

**FIM EUROPE TRACK RACING
COMMISSION**

2017 Track Racing Rules

(January 2017)

**FOR
EUROPEAN TRACK RACING
CHAMPIONSHIP AND CUP
EVENTS**





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

Table of Contents	Page
1. DEFINITION.....	1
2. LICENCES	
2.1 Riders.....	1
2.2 Age of Riders and Passengers	1
2.3 Entrants.....	2
2.4 Tracks.....	2
3. JURY SYSTEM	
3.1 Jury Composition.....	2
3.2 Appeals Against the Jury.....	3
3.3 Collection of One Day Licenses.....	3
4. OFFICIALS LICENCES.....	3
5. SUPPLEMENTARY REGULATIONS.....	3
6. RESULTS.....	4
7. REPORTS.....	4
8. FIM EUROPE FLAG / FIM EUROPE LOGO and PODIUM.....	4
9. PRIZE GIVING CEREMONY TO THE EUROPEAN CHAMPIONS.....	5
10. GENERAL INFORMATION.....	5
11. APPLICABLE RULES.....	5
12. THE ENVIRONMENT	6
13. INDIVIDUAL SPEEDWAY EURO CHAMPIONSHIP	
13.1 General.....	7
13.2 Participants	8
13.3 Practice.....	8
13.4 Race Format for the Qualification Stage.....	9
13.5 SEC/ECC Race Director	9
13.6 Final Series.....	9
13.6.1 Qualified Riders.....	10
13.6.2 Nominated Riders.....	10
13.6.3 Wild Card Riders.....	10
13.6.4 Track Reserve Riders.....	11
13.6.5 Qualified Substitute Riders.....	11
13.6.6 Entries.....	11
13.6.7 Riding Numbers (Starting Position Draw).....	12

13.6.8 Fuel.....	12
13.6.9 Restaging of the Meeting.....	12
13.6.10 Race Format for Final Series.....	13
13.6.10 Results.....	13
14. EUROPEAN UNDER 19 INDIVIDUAL SPEEDWAY CUP	
14.1 General.....	15
14.2 Participants.....	15
14.3 Practice.....	15
14.4 Race Format.....	15
14.5 Results.....	17
15. EUROPEAN UNDER 21 INDIVIDUAL SPEEDWAY CHAMPIONSHIP	
15.1 General.....	18
15.2 Participants.....	18
15.3 Practice.....	18
15.4 Race Format.....	18
16. EUROPEAN PAIRS SPEEDWAY CHAMPIONSHIP	
16.1 General.....	20
16.2 Participants.....	20
16.3 Briefing Sessions.....	20
16.4 Practice.....	20
16.5 Race Format.....	21
17. EUROPEAN UNDER 21 TEAM SPEEDWAY CHAMPIONSHIP	
17.1 General.....	23
17.2 Participants.....	23
17.3 Team Composition.....	23
17.4 Substitute Riders.....	23
17.5 Briefing session.....	24
17.6 Practice.....	24
17.7 Race Format.....	24
18 EUROPEAN INDIVIDUAL GRASS TRACK CHAMPIONSHIP	
18.1 General.....	26
18.2 Additional Protective Devices (APD's) and Track Safety Fencing.....	26
18.3 Participants.....	26
18.4 Race Jackets.....	26
18.5 Practice.....	26
18.6 Race Format.....	27

19. EUROPEAN SIDECAR CHAMPIONSHIP	
19.1 General.....	29
19.2 Additional Protective Devices (APD's) and Track Safety Fencing.....	29
19.3 Participants.....	29
19.4 Race Jackets.....	29
19.5 Practice.....	29
19.6 Race Format.....	30
20. EUROPEAN INDIVIDUAL ICE SPEEDWAY CHAMPIONSHIP	
20.1 General.....	34
20.2 Participants.....	34
20.3 Practice.....	34
20.4 Method of Running the Championship.....	34
18.4.1 Two Day Event.....	34
18.4.2 One Day Event.....	36
18.5 Results.....	37
21 EUROPEAN 85cc YOUTH SPEEDWAY RACING CUP	
21.1 General.....	39
21.2 Participants.....	39
21.3 Practice.....	39
21.4 Race Format.....	39
22. EUROPEAN 250cc YOUTH SPEEDWAY CUP	
22.1 General.....	41
22.2 Participants.....	41
22.3 Practice.....	41
22.4 Race Format.....	41
22.5 Track Layout.....	42
23. EUROPEAN 125cc YOUTH TRACK RACING CUP	
23.1 General.....	43
23.2 Participants.....	43
23.3 Practice.....	43
23.4 Technical Specification.....	43
23.5 Race Format.....	44

24	TIES	
22.1	Individual Speedway, Ice Speedway, Youth 250cc Speedway and 85cc Youth Speedway.....	46
22.2	Team Speedway.....	47
22.3	Individual Grass Track, Sidecar and 125cc Youth Track Racing Cup.....	
25	FINES.....	48
26	2017 HOMOLOGATED SPEEDWAY TYRES.....	48
27.	2017 APPROVED DIRT DEFLECTORS FOR SPEEDWAY, GRASS TRACK and LONG TRACK.....	49
28.	2017 SILENCERS.....	49
29.	RIDERS REMUNERATION	49
29.1	Travel Expenses.....	49
29.2	Hotel Accommodation	49
29.3	Expenses Reimbursement.....	49
29.4	Scale of Expenses Reimbursement.....	50
29.4.1	Speedway Euro Championship.....	50
29.4.1.1	Final Series.....	50
29.4.2	European Under 19 Individual Speedway Cup.....	51
29.4.3	European Under 21 Individual Speedway Championship.....	51
29.4.4	European Pairs Speedway Championship.....	52
29.4.5	European Under 21 Team Speedway Championship.....	52
29.4.6	European Individual Grass Track Championship.....	52
29.4.7	European Sidecar Championship.....	53
29.4.8	European Individual Ice Racing Championship.....	53
29.4.9	European 85cc Youth Speedway Cup.....	54
29.4.10	European 250cc Youth Speedway Cup.....	54
29.4.11	European 125cc Youth Track Racing Cup.....	54

1. DEFINITION

FIM Europe organises European Championships and Prize Events (Cups, Trophies etc.). The FIM Europe Championships and Prize Events are staged as a series of qualifying events leading up to a Final / Final Series.

2. LICENSES

2.1 Riders

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

A rider who is entitled to take part in European Championships and Prize Events is required to purchase a FIM Europe license.

The minimum obligatory insurance coverage for riders and passengers is as follows:

- For medical treatment - 14.000 Euro
- For repatriation - 3.400 Euro

2.2 Age of Riders and Passengers

Licenses for riders and passengers are issued only with permission of their own federations and with a minimum age as follows for FIM Europe Championships and Prizes, as well as for international meetings:

	Minimum	Maximum
- Individual Speedway Euro Championship	16 years	-
- European Under 19 Individual Speedway Cup	16 years	19 years
- European Under 21 Individual Speedway Championship	16 years	21 years
- European Under 21 Team Speedway Championship	16 years	21 years
- European Individual Ice Speedway Championship	16 years	-
- European Pairs Speedway Championship	16 years	-
- European 85cc Youth Speedway Cup	12 years	15 years
- European 250cc Youth Speedway Cup	13 years	17 years
- European Individual Grass Track Championship	16 years	-
- European Sidecar Championship	16 years	-
- European 125cc Youth Track Racing Cup	10 years	16 years
- International Speedway, Ice Racing, Sidecar and Grass Track meetings	16 years	-

The minimum age for each and every category of meetings starts on the competitors' minimum age birthday.

The maximum age (when applicable) finishes at the end of the year in which the competitor reaches the maximum age.

