



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

# FIM FLAT TRACK APPENDICES 2021

## **IMPORTANT NOTE**

**Whilst the CCP will make every effort to complete the 2021 Championships in accordance with these regulations, it has to be understood and accepted that due to the severe health crisis encountered since 2020, some regulations may be subject to change possibly last minute due to changing circumstances and government requirements.**

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## TECHNICAL RULES – TBA -

## GENERAL

The following Appendices apply to FIM Flat Track World Championship in addition to the rules laid down in the FIM Sporting Code and the FIM Track Racing Appendices.

In the following appendices, “He” is used in a non-sexist way and must be understood as “She/He”.

### The Flat Track Bureau:

The Flat Track bureau is competent to study and approve amendments to the Flat Track Regulations proposed by the CCP or by other parties involved such as Riders, Teams, Manufacturers, etc. Referred to hereafter as the FIM FT Bureau  
The FIM FT Bureau group shall consist of:

- The FIM CCP Director
- The FIM Sports Director
- The FIM CCP Coordinator

## Titles

The FIM recognises the FIM Flat Track World Championship in the field of Track Racing. This Championship is run under the authority and jurisdiction of the FIM and shall be organised in accordance with all FIM rules.

## Definitions

A Flat Track meeting consists of all official activities related to racing, starting with the first administration controls and technical verifications until the settlement of all possible protests which are to be dealt with by the Jury or the Referee, if the Jury does not exist.

The actual racing consists of a series of several heats, between 4 or more Riders, referred to hereafter as Rider(s), run on a Flat Track or a TT track –Please refer to FIM STRC for track requirements-

These meetings will be run between Riders competing individually. Each heat will be limited to one class of motorcycles of the same group.

The FIM World Championship, recognised by the FIM, referred to hereafter as the FIM Flat Track World Championship may be staged as a Final Series.

In accordance with prevailing circumstance, the FT bureau FIM at its sole discretion may cancel, alter, change or amend ANY aspect of the system and/or diagrams (i.e. the selection of wild card Riders, permanent Riders, nominated Riders, etc.) in respect of any FIM Championship at any time.

### **Supplementary Regulations**

Supplementary Regulations, referred to hereafter as SR, must be issued by the FMNR in accordance with the FIM Sporting Code, the Track Racing Appendices or these regulations.

For all meetings counting towards the FIM Flat Track World Championship, the SR must be published in English and must be approved by the FMNR and the FIM, and subsequently ratified by the International Jury. One copy must be sent to the FIM Administration at least two months before the date of the meeting for approval by the FIM, by electronic mail.

After approval, and not later than 1 month before the date of the meeting, the FIM must send copies of the approved SR to all persons concerned or connected with the meeting (International Jury Members, FIM Officials, FMNs, Riders, Teams etc).

The SR must in no case modify the FIM Sporting Code and must be drawn up in conformity with the standard model established by the FIM FT Bureau, referred to hereafter as FT Bureau.

### **Amendments to the Supplementary Regulations**

No amendment may be made to the SR after their approval by the FIM Administration or the FMNR. However, in exceptional circumstances, the International Jury or, if the meeting has not started, the FMNR after approval of the FIM, may authorise, an amendment to the SR, which has to be brought to the attention of all persons concerned.

### **Dates of the meetings**

The meeting diagrams and the dates on which the FIM Flat Track World Championship meetings are to be held will be prescribed, according to Art. 20.1.1 of the FIM Sporting Code, by the FT Bureau. Each meeting will be allocated to a FMN. To provide for postponements which may be necessary (due to bad weather conditions for example); the FMNR must declare a re-staging date, which should always be the day following the original date of the meeting, and notify accordingly

in the SR.

In the event that the meeting cannot take place on either of the specified dates, the FT Bureau will agree an appropriate rerun date and venue.

