 2 or 3 riders if necessary. If riders are still tied, move to point c)

c) If solution a) and b) cannot be used the order will be determined based on the lowest riding number.

7C.5 INTERRUPTION OF A RACE MEETING

If the meeting is interrupted before heat 16 is accomplished and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole meeting must be re- staged in accordance with art. 1.4 - dates of the meeting.

If the meeting is interrupted before heat 20 is accomplished and the remaining heats cannot be completed, then the race points scored at the completion of heat 16 will determine the final meeting classification.

In the event of a tie in the points scored at the completion of heat 16, the finishing order will be determined by the formula set out in art. 7C.4.1.

In exceptional circumstances the Speedway bureau will authorise a departure from this formula for a specific event. In this event the changes must be set out in the SR’s for the event.
Only the Speedway bureau will approve such changes.

APPENDIX 7D
FIM LONG TRACK U23 WORLD CUP

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1.1 GENERAL

Competitions for individual riders.
The practice must be run on the day of the race meeting, according to art. 8, there should be adequate time for track maintenance between the completion of practice and the rider's presentation. The organiser must ask the FIM for approval of any support heat schedule with the SR. **Any supporting heats must be completed by the 1st International Jury.**
No rider is permitted to take part in a national or private practice/race on the same track within 3 days before the FIM event.

1.2 PARTICIPANTS

The number of riders from each FMN will be allocated by the Long Track bureau. Any FMN that is unable to nominate a rider, the Long Track bureau will pass the allocation to the next FMN on the reserve allocations list.

FINES
Absence without having advised the FIM and/or the organiser in writing, or absence after having notified the FIM and/or the organisers in writing, but for a reason not accepted by the international jury: 1000€.

RESERVE RIDERS:
The FMNR will nominate two reserve riders approved by the Long Track bureau. The reserve riders must always be ready to take part in a heat immediately when called upon by the referee. The reserve riders will have their fuel tanks filled up during the races and do not need to empty their tanks and refuel the bikes before each heat.

No reserve rider can take part in the last chance or the final unless they have qualified from the qualifying heats.
When a reserve rider takes part in the qualifying heats in replacement for one or more scheduled riders, the points they score will count in the classification for qualifying to last chance or final heats. They are not permitted to take part in more qualifying heats than the programmed riders.

1.3 RIDING NUMBERS

The riders' starting position draw will be made at the FIM headquarters.
The riders can apply to use their own personal racing numbers on their race jackets and bikes. They can choose any riding number with a maximum of 3 digits, provided that it has not previously been allocated to another rider.
To request a specific personal racing number, the rider must inform the FIM on the entry form within a set deadline. Should more than one rider request the same number, preference will be given to the rider who has a clear history of adopting that number. Other riders will then need to select an alternative number. FIM will be responsible for resolving any disputes that may arise.
Riders who have not requested a specific personal riding number within the deadline will be required to use their allocated ballot riding number.
Numbers 1 to 22 are reserved for FIM and can't be taken, unless it is the draw number allocated to the federation.

1.4 FUEL

It is compulsory for the organiser to provide, free of charge (during practice and racing) the methanol for all the riders.

1.5 RACE FORMAT

It must be organised in 16 heats with 5 riders in each heat. Heats 1 to 15 are called qualifying heats and must be conducted according to the following schedule of heats:

	GATE 1	GATE 2	GATE 3	GATE 4	GATE 5
Heat 1	2	1	3	4	10
Heat 2	9	6	5	14	13
Heat 3	15	7	12	11	8
Track grading *					
Heat 4	6	13	4	10	7
Heat 5	1	5	14	2	11
Heat 6	8	12	9	15	3
Track grading *					
Heat 7	3	2	6	12	14
Heat 8	11	10	7	9	5
Heat 9	13	4	1	8	15
Track grading *					
Heat 10	14	11	8	5	4
Heat 11	12	15	10	1	6
Heat 12	7	3	2	13	9
Track grading *					
Heat 13	5	9	15	3	1
Heat 14	10	8	11	6	2
Heat 15	4	14	13	7	12
Track grading *					
FINAL	**Top 5 after heat 15**				

* If necessary the frequency of the track grading can be modified by the jury.

After heat 15, there will be an intermediate classification from 1st to 17th place according to the total race points each rider has scored during the qualifying heats. In the event of a tie in the points scored after heat 15, the finishing order will be determined by art. **1.7**.

The top-scoring five (5) riders from the qualifying heats intermediate classification will qualify directly for the final.

Rider's gate positions in the final heat will be chosen by the riders in the order of 1st to 5th placings determined by their position after the intermediate classification after heat 15. (i.e. the rider in 1st position will have first choice of gate position, and so on).

The final heat riders gate positions will be chosen in the presence of the race director. If a rider cannot take part in the final for which they have already qualified, they will automatically be considered to be placed in last position for that heat and will not be replaced by another rider.