Applicants aged over 50 years must attach to the rider's license request a certificate of fitness certified by a Doctor designated by his FMN and having special knowledge in motorcycle sport medical requirements.

2.3 Entrants

An entry form for each competitor (nominated by his FMN to compete in a FIM Europe Individual Championship or Cup event) must be completed on the official TRC entry form and signed by both the competitor and their FMN before the first round or staging of any competition.

Where a competitor is entering a Championship event (or Cup) with more than one round (e.g. Qualifying Round, Semi Final event, Final or series of Finals), then the competitors FMN must send one copy of the entry form to the FIME Track Racing Commission, and a second copy to the organiser of the event. This entry form will confirm that the rider (and passenger if applicable) will compete in all rounds of this Championship or Cup – should they qualify.

The SEC Finals are an exception to this rule and rule 13.6.6 will apply.

For 'Team' meetings, entry forms must be issued and submitted for each member of the team separately before each meeting (Semi Final and Final).

A competitor or a team who refuses a nomination by their FMN to compete in an FIM Europe Championship or Cup event or, having accepted nomination refuses to take part, shall be deemed suspended internationally for a minimum period of one day before and up to three days after the meeting concerned.

Furthermore, the competitor or a team shall be considered ineligible for all FIM Europe Championship events for the remainder of the season. The FIM Europe Track Racing Commission, or the Speedway Euro Championship Bureau may also award a fine in line with section 25 'Fines' of these rules.

A competitor or a team who starts in a FIM Europe Championship and qualifies for the next round (i.e. Semi Final, Final or Final series) must participate at every event unless prevented from doing so by either injury or illness (which must be certified in writing to that effect by a suitably qualified Doctor) or other "force majeure". A decision on the acceptability of a "force majeure" situation must be made by the FIM Europe Jury of the meeting from which the competitor or team is absent, or by the FIM Europe Track Racing Commission, if the absence is known one week prior to the event.

2.4 Tracks

Tracks used for European Championships or Cups must be homologated by the FIM Europe or the FIM and have a valid FIM Europe or FIM track license.

3. JURY SYSTEM

3.1 Jury Composition

The Jury consists of the following people:

Qualifying Rounds – 2 people:

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

Individual Speedway Euro Championship Challenge – 3 people:

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

Finals – 3 people:

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

3.2 Appeals against the Jury

Appeals against the decision of the Jury or the Referee of the meeting have to be made to the FIM Europe Disciplinary Commission observing the procedure stated by the Disciplinary and Arbitration Code of the FIM Europe.

3.3 Collection of One Event Licenses

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

4. OFFICIAL'S LICENSES

Any of the following Officials must, when on duty at the FIM Europe Championships or Prize Events, be a holder of the appropriate FIM Europe or FIM license which is valid for the current year:

- Jury President – holder of a FIM Europe or an FIM Clerk of the Course license for Track Racing,
- Jury Member – holder of a FIM Europe or an FIM Clerk of the Course license for Track Racing,
- Referee – holder of a FIM Europe or an FIM license for Track Racing Referee
- Clerk of the Course – holder of a FIM Europe or an FIM Clerk of the Course license for Track Racing,
- **SEC/ECC Race Director – holder of a FIM Europe or an FIM Clerk of the Course license for Track Racing,**
- FMNR and FMN Delegates – holder of a FIM Europe or an FIM Clerk of the Course license for Track Racing,
- Technical Stewards – holder of a FIM Europe or an FIM license for Track Racing Technical Stewards,
- Timekeeper – holder of a FIM Europe or an FIM license for Timekeepers
- Environmental Steward – holder of a FIM Europe or an FIM license for Environmental Stewards,
- Team Manager – holder of a FIM Europe or an FIM Clerk of the Course/Team Manager for Track Racing.

5. SUPPLEMENTARY REGULATIONS

The Supplementary Regulations (SR's) for a meeting must be sent directly to the FIM Europe Track Racing Commission (TRC) Chairman for approval AT LEAST 60 DAYS prior to the event. The TRC Chairman will signify approval of the Supplementary Regulations by adding his signature to the last page of the SR's. Once the SR's have been approved, the TRC Chairman will send a copy to the FMNR, the Jury President/Referee and the FIM Europe General Secretariat.

In the situation where the TRC Chairman does not receive the Supplementary Regulations within the specified time frame of 60 days, the FMNR responsible for the meeting will be fined € 130.

The organiser of a European Championship or Cup event must provide the Jury President with a copy of the insurance policy written in English or French covering their own third party liability and those of the manufacturers, riders, passengers, sponsors and officials in case of accidents to third parties during a meeting or during the practices.

The insurance policy shall also cover any possible liability of the FIM Europe to third parties.

The minimum amount of coverage of the third party liability insurance provided for is €170,000 per event.

The third party insurance will come into effect two days before the official practice session and will terminate two days after the last race day.

6. RESULTS

The organiser or Jury President must send the results of the European Championships/Cups immediately after the meeting to: the FIM Europe General Secretariat (e-mail: office@fim-europe.com), the FIM Europe Press Office (e-mail: fimeuropepress@gmail.com), the FIM Europe results website (e-mail: results@fim-europe.com), the FIM, (e-mail: ccp@fim.ch) and the TRC Chairman (e-mail: trc.fime@gmail.com).

7. REPORTS

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

- The results immediately after the last Jury meeting; to the FIM Europe General Secretariat, the FIM, the FMNR, and the TRC Chairman.
- **Details of any protests submitted together with the fees collected.**
- The Jury President's or Referee's report within 72 hours following the event.

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

The results lists of the Championships and Cups will appear on the FIM Europe (www.fim-europe.com) and FIM Internet sites (www.fim-live.com).

In addition to the above reports, the Jury President, Jury President/Referee must send a copy of any Accident Report form(s) – as completed by the Chief Medical Officer – promptly to the relevant injured riders federation.

8. FIM Europe FLAG/ FIM Europe LOGO/ PODIUM

It is mandatory for all FMNR/Organisers to display the FIM Europe flag during all European Championships or Cup events – including any qualifying rounds.

The FIM Europe flag must be purchased from the FIM Europe Executive Secretariat in Rome.

On all official documents regarding FIM Europe Championship or Cup events, the FIM Europe logo must be used in the official colours. A jpeg/eps file can be requested from the General Secretariat in Rome.

An official winner's podium **MUST** be provided by the organisers of the 'Final' event in each European Championship or Cup event to ensure that a high standard of presentation is achieved for the prize giving ceremony.

It is also strongly recommended that a winner's podium should be supplied by organisers of qualifying rounds and Semi-Finals of FIM Europe Championship events.

9. PRIZE GIVING CEREMONY TO THE EUROPEAN CHAMPIONS

The prize giving ceremony for the first three riders (or pairs or teams) of any European Championship or Cup event must be held on the occasion of the Final or the last event of a series. The riders will receive medals provided by the FIM Europe. Furthermore, the FMN's of the respective riders will receive from the FIM Europe a commemorative individual prize for distribution to the riders at the end of the year.

10. GENERAL INFORMATION

All communications of the FIM Europe General Secretariat are always made through the FMN's. The FMN's are requested to transmit all information (rules, letters, calendars, etc.) to all relevant persons and organisations (Members of FIM Europe Commission and Panel members, Organisers, Jury Members, Jury Presidents, Referees, riders, etc.). Communications to members of the FIM Europe Council and the Chairmen of the Commissions are made directly to them.

11. APPLICABLE RULES

The following rules are in force for Track Racing:

- FIM Europe Statutes and By-Laws
- FIM Europe Annuaire **2017**
- FIM Europe Sporting Code **2017**
- FIM Europe Disciplinary and Arbitration Code **2017**
- FIM Track Racing Technical Rules **2017**
- FIM Medical Code **2017**
- FIM Anti-Doping Code **2017**
- FIM Environmental Code **2017**
- FIM Track Racing Appendices **2017**
- FIM Standards for Track Racing Circuits **2017**
- FIM Code of Ethics **2017**

In addition to the rules mentioned above, the **2017** rules for European Track Racing Championships and Cup events for are also applicable.