## **Responsibility for organisation**

The organiser of the meeting, whether an FMNR, an individual, a club, a corporate body or a member of such a club or body, is responsible for the overall staging and organisation of the meeting for which a permit or other authorisation has been granted by the FMNR, and for provision of all equipment required for the efficient running of the meeting.

In accepting these responsibilities, the organiser undertakes to ensure the loyal observance of all rules and provisions of the FIM Sporting Code, its Appendices and Regulations.

## **OFFICIALS**

### **Appointment of Officials**

For FIM Championships (which comprise an International Jury), the Jury President and the Referee are appointed by the FIM. The other officials are appointed by the FMNR.

### **Incompatibilities of Officials**

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

An FMN delegate may act as a team manager if he has, in accordance with Art. 2.4.14, been entered into the meeting also as a team manager.

### **Officials who hold a FIM Licence**

When on duty at FIM World Championship, any of the following officials must be a holder of the appropriate FIM international official's licence which is valid for the current year:

- Jury President

- Referee
- FMN and FMNR Delegate
- Clerk of the Course
- Technical Director
- Technical Steward
- Timekeeper\*
- Environmental Steward
- Team Manager

\* In respect of the timekeeper position, an organiser may appoint a non FIM licenced timekeeper in which case the recorded times will not be considered official for FIM purposes.

## **Terms of Reference of Officials**

### **International Jury President**

The President of the International Jury (Jury President) ensures that the decisions of the International Jury conform to the provisions of the FIM Sporting Code, to the FIM rules and the SR of the meeting.

The Jury President shall, if necessary, convene any extraordinary meetings.

The Jury President has the right to invite any guests to the International Jury meetings, when appropriate for the meeting.

He is responsible for the communication with the FMN Delegates.

In case of absence of the Jury President, the position will be replaced by the Referee appointed by the FIM.

A meeting of the International Jury shall be called before the first official practice session and during this meeting the International Jury shall approve, control or reject the following matters:

- Approve the SR and any amendments.
- Report of the Clerk of the Course stipulating that all Riders and participants engaged are in possession of their respective licences as well as all officials with any responsibility for the running of the meeting.
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the meeting.



- Report and control of the safety standards of the meeting.
- Approve, control or reject any amendments of requests for extra safety measures as mentioned in the track inspection report.
- Control, of the official permission from the local authorities to run the meeting and of the third party liability insurance policy of the organiser.

At the end of the official practice, during a session of the International Jury, the President will hear the reports of all the appropriate officials.

At the end of the meeting, during the last session of the International Jury, the President, together with the Referee, must sign the official classification of the meeting. He must also sign, with the Secretary to the International Jury, all minutes of the meetings.

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

He shall send the following documents to the FIM Administration within 72 hours of the finish of the meeting:

- The Jury President's Report and the Minutes of the International Jury Meetings (using the official form),
- Details of any protests submitted together with the security deposits collected,
- Copy of the official spreadsheet duly filled in.

## **Referee**

When on duty, during Practice and Racing, the Referee exercises supreme control over the meeting and he is responsible for ensuring that all regulations are observed. He may consult the Jury President if he considers his advice necessary.

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

He is entitled to refuse access to his box to any person other than the

Clerk of the Course, and when on duty in his box, no person shall speak to him without permission.

The Referee's report, must include details of any penalties imposed, delays which

may have occurred, protests received and any other incidents which it is considered should be brought to notice.

He must prohibit any Rider/Team from taking part or any machine from being used in practice or in racing if, in his opinion, other Rider/Team or the public would be endangered.

He must ensure that all his decisions which may affect or vary from the published programme, such as the rerunning of a heat and the disqualification of a Rider are communicated immediately to the Clerk of the Course for action.

If a degradation of the track or any other such situation occurs during practice or racing which could cause the postponement, stopping or abandonment of the meeting, the Referee should request the Jury President to call an immediate International Jury meeting for an appropriate decision which is to be communicated immediately to the Clerk of the Course for action.