In the case of a dead heat, combined points for the places must be shared equally between the riders concerned.
Final heat: a chronological criterion will be used for determining the placings of the riders. The positions will be determined by the order in which the participating riders cross the finish line, then by the order in which each of the other riders was disqualified or withdrawn from the heat (first rider disqualified/withdrawn/retired automatically being last and so on). If this fails to determine a result, then

their relative positions in the intermediate classification after the qualifying heats (heat 15) will apply, with the better placed rider in the intermediate classification taking precedence (for example, when 2 or more riders finish or fail to finish the heat at the same time).

1.5.1 Re-staging or abandonment of a race meeting
If a meeting is interrupted or suspended for any reason whatsoever, the following rules will apply:
1. If the race meeting is interrupted before the conclusion of heat 9 and the remaining heats cannot be completed the same day, the results are not taken into consideration, and the whole meeting must be re-staged in accordance with art. 1.4 Dates of the race meeting.
2. If the race meeting is interrupted before heat 15 is accomplished and the remaining heats cannot be completed, the race points scored at the completion of heat 9 or 12 (whichever applies) will determine the result. In the event of a tie in the points scored at the completion of heat 9 or 12, the finishing order will be determined by the formula in accordance with art. **1.7**.
3. If the race meeting is interrupted before the final heat is completed and the remaining heats cannot be completed, the results after heat 15 will be considered valid, and the following will determine the final race meeting's overall classification.
In the event of a tie in the points scored at the completion of heat 15, the finishing order will be determined by the formula in accordance with art. **1.7**.

1.6 RESULTS
After heat 15, there will be an intermediate classification showing the riders in 1st to 17th place according to the total amount of race points each rider has scored.
Positions 1st to 5th in the final race meeting classification will be according to the riders' finishing positioning in the final **hea**t.
Positions 6th to 17th in the final race meeting classification will be according to the intermediate classification after 15 heats.

1.7 TIES
Where necessary, ties will be determined as follows:
a) Precedence will be given to the riders (tied on points) having the most number of 1st, 2**nd**, 3**rd**, 4th, 5th placings. (an “0” for last placing being better than M-R-F-T-d-N).
b) If the tie persists, providing riders have met equal times, and involves -
- 2 riders - precedence to the best placed when the 2 riders met. If still tied as both a non-finisher when met, move to point c).
- 3 riders - if 1 rider beat the other 2 they are deemed best placed, and the best placed when the other 2 met is deemed the higher of these 2. If still tied as no precedence as described, or non-finishes when met, move to point c).
- 4 or more riders tied - the who beat who principle within the group of tied riders, totalling wins v loses when the riders met. If riders are still tied with the number of wins within the group, they can then be split into subgroups and use the same procedure above for splitting 2 or 3 riders if necessary. If all 4 or more riders are still tied move to point c).

c) If solution a) and b) cannot be used the order will be determined based on the lowest riding number.

In case one or more run-offs cannot be held because of force majeure, then precedence will be given to the riders (tied on points) according to points a), b), or c) of this article.

1.8 SCALE OF EXPENSE REIMBURSEMENT
No amount is defined, but a travel contribution is recommended to be given by the organizer.

APPENDIX 7E
FIM WOMEN's SPEEDWAY GOLD TROPHY
FIM WOMEN's SPEEDWAY WORLD CUP

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7C.1 GENERAL

Competitions for individual riders: The number of riders in each race meeting will be determined according to the request of the FMNs.

7C.1.1 Race director

The FIM can appoint a race director. If so, the race director is responsible for the conduct and efficient running of a specified race meeting or race meetings and is a voting member of the international jury and must be present at all international jury meetings.
The race director is responsible for holding regular meetings with the riders and their associations in order to obtain good cooperation and with the aim of continuously improving the standard of the FIM events.

7C.2 PARTICIPANTS - RIDING NUMBERS

Each FMN must nominate its own riders. The number of riders from each FMN will be allocated by the CCP.

The riders can apply to use their own personal racing numbers on their race jackets and bikes. They can choose any riding number with a maximum of 3 digits, provided that it has not previously been allocated to another rider.
To request a specific personal racing number, the rider must inform the FIM within a set deadline. Should more than one rider request the same number, preference will be given to the rider who has a clear history of adopting that number. Other riders will then need to select an alternative number. FIM will be responsible for resolving any disputes that may arise.
Riders who have not requested a specific personal riding number within the deadline will be required to use their allocated ballot riding number.

7C.3 RACE FORMAT

The ballot of riding numbers will be made at the FIM headquarters according to the number of riders requested by the FMNs.
The FIM Women's Speedway world cup format will comprise 12 heats and a final. Riders are identified below by riding numbers 1 to 12.
The FIM Women's Speedway gold trophy format will comprise 4 heats and no final. Riders are identified below by riding numbers 1a to 4a.