All rules – as stated in the FIM Track Racing Appendix 070 – General Rules for Track Racing – are applicable to all FIM Europe Championship and Cup events. However if there is a contradiction between a rule that appears in the FIM and FIM Europe Track Racing Rules, then the FIM Europe rule takes priority.

12. THE ENVIRONMENT

Environmental issues and the protection of our planet is an extremely sensitive subject, therefore organisers, competitors and spectators alike must all work together to ensure we do our very best to protect the environment.

The FIM Environmental Code is fully supported and upheld by FIM Europe. However the TRC would remind organisers to ensure that every effort **MUST** be taken to ensure that the ground is protected from spillages and leakages. Therefore any waste oil containers must be positioned within a bund (a protective container or absorbent material to prevent further leakage), and that generators used at an FIME event are positioned on either an environmental mat or other suitable protection. Organisers must also make arrangements for providing a suitable number of waste collection points for general rubbish (waste bags, collection bins etc.) based on the number of spectators they anticipate attending their event.

13. INDIVIDUAL SPEEDWAY EURO CHAMPIONSHIP

13.1 General

The competition will be run according to the FIM Track Racing Appendices of **2017** (Appendix 070).

The Individual Speedway Euro Championship (SEC) will include a 'Qualification stage' with four Semi Finals and a Individual Speedway Euro Championship Challenge (ECC) leading up to a series of four 'Final' meetings.

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

The Individual Speedway Euro Championship Bureau (ECB) is a special commission which will be responsible for controlling the organisation of the Individual Speedway Euro Championship Final series. The ECB will consist of four members – two members from the contractual FIM Europe Promoter and two members from FIM Europe Track Racing Commission. The ECB Chairman will be the Chairman of FIM Europe Track Racing Commission.

Sixteen riders (plus two track reserve riders nominated by the FMNR) will compete in each Semi Final (SF) meeting.

Semi Final 1: Four riders will qualify to ECC (max. two riders from the same federation).

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

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

Semi Final 4: Four riders will qualify to ECC (max. of two riders from the same federation).

The Semi Finals will be run according to Rule 13.4. The three best riders after Heat 20 will qualify directly to the ECC. In case of a tie for any the first three places, Rule 24.1 will apply.

Following Heat 20, an additional "Last Chance" Heat 21 will be run for riders placed 4th to 7th following Heat 20. No points will be awarded for this heat.

The winner of the "Last Chance" heat will be classified as the 4th placed position in the overall meeting results.

After Heat 21, the remaining riders will be classified for positions 5th to 18th according to the points they have scored after Heat 20.

If the meeting has to be cancelled for whatever reason before the full schedule of heats have been completed, the 'Intermediate Classification' – after either Heat 12, 16 or 20 (depending on the number of heats concluded) – will be confirmed as the final meeting result.

If no FMNR rider has qualified through to the ECC, then only three riders will qualify from Semi Final 1 and the FMNR has the right to nominate (subject to ECB approval) one rider to the ECC (proposal to be sent in writing to the ECB not later than one month prior to the event) . **In this case the rider placed 4th in Semi Final 1 will be the first reserve rider for the ECC. The second reserve rider for the ECC will be the best rider of those from 5th places competing in either in Semi Final 2, Semi Final 3, or Semi Final 4, having scored the highest number of points.**

In all other cases, the two reserve riders for the ECC will be the two riders from the 5th places in Semi Final 1, Semi Final 2, Semi Final 3, or Semi Final 4 having scored the highest number of points.

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

A 'Wild Card' rider cannot be a rider who has competed in the Individual Speedway Euro Championship qualifying rounds during the same year.

An ECC 'Wild Card' cannot be nominated for more than one event per year.

From the Individual Speedway Euro Championship Challenge (ECC), seven riders will qualify through to the Final series.

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

13.2 Participants

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

13.3 Practice

If the practice is planned on the same day as the meeting, practice must be scheduled a minimum of four hours prior to the first heat.

Practice will consist of two sessions per rider. Each session will be two minutes long, as determined by the Referee.

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

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13.4 Race Format for the Qualification Stage

All heats will consist of four laps.

The meetings are conducted according to the schedule for 20 heats.

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

13.5 SEC Race Director

In line with FIME Sporting Code 40.7, a Race Director can be nominated for the ECC and SEC Finals.

The Race Director is responsible for the conduct and efficient running of the SEC. He is not a voting member of the International Jury, but shall be present at all FIME Jury meetings.

The Race Director has full executive powers and no Official – other than the Referee when on duty during practice or racing – may overrule his/her decisions. A resolution passed by the FIME Jury can overrule the Race Directors decisions.

The Race Director must ensure that the FIME's contractual commitments with the FIME SEC Promoter are fulfilled and complied with.

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

13.6 Final Series

13.6.1 Qualified Riders

Riders placed 1st to 5th from the previous year's Individual Speedway Euro Championship will automatically qualify for the Final Series.

If one or more of these five riders has also qualified for the FIM Speedway Grand Prix as permanent riders, then he/they will also be allowed to participate in the Individual Speedway Euro Championship.

Riders placed 1st to 7th in the Individual Speedway Euro Championship Challenge (ECC) will qualify for the Final series.

13.6.2 Nominated Riders

Three additional riders will be nominated by the European Championship Bureau (ECB) for the Final series – at the latest – one week after the Individual Speedway Euro Championship Challenge (ECC).

If any rider placed 1st to 5th in the previous year's Individual Speedway Euro Championship refuses, or is unable to participate in the Final series, a subsequent 'Nominated' rider or riders will participate in his/their place (or places) in the Final series. The 'Nominated' rider or riders cannot be the permanent riders of the FIM Speedway Grand Prix. The 'Nominated' rider or riders will be nominated by the European Championship Bureau (ECB).

13.6.3 Wild Card Riders

'Wild Card' riders (Individual Speedway Euro Championship Final series) will be nominated for each 'Final' meeting. All FMNs may propose suitable Wild Card riders. These proposals must be made in writing to the European Championship Bureau (ECB) email: ecb.trc@gmail.com no later than one month prior to the meeting.

The ECB will make the final approval and nomination.

After nomination, the official Individual Speedway Euro Championship Final series entry form for Wild Card Riders must be completed and signed by both the rider and his FMN.

The FMN is responsible for completing and submitting the entry form to the FIM Europe Track Racing Commission at least two weeks before the meeting to which the rider is nominated.

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

13.6.4 Track Reserve Riders

The FMNR will propose two 'Track Reserve Riders' to compete in each final meeting. Proposals must be made in writing to the FIM Europe Track Racing Commission no later than one month prior to the meeting. The ECB will make the final approval and nominations.

After nomination, the official Individual Speedway Euro Championship Final Series entry form for Track Reserve riders must be completed and signed by both the rider and his FMN. The FMN is responsible for completing and submitting the entry form to the FIM Europe Track Racing Commission at least two weeks prior to the meeting for which the rider has been nominated.

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

13.6.5 Qualified Substitute Riders

In case of the absence of one or more riders in the Final meetings, the first available Qualified Substitute rider (or riders), according to their placing on the Individual Speedway Euro Championship “Qualified Substitutes list”, will be elevated to that meeting, and will take the place(s) of the relevant missing rider(s). The list of Qualified Substitute riders will be published by the FIM Europe Track Racing Commission after the Individual Speedway Euro Championship Challenge (ECC).