However, the Clerk of the Course and the Riders must be consulted before any decision concerning weather conditions, surface of the track, visibility of Riders or for any other reason which could lead to a dangerous situation for Riders or spectators.

The decisions of the International Jury are to be announced by the speaker to the public.

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

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

The Referee shall give the reason for a penalty if the person concerned makes a request for an explanation. Having provided the explanation, the

Referee may not discuss it in private or in public.

When on duty, during Practice and Racing, the Referee shall deal immediately with any protest, submitted to him through the Clerk of the Course in accordance with the FIM Disciplinary and Arbitration Code, these present rules, and the SR.

The Referee, in agreement with the International Jury, shall satisfy him/ herself as to the correct handling of technical controls of the Riders' machines and safety equipment and also determine, in conformity with the FIM Medical Code and the

Anti-Doping Code, what controls of the Riders' physical conditions are to be made, i.e. medical and doping tests.

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

At the end of the meeting, during the last Jury meeting, the referee together with the Jury President must sign the official classification of the meeting.

The maximum age limit for Referees officiating at FIM Championships is **60** years.

The Referee appointed by the FIM to officiate at a FIM Championship cannot act as manager of a National Team or individual Rider in any Track Racing Championship of that year.

### **FMNR Delegate**

The FMNR Delegate can attend International Jury meetings with voting rights.

### **Clerk of the Course**

The Clerk of the Course is responsible for the conduct and efficient running of the meeting.

He is not a voting member of the Jury, but is considered as -in case of no FMNR Delegate- as representative of his FMN.

The Clerk of the Course cannot be a Team Manager in a competition while appointed as Clerk of the Course with voting rights.

It is strongly recommended that the Clerk of the Course speak one of the two official FIM languages. If not, a competent translator must be available at all times.

They must ensure that the track receives timely and adequate preparation before practice and before racing and that all facilities are provided to maintain the track in a satisfactory condition during practice and during racing.

They must exercise authority over all Officials of the meeting (with the exception of the International Jury members) and is responsible for ensuring that they are present and ready to carry out their duties properly.

They must verify the identity of the Riders; the correct numbering of the motorcycles, and that there is nothing to prevent a Rider from participating in the meeting, e.g. suspension, disqualification or any other ban on riding.

They must ensure that all Riders taking part in the meeting have signed on and give the signing on list to the Jury President.

They must carry out as soon as possible all instructions received orally (Directly or by telephone) or in writing from the Referee.

They must provide any information regarding the organisation and control of the meeting which he considers relevant for the International Jury or the Referee to know or which may be requested by the International Jury or the Referee.

They must prevent any person from communicating directly with the Referee, when he is on duty in his box, (including communicating by telephone), without the Referee's permission.

They must ensure that protests are in order and accompanied by the appropriate security deposit before passing them to the Referee.

They must notify the International Jury and the Referee of all decisions to be taken or already taken, and of any protest addressed to him.

They ensure that the FIM rules are respected. He may propose penalties to the Referee or the International Jury.

They must order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.

They must ensure that no machine or engine is removed from the pits without the authorisation of the Referee until 30 minutes after the last race.

They must ensure that the Speaker has taken notice of his duties as mentioned later in this article.

They must collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the International Jury, and have the provisional results of the meeting approved.

### **FIM Technical Director**

- The FIM Technical Director is appointed by the Director of FIM International Technical Commission in consultation with the Director of FIM Track Racing Commission.
- The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical code.
- The FIM Technical Director works in cooperation with the FIM Race

Director/Jury President and FIM Delegate/Clerk of the Course.

- The authority and duties of the FIM Technical Director include but are not limited (please, also refer to FIM Technical code):
  - a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Jury President and present proposals to resolve such concerns.
  - b) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
  - c) The FIM Technical Director will examine with the Chief Technical Steward the motorcycle(s) and the protective equipment of any Rider(s) involved in serious or fatal accidents and presents a written report to FIM Jury President.
  - d) The FIM Technical Director will attend all Jury meetings but without voting rights.