	GATE 1	GATE 2	GATE 3	GATE 4
Heat 1	1	2	3	4
Heat 2	6	5	7	8
Heat 3	9	10	11	12
Heat 4	1a	2a	3a	4a
Track grading				
Heat 5	5	9	1	11
Heat 6	8	3	10	6
Heat 7	2	4	12	7
Heat 8	4a	3a	2a	1a
Track grading				
Heat 9	11	1	6	3
Heat 10	10	8	5	2
Heat 11	7	12	4	9
Heat 12	2a	1a	4a	3a
Track grading				
Heat 13	12	6	2	10
Heat 14	4	11	8	1
Heat 15	3	7	9	5
Heat 16	3a	4a	1a	2a
Track grading				
FINAL	World cup top 4 riders after heat 16			

* If necessary, the frequency of the track grading can be modified by the jury.

Riders will be awarded race points according to their finishing position in each race:
3 points for 1st place, 2 points for 2nd place, 1 point for 3rd place, and 0 points for 4th place.

FIM women's speedway world cup : after heat 15, there will be an intermediate classification from 1st to 12th place according to the total race points each rider has scored during the race meeting.
The top 4-scoring riders will qualify for the final.
Positions 1st to 4th will be determined by the final result, while positions 5th to 12th will remain according to the classification after heat 15.
The rider ranked first in the intermediate classification after heat 15 will have first choice of gate selection in the final, followed by the second, third and fourth ranked riders.

FIM Women's speedway gold trophy : after heat 16, there will be a final classification from 1st to 4th place according to the total race points each rider has scored during the race meeting.

7C.4 RESULTS

7C.4.1 Ties

After the FIM women's speedway gold trophy heats have been finished, should there be a tie :

a) Precedence will be given to the riders (tied on points) having the most number of 1st, 2nd, 3rd, 4th placings. (an "0" for last placing being better than M-R-F-T-d-N).

b) if the tie persists, providing riders have met equal times, and involves -

- 2 riders - precedence to the best placed when the 2 riders met. If still tied as both a non-finisher when met, move to point c)

- 3 riders - if 1 rider beats the other 2, they are deemed best placed, and the best placed when the other 2 meet is deemed the higher of these 2. If still tied as no precedence as described, or non-finishes when met, move to point c)

- 4 or more riders tied - the who beat who principle within the group of tied riders, totalling wins v loses when the riders met. If riders are still tied with the number of wins within the group, they

can then be split into subgroups and use the same procedure above for splitting 2 or 3 riders if necessary. If riders are still tied, move to point c)

c) If solution a) and b) cannot be used the order will be determined based on the starting list lowest draw number.

When establishing the order between the FIM women's speedway world cup riders tied in the list of intermediate classification at the conclusion of heat 15 for the purposes of establishing the qualifying riders for the final and the order of starting gate selection:

a) Precedence will be given to the riders (tied on points) having the most number of 1st, 2nd, 3rd, 4th placings. (an "0" for last placing being better than M-R-F-T-d-N).

b) if the tie persists, providing riders have met equal times, and involves -
- 2 riders - precedence to the best placed when the 2 riders met. If still tied as both a non-finisher when met, or if the riders have not met, move to point c)
- 3 riders - if 1 rider beats the other 2, they are deemed best placed, and the best placed when the other 2 meet is deemed the higher of these 2. If still tied as no precedence as described, or non-finishes when met, or if the riders have not met, move to point c)
- 4 or more riders tied - the who beat who principle within the group of tied riders, totalling wins v loses when the riders met. If riders are still tied with the number of wins within the group, they can then be split into subgroups and use the same procedure above for splitting 2 or 3 riders if necessary. If riders are still tied, or if the riders have not met, move to point c)

c) If solution a) and b) cannot be used the order will be determined based on the starting list lowest draw number.

7C.5 INTERRUPTION OF A RACE MEETING

FIM women's speedway world cup

- If the race meeting is interrupted before heat 11 is accomplished and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole meeting must be restaged in accordance with Art. 1.4 - Dates of the meeting.

- If the race meeting is interrupted after the completion of heat 11 but before the completion of heat 15, and the remaining heats cannot be completed, then the race points scored at the completion of heat 11 will determine the final meeting classification.

- If the final cannot be completed, the intermediate classification after heat 15 will determine the final meeting classification.

FIM women's speedway gold trophy

If the race meeting is interrupted before heat 12 is accomplished and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole meeting must be re- staged in accordance with art. 1.4 - dates of the meeting.

If the race meeting is interrupted after the completion of heat 12 but before the completion of heat 16, and the remaining heats cannot be completed, then the race points scored at the completion of heat 12 will determine the final meeting classification.

7C.6 HANDICAP

At the sole discretion of the referee, any competitor who causes a race to be stopped will either be disqualified from the re-run or will be reinstated starting from the handicap lane. This includes touching the tapes or missing the starting time allowance.

A rider, who, having started in a heat does not make an honest attempt to ride to the best of their ability, as judged by the referee, will be guilty of an offence, which can entail disqualification from the heat or starting from the handicap lane.

Handicap lane

The handicap lane is positioned 15m back from the start/finish line and marked with a single line. A rider can be positioned in the handicap lane at the sole discretion of the referee and starts 15m behind their original gate position.