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

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

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

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

A Qualified Substitute rider who (without a reason accepted by the Chairman of the FIM Europe Track Racing Commission) refuses to take part in a meeting, may be removed from the Qualified Substitute riders list for the rest of the season.

In the event that no “Qualified Substitutes” are available, the ECB or the International Jury may nominate one or more substitute riders.

13.6.6 Entries

No entry fee may be charged.

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

All riders must submit the official Individual Speedway Euro Championship Final series entry form to the FIM Europe Track Racing Commission prior to the deadline required by the Commission. This entry form must be completed and signed by both the rider and his FMN. This entry form confirms that the rider will compete in all the Individual Speedway Euro Championship Final series meetings of the year.

The FMN is responsible for the completion of this entry form as well as submitting it to the FIM Europe Track Racing Commission, (for Wild Cards refer to Art. 13.6.3, for Track Reserve riders, refer to Art. 13.6.4 and for Qualified Substitute riders refer to Art. 13.6.5). Furthermore, the rider commits himself – by his signature – to be fully aware of all the FIM Europe rules; to accept them, and to compete in all the meetings of the Individual Speedway Euro Championship Final series.

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

A rider who has started in the Individual Speedway Euro Championship Final series must participate therein unless prevented from doing so by injury or other “force majeure”. If a rider is unable to compete due to injury, then a suitably qualified Medical Practitioner must certify the injury or illness in writing to that effect.

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

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

No FMN or other body or person may withdraw a rider from the competition once he has entered without prior authorisation in writing from the FIM Europe Track Racing Commission.

13.6.7 Riding Numbers (Starting Position Draw)

Each rider participating in the Individual Speedway Euro Championship Final series will be allocated a specific riding number, which will be valid for the whole Final series of that year. Riding number 1 will be allocated to the current European Champion. Qualified, nominated and qualified substitute riders are allowed to choose their riding number that can be a maximum three-digit number. The riders have to send their chosen riding number by e-mail to the ecb.trc@gmail.com address at latest on 7 days after Challenge. If a riding number has been chosen by two or more riders, the ECB will decide which rider can wear it and the other involved rider(s) should choose another number. If a rider has not chosen his riding number before the a.m. deadline, the ECB will allocate one to him. In each Final series meeting, riding number 16 will be allocated to the Wild Card rider and riding numbers 17 and 18 to the Track Reserve riders.

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

13.6.8 Fuel

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

13.6.9 Restaging of the Meeting

If due to adverse weather conditions, the meeting cannot be run on the scheduled date, and the Jury – having studied regional and national weather forecasts – assume that it will not be possible to rerun the meeting on the official restaging date (e.g the following day), then the meeting will be cancelled and the promoter, in

agreement with the organiser may propose a new date for running the event. This new date must be accepted by the TRC, and a new set of SR's for this meeting must be issued within 24 hours of the cancellation and sent to the FIME TRC for approval

13.6.9 Race Format for Final Series

Heat 1 – 20 (Qualifying Heats) – refer to Art. 13.4.

After Heat 20 there will be an Intermediate Classification according to the total race points each rider has scored during the Qualifying Heats.

The two best placed riders will qualify for the Heat 22 (Final Heat). The riders placed 3rd – 6th will participate in Heat 21 (Last Chance Heat). If a rider is not able to participate in the Last Chance Heat or in the Final Heat, he CAN NOT be replaced by another rider. He will be deemed as the last place finisher of that heat.

Heat 21 – Last Chance Heat.

The riders placed 3rd – 6th will participate in this heat. The winner and the runner up of this heat will qualify for the Heat 22 (Final Heat).

Riders' gate positions will be chosen by the riders in the order determined by their position in the intermediate classification.

No points will be awarded in Heat 21.

Heat 22 – Final Heat.

Following the Intermediate Classification (after Heat 20), the two best placed riders, plus the winner and runner up of Heat 21 (the Last Chance Heat) will participate in the Final Heat.

Riders' gate positions will be chosen by the riders in the following order: 1st placed rider of the Intermediate Classification, then the 2nd placed rider of Intermediate Classification, followed by the winner of the Last Chance Heat, and finally the runner up of Last Chance Heat.

13.6.10 Results

The final meeting classification will be according to the points scored during the meeting. Positions 1st – 4th in the final meeting classification will be according to the result of the Final Heat (Heat 22) – irrespective of the total race points scored.

In the case of any ties, the FIM Track Racing Appendices Art. 070.11.3 will apply.

If due to whatever reason Heat 22 cannot be run, the Intermediate Classification (after Heat 20) will be used as the Final Classification for the overall meeting

The total points scored by each rider in the Qualifying Heats and the Final Heat of each Final meeting will also be credited as European Championship points.

After each 'Final' meeting, an Intermediate Classification list will be made. In the case of any ties on the Intermediate Classification list, **the rider with the lower ranking number on the SEC 'Ranking List' will be deemed the better placed rider.**

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

In case of a tie between one or more riders in the final overall classification, a run-off will take place to decide the 1st, 2nd and 3rd places. If in the 'Final Classification', there is a tie for 5th place, then this will require a run-off to decide the final place for the following years qualified riders. For all other places, **the rider with the lower ranking number on the SEC 'Ranking List' will be deemed the better placed rider.**

14. EUROPEAN UNDER 19 INDIVIDUAL SPEEDWAY CUP

14.1 General

The competition will be run according to the FIM Track Racing Appendices of 2017 (Appendix 070 and Appendix 072.3).

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

The FMNR will have at least two riders competing in the Final.

14.2 Participants

For this Cup event, each FMN must nominate their own riders. The number of riders from each FMN will be allocated by the TRC to the Final.

The limit for the minimum age (16 years) starts on the date of the rider's birthday and the limit for the maximum age (19 years) finishes at the end of the year in which the competitor reaches their 19th birthday.

14.3 Practice

If practice is planned on the same day as the meeting, practice must be scheduled a minimum of four hours prior to the first heat.

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

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

14.4 Race Format

All heats will consist of four laps.

The meetings are conducted according to the schedule for 22 heats. The 'Qualifying Heats' will be run as a 20 heat event as per the table over the page.

(continued over the page)

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

After Heat 20 there will be an 'Intermediate Classification' – according to the total number of points each rider has scored during the 'Qualifying Heats'.

The two best placed riders will qualify for the Heat 22 ('Final Heat').

The riders placed 3rd through to 6th place will participate in Heat 21 ('Last Chance Heat'), and the two best placed riders in that race will qualify through to Heat 22 (the 'Final Heat').

In the case of any ties after Heat 20, refer to Rule 24.

If a rider is not able to participate in the 'Last Chance Heat' or in the 'Final Heat', he CAN NOT be replaced by another rider. He will be deemed as the last place finisher of that heat.

Heat 21 – 'Last Chance' Heat. The riders placed 3rd to 6th will participate in this heat. The winner and the runner up of this heat will qualify for Heat 22 ('Final Heat').

Riders' gate positions will be chosen by the riders in the order determined by their position in the 'Intermediate Classification'.

No points will be awarded in Heat 21.

Heat 22 – 'Final' Heat. Following the 'Intermediate Classification' (following Heat 20), the two best placed riders, PLUS the winner and runner up from Heat 21 (the 'Last Chance' Heat) will participate in the 'Final' Heat.

Riders' gate positions will be chosen by the riders in the following order: 1st placed rider from the 'Intermediate Classification', then the 2nd placed rider from the 'Intermediate Classification', followed by the winner of the 'Last Chance' Heat, and finally the runner up from the 'Last Chance' Heat.

No points will be awarded in Heat 22.

14.5 Results

The final meeting classification will be according to the points scored during the meeting. Positions 1st to 4th in the final meeting classification will be according to the result of the 'Final' Heat (Heat 22) – irrespective of the total race points scored.