### **Technical Steward**

The Technical Steward must verify the machines, clothing and helmets in accordance with the FIM rules, Appendix 01 (Track Racing Technical Rules) and the SR.

He must present his report to the International Jury prior to and after racing.

### **Chief Medical Officer (CMO)**

The Chief Medical Officer must fulfil the duties required in the FIM Medical Code.

### **Environmental Steward**

The Environmental Steward shall be responsible for all environmental Aspects. He must fulfil the duties required in the FIM Environmental Code.

### **Timekeeper**

The Timekeeper must be qualified to use a timekeeping system.

He must record the times taken in each heat by the winner and the time taken by any other Rider, if so required by the Referee.

The times, but no other information, may be conveyed to the public.

The records of times must be certified by the Timekeeper, retained for scrutiny and not destroyed without the authorisation of the Clerk of the Course.

He must advise the FMNR of all track records established during a meeting.

## **Speaker**

The Speaker must give members of the public such information as they may reasonably require to understand the sport they are watching and to enjoy it.

He must communicate all information as required by the Referee, but may not comment on, give an opinion on or amplify such information or any decision made by the Referee.

He must be strictly impartial in what he says and refrain from any statement which might incite members of the public to demonstrate against or denigrate an official, Rider or to encourage any section of the public to be an annoyance or nuisance to another section.

He must not convey to the public, information which is contrary to the FIM Sporting Code or the SR, or which is untrue, or information on any protest or appeal, which may be lodged.

The results must also be communicated in English.

## **Starting Marshal**

The Starting Marshal is responsible for:

- Ensuring that before the beginning of practice and racing, signaling flags, disqualification discs, spare starting gate tapes and elastics, track marking equipment, rakes and fire extinguishers are readily available and in order.
- Checking that the starting gate functions correctly;
- The layout and marking of the starting area complies with regulations, and that all starting positions are raked, graded or swept to give an even surface immediately before each heat;
- The Riders are controlled when they are preparing to start in a heat and that he remains at the tapes until he is satisfied all Riders are in their correct positions and ready to start. When the Start Marshall is satisfied they will signal to the Referee who will then illuminate the green light to indicate to the

riders the race is about to start.

- On the showing of the Referee's signal, the Start Marshal must commence to walk clear of the riders.
- Signals for the stopping of a heat (or the disqualification of a Rider) given by the Referee are repeated by;
- Flag signals are to be made, as agreed and directed by the Referee, should the starting gate or signal lamps fail or not operate in a proper and acceptable manner.

## **Flag Marshals**

Please refer to the STRC – Flat Track/TT section.

## **Pits' Marshal**

The Pits Marshal and his assistants must be permanently present in the pits area during the FIM meeting.

The Pits' Marshal is responsible for ensuring that:

- only the Riders and their teams and other persons with appropriate passes (police, fire and medical staff in uniform and doctors, do not need passes for identification) are permitted in the pits;
- all necessary equipment, including fire extinguishers and emergency tools (see Appendix 079, "STRC") are in order;
- machines are positioned in the pits in order according to riding numbers or by nationality so as to facilitate quick identification;
- Riders, passengers and machines carry the correct riding numbers according to the programme;
- Riders concerned are marshalled in readiness for the heat in which they are competing immediately after the previous heat has started;
- before authorising Riders and machines to leave the pits for practice or racing, the track is clear of all obstructions;
- the gate between track and pits is opened only when necessary for access for Riders, machines and pusher-off, and that, during racing, the gate is properly closed and all persons in the pits are kept at a safe distance from it;

- instructions from the Referee or Clerk of the Course are clearly understood and carried out.
- Nobody smokes in the pits area.
- During the race and the practice session, with the exception of the Riders, only persons who have reached their age of majority/adulthood can enter the pits with valid accreditations.
- No Rider, mechanic, manager or delegate goes on the track when track maintenance is in progress.
- A race card, placed in the pits area, is filled in and updated according the points scored during the meeting.