Positions 5th to 18th will be decided according to points scored in the Qualifying Heats (1 to 20).

In case of any ties refer to Rule 24.1.

If Heats 21 or 22 cannot be run, then the 'Intermediate Classification' (after Heat 20) will be used as the Final Result of the event.

If the event has to be abandoned before Heat 20 is completed, rule 070.11.4 of the FIM Track Racing Appendices applies.

15. EUROPEAN UNDER 21 INDIVIDUAL SPEEDWAY CHAMPIONSHIP

15.1 General

The competition will be run according to the FIM Track Racing Appendices of **2017** (Appendix 070 and Appendix 072.3).

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

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

Semi Final 2: six riders riders will qualify to the Final

Semi Final 3: five riders and one substitute rider will qualify to the Final

If no FMNR rider has qualified to the Final, then only five riders will qualify from **Semi-Final 2**.

15.2 Participants

For this Championship, each FMN must nominate their own riders. The number of riders from each FMN will be allocated by the TRC to the Qualifying meetings.

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

15.3 Practice

If practice is planned on the same day as the meeting, practice must be scheduled a minimum of four hours prior to the first heat.

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

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

15.4 Race Format

All heats will consist of four laps.

The meetings are conducted according to the schedule for 20 heats.

(continued over the page)

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

Ties – in the event of a tie, refer to Rule 24.1.

16. EUROPEAN PAIRS SPEEDWAY CHAMPIONSHIP

16.1 General

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

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

Each 'Pair' consists of two scheduled riders + one substitute rider (not compulsory), who is entitled to race in a maximum of six heats.

The participating 'Pairs' **will be** divided into **two** Semi Finals and a Final according to the decision of the FIM Europe TRC. Three 'Pairs' from the Semi Final will qualify to the Final. A 'Pair' representing the FMNR hosting the Final will be allocated a place in the Final.

If the situation arises where a 'Pair' is missing, the FMNR will provide an additional 'Pair'. The points scored by the additional 'Pair' will be counted towards the results of the race. However the additional 'Pair' will not be classified in the final championship result.

16.2 Participants

Each FMN may nominate one 'Pair'. The riders of a 'Pair' must have a passport issued by the country of the FMN which nominated the 'Pair'.

Starting numbers:

Pair A = 1, 2 and 15 (substitute)
Pair B = 3, 4 and 16 (substitute)
Pair C = 5, 6 and 17 (substitute)
Pair D = 7, 8 and 18 (substitute)
Pair E = 9, 10 and 19 (substitute)
Pair F = 11, 12 and 20 (substitute)
Pair G = 13, 14 and 21 (substitute) <u>ALTERNATIVE:</u> No Pair G will compete in the Semi Finals

16.3 Briefing Sessions

Team Managers, nominated and licensed officials (not the competitors) must attend the Briefing sessions (as presented by the Jury President, Referee and the Clerk of the Course). It is the responsibility of the Team Managers to then brief their riders of any information that is relevant to the smooth running of the event (timings for practice, alcohol breath testing, arrangements for the riders presentation etc.).

16.4 Practice

If practice is planned on the same day as the meeting, practice must be scheduled a minimum of four hours prior to the first heat.

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

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

16.5 Race Format

All heats will consist of four laps.

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

Helmet Colour	Red (inside)	White	Blue	Yellow (outside)
Heat No	Riders' starting numbers			
1	1	3	2	4
2	5	7	6	8
3	9	11	10	12
4	13	1	14	2
5	3	5	4	6
6	7	9	8	10
7	13	11	14	12
8	1	5	2	6
9	7	3	8	4
10	9	13	10	14
11	11	1	12	2
INTERVAL				
12	3	9	4	10
13	5	11	6	12
14	13	7	14	8
15	1	9	2	10
16	11	3	12	4
17	5	13	6	14
18	7	1	8	2
19	3	13	4	14
20	9	5	10	6
21	11	7	12	8

Alternative: Race Format for six 'Pairs':

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

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

Heats 16 to 18 are called 'Final' Heats.

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

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

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

17. EUROPEAN UNDER 21 TEAM SPEEDWAY CHAMPIONSHIP

17.1 General Competition for National teams.

The competition will be run according to the FIM Track Racing Appendices of **2017** (Appendix 070).

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

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

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

An organiser **staging** a meeting of this championship, is guaranteed a **place** for its national team **to** compete in **that particular event**.

The competition will consist of two Semi Finals and a Final, with four teams competing at each event.

The winning team of each Semi Final, will qualify through to the Final, together with the team from the FMNR hosting the Final event.

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

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

In case of a tie between these two teams, a highest number of individual 1st, 2nd, 3rd and 4th places, (better than R-T-d-M-N) will decide.

17.2 Participants

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

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

17.3 Team Composition

The four competing teams consist of five riders: four riders having programmed rides and fifth rider being a substitute (not compulsory), as follows:

Team A	(RED helmet colour)	No's	1	2	3	4	17 (substitute)
Team B	(BLUE helmet colour)	No's	5	6	7	8	18 (substitute)
Team C	(WHITE helmet colour)	No's	9	10	11	12	19 (substitute)
Team D	(YELLOW helmet colour)	No's	13	14	15	16	20 (substitute)

17.4 Substitute Riders

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

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

17.5 Briefing Sessions

Team Managers, nominated and licensed officials (not the competitors) must attend the Briefing sessions (as presented by the Jury President, Referee and the Clerk of the Course). It is the responsibility of the Team Managers to then brief their riders of any information that is relevant to the smooth running of the event (timings for practice, alcohol breath testing, arrangements for the riders presentation etc.).

17.6 Practice

If practice is planned on the same day as the meeting, the practice must be scheduled a minimum of four hours prior to the first heat.

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

If practice and the meeting are scheduled on TWO CONSECUTIVE DAYS, two practice sessions, where each rider will have two practice runs in each session.

Teams may have a maximum of four riders participating in each practice session. Each practice session will be two minutes long, as determined by the Referee.

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

17.7 Race Format

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

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

In the situation of riders of the same team tied on points the Team Manager will determine which rider will ride in which heat.

The rider nominated as substitute will be the substitute rider for the whole meeting. He is not classified after sixteen heats but he is entitled to race in a maximum of five heats in the meeting.

Ties – in the event of a tie, refer to Rule 24.2.

18. EUROPEAN INDIVIDUAL GRASS TRACK CHAMPIONSHIP

18.1 General

The competition will be run according to the FIM Track Racing Appendices of **2017** (Appendix 070 and Appendix 073); however in an FIME championship event where additional support races are incorporated there will not be a limit for the total number of heats.

The competition is for Individual riders: eighteen riders, plus two substitute riders who will compete in each meeting.

A scheduled rider who is unable to compete in a Semi Final event will be replaced by a substitute rider nominated by the host FMNR.

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

Semi Final 2: nine riders and one substitute rider will qualify to the Final

A scheduled rider who is unable to compete in the Final will be replaced by the next rider from the Semi Final concerned.

If no FMNR rider has qualified to the Final, then only eight riders + one substitute rider will qualify from Semi-Final 2, and the ninth place will be allocated to the host federation (FMNR).

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

The provision and use of the APD's (air type fences) IS STRONGLY RECOMMENDED by the FIME Track Racing Commission for Grass Track championship events.

From 2017, the safety fence must be modified and improved with the provision of a flexible alternative on the exit of bends TWO and FOUR for a distance of approx. 20 metres from the point where the bend fence or APD (if installed) ends along the straights.

18.3 Participants

For this Championship, each FMN must nominate their own riders. The number of riders from each FMN will be allocated by the FIM Europe TRC to the Qualifying/Semi Final events.

18.4 Race Jackets

If race jackets are NOT provided by the organising club (as identified in the Supplementary Regulations), then personal race jackets DO NOT have to be worn.

However, the rider must clearly display his/her FMN's National flag of the front of their race suit with their riding number clearly visible on the back. The riding number must be positioned so that it is easily recognisable by the Referee and spectators during both practice and racing.

18.5 Practice

It is strongly recommended that when an event is being staged on a Grass Track circuit, the 'National' or 'Support' riders practice should take place BEFORE the FIM Europe championship practice.

If practice is planned on the same day as the meeting, it must be scheduled a minimum of four hours prior to the first heat.

In order to organise practice in line with the FIME practice schedule, it is strongly recommended that the club/organiser should allow a full two hours for the practice session to be staged. This will ensure riders have sufficient time to make any adjustments between their scheduled practice sessions.

If track grading is required, then additional time must be added to the above recommendation.

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

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

Following the last session of free practice, a further session of two 'Start' practices followed by two laps must be provided.

If an event is staged over two days, and practice is held the day before, a 'Warm Up' session should be organised on the day of the event. The 'Warm Up' session will comprise of one three minute session per rider, up to a maximum of six riders per session.

Groups of riders for the 'Warm Up' session will usually be in riding number order, or as per the groups organised for the previous day's practice session.

18. 6 Race Format

Each Semi Final and Final championship event must be organised with fifteen heats in which six riders will participate in each heat. All heats will consist of four laps.

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

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

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

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

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Heats 13 to 15 are called 'Final Heats':

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

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

The highest point's scorer who has qualified in each Final will have the first choice of gate position; the 2nd highest scorer has the second choice and so on. Riders placed 1st and 2nd in the B Final have the 5th and 6th choice of gate position in the A Final.

A ballot for the gate positions must be arranged following the 'Intermediate Classification', and the riders who have qualified for these Final Heats, will select their gate positions in the presence of the Clerk of the Course and either the Referee and/or the Jury President.

The 'Final Classification' of the championship event is made following the completion of the Final Heats (without taking into account any points scored during the Qualifying Heats):

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

Ties – in the event of a tie, refer to Rule 24.3.

19. EUROPEAN SIDECAR CHAMPIONSHIP

19.1 General

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

Semi-Final: six outfits and two substitute outfits will qualify to the Final

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

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

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

The provision and use of the APD's (air type fences) IS STRONGLY RECOMMENDED by the FIME Track Racing Commission for Grass Track championship events

From 2017, the safety fence must be modified and improved with the provision of a flexible alternative on the exit of bends TWO and FOUR for a distance of approx. 20 metres from the point where the bend fence or APD (if installed) ends along the straights.

19.3 Participants

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

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

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

A Sidecar team – who has ridden in a Championship Semi Final (or qualification round), and who has NOT qualified through to the Final – cannot be seeded direct through to the Championship Final.

19.4 Race Jackets

If race jackets are NOT provided by the organising club (as identified in the Supplementary Regulations), then personal race jackets DO NOT have to be worn.

However, the rider (and passenger) must clearly display his/her FMN's National flag on the front of their race suit with their riding number clearly visible on the back. The riding number must be positioned so that it is easily recognisable by the Referee and spectators during both practice and racing.

19.5 Practice

It is strongly recommended that when an event is being staged on a Grass Track circuit, the 'National' or 'Support' riders practice should take place BEFORE the FIME championship practice.

If practice is planned on the same day as the meeting, practice must be scheduled a minimum of four hours prior to the first heat.

In order to organise practice in line with the FIME practice schedule, it is strongly recommended that the club/organiser allows one and a half hours for the practice session

to be staged. This will ensure riders have sufficient time to make any adjustments between their scheduled practice sessions.

If track grading is required, then additional time must be added to the above recommendation.

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

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

Following the last session of free practice, a further session of two 'Start' practices followed by two laps must be provided.

If an event is staged over two days, and practice is held the day before, a 'Warm Up' session should be organised on the day of the event. The 'Warm Up' session will comprise of one three minute session per rider, up to a maximum of six riders per session.

Groups of riders for the 'Warm Up' session will usually be in riding number order, or as per the groups organised for the previous day's practice session.

19.6 Race Format

For tracks where four Sidecar teams compete per heat, the following rules must be followed. Heats 1 to 12 are called 'Qualifying Heats' and must be conducted according to the following schedule of heats

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

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

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

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Heats 13 to 15 are called 'Final Heats'.

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

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

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

The highest point's scorer who has qualified in each Final will have the first choice of gate position; the 2nd highest scorer has the second choice and so on. Sidecar teams placed 1st and 2nd in the B Final will have the 3rd and 4th choice of gate position in the A Final.

A ballot for the gate positions must be arranged following the Intermediate Classification, and the riders who have qualified for these Final Heats, will select their gate positions in the presence of the Clerk of the Course and either the Referee and/or the Jury President.

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

(continued over the page)

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

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

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

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

Heats 9 and 10 are called 'Final Heats'.

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

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

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

The highest point's scorer who has qualified in each Final will have the first choice of gate position; the 2nd highest scorer will have the second choice and so on. Sidecar teams placed 1st and 2nd in the B Final will have the 5th and 6th choice of gate position in the A Final.

A ballot for the gate positions must be arranged following the 'Intermediate Classification', and the riders who have qualified for these Final Heats, will select their gate positions in the presence of the Clerk of the Course and either the Referee and/or the Jury President.

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

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

Ties – in the event of a tie, refer to Rule 24.3.

20. EUROPEAN INDIVIDUAL ICE SPEEDWAY CHAMPIONSHIP

20.1 General

The competitions will be run according to the FIM Track Racing Appendices of **2017** (Appendix 070 and Appendix 074).

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

20.2 Participants

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

20.3 Practice

Practice is not compulsory for Ice Racing riders.

Practice must not be scheduled later than one day and not earlier than two days before racing.

A minimum practice of three sessions of two minutes per rider must be provided. A forth session of two 'Start' practices followed by two laps must be also provided.

20.4 Method of Running the Championship

20.4.1 Two Day Event

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

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

The Qualifying Heats of 1st Final Round are conducted according to the schedule of 1 to 20 heats.

(continued over the page).

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

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

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

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

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

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

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

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

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

All heats will consist of four laps.

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

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

20.4. One Day Event

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

Heat 1 – 20 – Qualifying Heats

After Heat 20 there will be an 'Intermediate Classification' according to the total race points each rider has scored during the Qualifying Heats.

The two best placed riders will qualify for the Heat 22 (Final Heat). The riders placed 3rd – 6th will participate in Heat 21 ('Last Chance' Heat). If a rider is unable to participate in the 'Last Chance' Heat or in the Final Heat, he CANNOT be replaced by another rider. He will be deemed as the last place finisher of that heat.

Heat 21 – 'Last Chance' Heat.

The riders placed 3rd – 6th will participate in this heat. The winner and the runner up of this heat will qualify for the Heat 22 (Final Heat).

Riders' gate positions will be chosen by the riders in the order determined by their position in the 'Intermediate Classification'.

No points will be awarded in Heat 21.

Heat 22 – Final Heat.

Following the 'Intermediate Classification' (after Heat 20), the two best placed riders, plus the winner and runner up of Heat 21 (the 'Last Chance' Heat) will participate in the Final Heat.

Riders' starting gate positions will be chosen by the riders in the following order: 1st placed rider from the 'Intermediate Classification', then the 2nd placed rider from the 'Intermediate

Classification', followed by the winner of the 'Last Chance' Heat, and finally the runner up of 'Last Chance' Heat.

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

20.5 Results

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

Position in Final Heats	Overall Position in Final Round Classification
1 st in Final A	1 st place
2 nd in Final A	2 nd place
3 rd in Final A	3 rd place
4 th in Final A	4 th place
1 st in Final B	5 th place
2 nd in Final B	6 th place
3 rd in Final B	7 th place
4 th in Final B	8 th place
1 st in Final C	9 th place
2 nd in Final C	10 th place
3 rd in Final C	11 th place
4 th in Final C	12 th place
1 st in Final D	13 th place
2 nd in Final D	14 th place
3 rd in Final D	15 th place
4 th in Final D	16 th place
17th in Intermediate Classification after Qualifying Heats	17 th place
18th in Intermediate Classification after Qualifying Heats	18 th place

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

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

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

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

In case of ties in the Final classification:

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

In the situation of a One Day event, the result will be as follows:

The 'Final Meeting Classification' will be according to the points scored during the meeting.

Positions 1st – 4th in the 'Final Meeting Classification' will be according to the result of the Final Heat (Heat 22) – irrespective of the total race points scored.

Ties – in the event of any ties, **refer to Rule 24.1**.

21. EUROPEAN 85cc YOUTH SPEEDWAY CUP

21.1 General

The competition will be run according to the FIM Track Racing Appendices of **2017** (Appendix 070 and Appendix 07A).

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

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

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

If no FMNR rider has qualified to the Final, then one qualified rider from Semi Final 2 will be eliminated, and the place will be allocated to a rider from the host federation (FMNR).

21.2 Participants

For this European Cup event, each FMN must nominate their own riders. The number of riders from each FMN will be allocated by the FIM Europe TRC to the Qualifying meetings.

The limit for the minimum age (12 years) starts on the date of the rider's birthday and the limit for the maximum age (15 years) finishes at the end of the year in which the competitor reaches their 15th birthday.

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

21.3 Practice

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

Practice will consist of three sessions per rider. Each session will be two minutes long, as determined by the Referee.

Once these three sessions have been completed, there will be a further practice session for all riders, of two practice starts (under the control of the Referee), followed by two laps.

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

21.4 Race Format

All heats will consist of four laps.

For all European Cup events with Semi Finals and Finals – a ballot for the starting numbers in the Final will be completed following the completion of the Semi Finals.

The meetings are conducted according to the following schedule for 20 heats.

(continued over the page)

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

Ties – in the event of a tie, refer to Rule 24.1.

22. EUROPEAN 250cc YOUTH SPEEDWAY CUP

22.1 General

The competition will be run according to the FIM Track Racing Appendices for **2017**. (Appendix 070 and Appendix 07C). The competition is organised for Individual riders.

22.2 Participants

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

Each FMN must submit a request regarding a number of interested riders to the FIM Europe Track Racing Commission two months prior to the event.

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

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

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

The limit for the minimum age for a rider is 13 years, and commences on the date of the rider's 13th birthday. The limit for the maximum age of a rider is 17 years and finishes at the end of the year in which the rider reaches their 17th birthday.

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

22.3 Practice

According to the FIM Track Racing Appendices for Speedway **2017**, with the following changes:

Practice is compulsory.

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

If practice is planned on the same day as the meeting, the practice must be scheduled a minimum of four hours prior to the first heat.

Practice will consist of three sessions per rider. Each session will be two minutes long, as determined by the Referee.

Following the last session of free practice, there will be a further practice session for all riders, of two practice starts (under the control of the Referee), followed by two laps.

22.4 Race Format

Dependent on the number of applications received by the FIM Europe TRC the race format will be as follows:

If sixteen applications are received, (+ two substitute riders) there will be one Final meeting.

If up to thirty applications are received, then one Semi Final event and one Final event will be staged, both with sixteen riders (+ two substitute riders).

If up to 32 applications or more are received, there will be two Semi Finals and one Final.

Semi Final 1 – Eight riders (a maximum of four riders from the same FMN) and one Substitute rider will qualify through to the Final.

Semi Final 2 – Eight riders (a maximum of four riders from the same FMN) and one Substitute rider will qualify through to the Final.

If no riders (representing the FMNR organising the Final) qualify through to the Final, then only seven riders (plus one Substitute rider) from Semi Final 2 will qualify through to the Final, with the best placed FMNR rider being allocated to the 8th position.

A riders start list for the 'Final' event, (if staged at the same venue as the Semi Finals) will be prepared by a member of the FIM Europe TRC (e.g. Jury President, Jury President/Referee) and published prior to the start of the Final.

If the Semi Finals are staged on the same weekend and at the same venue as the Final, a Jury President and Referee will need to be appointed for both meetings.

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

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

Ties – in the event of a tie, refer to Rule 24.1.

22.5 Track Layout

Tracks for this event will be in accordance with the FIM Standards for Track Racing Circuits 079.3.2.1 for 250cc Speedway (e.g. 200 – 425 mtrs).

23. EUROPEAN 125cc YOUTH TRACK RACING CUP

23.1. General

The competition will be run according to the FIM Track Racing Appendices of **2017** (Appendix 070 and Appendix 07B) with the following changes:

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

23.2 Participants

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

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

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

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

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

The limit for the minimum age for a rider is 10 years and starts on the date of the rider's birthday. The limit for the maximum age of a rider is 16 years and finishes at the end of the year in which the rider reaches their 16th birthday.

23.3 Practice

Practice is compulsory.

According to the FIM Track Racing Appendices of **2017** for Long Track and Grass Track, including the following changes:

Each rider will be provided with two free practice sessions of three laps per session. No practice starts will be allowed.

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

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

In the case of a two day meeting (that is held at the same track), with each day counting as a Final, the riders will be allowed to complete practice on the first day as outlined above.

On the second day riders will be offered one free session of one start practice, followed by four laps – this practice is not compulsory.

23.4 Technical Specification

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

The cylinder capacity must be over 100 cc and up to 129 cc, without further tolerance.

Maximum carburettor diameter; 29 mm. This measurement must be taken on the engine side from the carburettor. Fuel injection systems are forbidden.

Minimum weight: 60kg

Wheels, Rims, Tyres

Rear – min 17” – max 22”

Front – min 1” more than rear mounted wheel.

Maximum width of the rear wheel tyre: 100 mm.

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

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

If the event is run on a Speedway track, then the rules applicable to Speedway – e.g. 19” maximum rear wheel size, two minute time allowance etc. – will apply.

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

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

23.5 Race Format

Heats will consist of three laps.

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

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

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

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

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

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

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

The highest point's scorer who has qualified in each ‘Final’ will have the first choice of gate position; the 2nd highest scorer has the second choice and so on. Riders placed 1st and 2nd in the ‘B Final’ have the 5th and 6th choice of gate position in the ‘A Final’.

A ballot for the gate positions must be arranged following the 'Intermediate Classification', and the riders who have qualified for these 'Final Heats', will select their gate positions in the presence of the Clerk of the Course and either the Referee and/or the Jury President.

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

Ties – in the event of a tie, refer to Rule 24.3.

24. TIES

24.1 Individual Speedway, Ice Speedway, 250cc Youth Speedway and 85cc Youth Speedway

In all Championship and Cup events, after the official programme of heats has been completed, there will be a run-off heat to resolve any tie on points between riders as specified below.

Starting positions at the gate for the run-off will be balloted in presence of the Clerk of the Course and either the Referee and/or the Jury President (if nominated).

Should there be a tie between the first three places or for the last qualifying place or substitute position, to go forward to the next round, there will be an additional heat (run-off) to resolve the tie.

When establishing the order between the riders in the list of intermediate or Final results of all meetings (run-offs not included), ties will be solved as follows:

- a) Precedence will be given to the riders, tied on points, having the most number of 1st, 2nd, 3rd, 4th placing (an “ 0 “ for last placing being better than M-R-F-T-d-N).
- b) If a tie still persists and involves only two riders, precedence will be given to the best placed rider in the heat where the two riders met.
- c) If a tie still persists and involves more than two riders it shall be checked whether there is a possibility to determine a proper precedence, i.e.: three riders tied in points: A, B, C:

Rider A has beaten Rider B

Rider A has beaten Rider C

Rider B has beaten Rider C

Then the precedence will be: best position for Rider A, then Rider B and then Rider C.

- d) If solutions a), b), or c) above cannot be used, the order shall be determined by a ballot. The ballot will be completed by the Referee, in the presence of the Jury President (if nominated).
- e) If one or more run-offs cannot be held due to circumstances of ‘Force Majeure’, then precedence will be given to the riders (tied on points) according to a), b), c) or d) of this article.
- f) When FIVE riders are tied on points, the following run-off schedule must be used:

Heat 1: Riders A, B and C

Heat 2: Riders D and E

Heat 3: 2nd and 3rd from Heat 1 and 2nd from Heat 2

Heat 4: 1st from Heat 1, 1st from Heat 2,
1st and 2nd from Heat 3

The riders must be balloted to Heats 1 and 2.

24.2 Team Speedway

For all meetings between teams, should there be a tie for the first three places or the last qualifying place; the tie will be resolved by an additional heat (run-off) with one rider from each Team involved in the tie.

If one or more run-offs cannot be held due to circumstances of 'Force Majeure', the ties will be solved as follows:

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

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

- b) If solution a) cannot be used, the order shall be determined by ballot. The ballot will be completed by the Referee, in the presence of the Jury President (if nominated).

24.3 Individual Grass Track, Sidecar and 125cc Youth Track Racing Cup

In all Championship and Cup events, following completion of the 'Intermediate Classification' there is a tie, then the following will apply:

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

In all Championship and Cup events, if following the 'Final Heats' (for example a dead heat in the Finals), there is a tie for either of the first three places, or for the last qualifying place, or for a reserve rider to go forward to the next round, a run off will need to be staged to resolve the tie.

In the situation where a run off cannot be staged (for example in the interest of safety or severe weather conditions), the higher ranked rider/team at the 'Intermediate Classification' stage, will be awarded the higher position for the overall classification.

25. FINES

Riders breaking the Track Racing Rules will be fined by the Referee or the FIM Europe Jury. These fines will be a statutory amount and are as follows:

1.	Arriving after the start of the first heat.	500 Euros + exclusion from the meeting
2.	Arriving after the signing-on time stated in the SR's.	250 Euros
3.	Unfair behaviour (i) with words or signs, (ii) with violence. (iii) refusal for taking part in one or more scheduled additional heats (run off).	(i) 160 Euros (ii) 500 Euros (iii) 1200 Euros
4.	Absence without having advised the organisers in writing (either by email or letter) or absence after having advised the organisers in writing (email or letter) but for a reason not accepted by either the FIM Europe Jury or the FIM Europe Track Racing Commission.	1000 Euros
5.	Absence or late arrival at the prize-giving ceremony.	200 Euros
6.	Absence or late arrival at the pre event parade.	200 Euros
7.	Absence or late arrival at the press conference.	200 Euros
8.	Absence or late arrival at the Riders' or Team Managers briefing.	200 Euros
9.	Absence of motorcycle or late arrival at machine examination.	200 Euros
10.	Riding number jacket not worn during the race meeting, prize giving ceremony or press conference.	500 Euros + exclusion from the meeting
11.	Any part of the riding number jacket covered by any object (1) on practice day or (2) on racing day.	(1) 500 Euros + (2) 500 Euros
12.	Not using the environmental mat during practice or racing.	100 Euros per mat

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

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

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

26. 2017 HOMOLOGATED SPEEDWAY TYRES *(NOT APPLICABLE FOR European 85cc Youth Speedway Cup)*

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

27. 2017 APPROVED DIRT DEFLECTORS FOR SPEEDWAY, GRASS TRACK AND LONG TRACK *(NOT APPLICABLE FOR European 85cc Youth Speedway Cup, European 250cc Youth Speedway Cup and European 125cc Youth Track Racing Cup)*

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

28. 2017 SILENCERS

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

29. RIDERS' REMUNERATION

29.1 Travel Expenses

Travelling expenses are included in the scale of expense reimbursement for each FIM Europe Championship and Cup event.

Agreements between FMN's – Organisers are allowed to reimburse airfares or other expenses subject to agreement between FMN's and the promoter involved.

29.2 Hotel Accommodation

Organisers will not pay for accommodation for the riders.

Information regarding reservation and eventual payment of the hotel accommodation must be sent to the riders (or to the FMN of a Team or a Pair).

29.3 Expenses Reimbursement

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

All amounts **MUST** be paid to the riders in Euros.

Should a FIM Europe Championship event have to be cancelled (following a decision by the FIM Europe Jury), and the event cannot be restaged either due to extreme weather conditions or force majeure, then the organising club must pay 50% of the events total prize fund shared equally amongst the competitors.

29.4 Scale of Expenses Reimbursement

29.4.1 INDIVIDUAL SPEEDWAY EURO CHAMPIONSHIP

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

29.4.1.1 Final Series

Travel Expenses: 450 Euros

Heats (1-20) 450 Euro's/point – points scored in Final

Heat (22) 650 Euro's/point

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

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29.4.2 EUROPEAN UNDER 19 INDIVIDUAL SPEEDWAY CUP

Finishing Position	Final
1 st	250
2 nd	220
3 rd	180
4 th	150
5 th	150
6 th	150
7 th	150
8 th	150
9 th	150
10 th	150
11 th	150
12 th	150
13 th	150
14 th	150
15 th	150
16 th	150
17 th	50
18 th	50
Total:	2,700

29.4.3 EUROPEAN UNDER 21 INDIVIDUAL SPEEDWAY CHAMPIONSHIP

Finishing Position	Qualifying Round	Semi Final	Final
1 st	530	650	970
2 nd	470	580	840
3 rd	420	520	710
4 th	340	410	580
5 th	320	400	520
6 th	300	380	490
7 th	280	370	470
8 th	280	360	470
9 th	260	320	410
10 th	260	320	410
11 th	240	300	390
12 th	240	300	390
13 th	220	280	360
14 th	220	280	360
15 th	200	250	310
16 th	200	250	310
17 th	200	250	310
18 th	200	250	310
Total:	5,180	6,470	8,610

29.4.4 EUROPEAN PAIRS SPEEDWAY CHAMPIONSHIP

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

29.4.5 EUROPEAN UNDER 21 TEAM SPEEDWAY CHAMPIONSHIP

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

29.4.6 EUROPEAN INDIVIDUAL GRASS TRACK CHAMPIONSHIP

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

29.4.7 EUROPEAN SIDECAR CHAMPIONSHIP

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

29.4.8 EUROPEAN INDIVIDUAL ICE SPEEDWAY CHAMPIONSHIP

Finishing Position	One Day Final		Finishing Position	Two Day Final
1 st	1025		1 st	1540
2 nd	850		2 nd	1275
3 rd	775		3 rd	1165
4 th	700		4 th	1050
5 th	600		5 th	900
6 th	600		6 th	900
7 th	600		7 th	900
8 th	525		8 th	790
9 th	525		9 th	790
10 th	425		10 th	640
11 th	425		11 th	640
12 th	350		12 th	525
13 th	350		13 th	525
14 th	350		14 th	525
15 th	350		15 th	525
16 th	350		16 th	525
17 th	350		17 th	525
18 th	350		18 th	525
Total:	9,500		Total:	14,265

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29.4.9 EUROPEAN 85cc YOUTH SPEEDWAY CUP

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

29.4.10 EUROPEAN 250cc YOUTH SPEEDWAY CUP

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

29.4.11 EUROPEAN 125cc YOUTH TRACK RACING CUP

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

Amended 19th January 2017