### **FMN Delegate**

Each FMN which has a Rider participating in a FIM Championship is entitled to be represented by a national Delegate, holder of a Sporting Steward's licence.

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

This national Delegate represents his/her FMN and the Riders entered by that FMN.

He is entitled to:

- attend the open meetings of the International Jury, as observer,
- receive documents, including the International Jury minutes, during the entire meeting,
- submit his queries to the Jury President so that the International Jury is aware of all circumstances,
- Receive passes to be present at important places during the meeting.

If necessary, the Jury President will arrange a meeting with all FMN Delegates in order to explain the work of the International Jury and to receive the remarks of the FMN Delegates.

### **INTERNATIONAL JURY**

- The Members of the International Jury with voting rights are: the Jury



President, the Referee and the FMNR Delegate/Clerk of the Course.

In the case of a tie, the Jury President has the casting vote.

The following persons are entitled to attend the meetings of the International Jury but without the right to vote: the Members of the Board of Directors, the Directors of the permanent Commissions and Panels, the FIM Chief Executive Officer, the FIM Sports Director and the administrative staff of the Sporting Commission concerned, the Environmental Steward, the Chief Medical Officer, the Technical Director, Technical Steward, the FMN Delegate(s), the Team Managers and any Guests in possession of an FIM licence invited by the Jury President.

## **Nominations**

For FIM Championships with or without a FIM promoter, the nomination of the Jury President and the Referee will be decided by the FIM/CCP.

## **Terms of reference of the International Jury**

Please refer to Art. 50.1 of the FIM Sporting Code.

## **Procedure at International Jury meetings**

Decisions of the International Jury are based on a simple majority. In the case of a tie, the President will exercise a casting vote.

## **Publication of the International Jury decisions**

All decisions of the International Jury necessary for the running of the meeting as well as the results must be published as soon as is reasonably possible. The decisions must be published at least in the English language.

## **Minutes of the International Jury meetings**

The minutes for all FIM Championships must be written in the English language. They are to be prepared by the Secretary to the International Jury and must be signed by him and the Jury President. A copy of these minutes must be sent to the FIM Administration within 72 hours after the meeting in respect of meetings

counting towards a FIM Championship.

The minutes must state in detail any penalty imposed; the decisions taken concerning any protests received (copies of which must be attached; any possible irregularities observed, as well as the opinion of the International Jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

### **International Jury Meeting Room**

A special Jury Room fitted with a large table and sufficient chairs must be provided for the Jury to conduct their meetings. A printer must be available in the room and preferably a photocopier. A secure and reliable Wi-Fi internet connection must also be provided. The room must be prepared, available and free at all times prior, during and after the meetings. Coffee, soft drinks, snacks etc. must be available at each Jury meeting. If the room is not manned at all times the Jury President, the Clerk of the Course and the Secretary must be given personal keys for entering.

## **RIDERS**

### **Medical Certificate and Examination**

Every Rider taking part in Track Racing meetings must be medically fit.

A special medical examination may be carried out at any time during a meeting by an official doctor or by another doctor nominated by the Chief Medical Officer (CMO) at the request of the Jury President, Referee or the FIM Medical Representative.

Any Rider who has suffered an injury requiring hospital treatment and who has not since raced in any official meeting must provide a Medical Certificate in English or French confirming fitness to take part in the meeting.

In addition the International Jury will require the Rider to submit to a full medical examination by the Chief Medical Officer or an approved deputy before being allowed to take part in the meeting or practice.

Furthermore as proof of fitness it is compulsory for the said Rider to take part in the scheduled practice session for the meeting unless excused by express permission of the FIM FT Bureau.

Please refer to the FIM Medical Code.

Age of Riders

Licences for Riders are issued for FIM Championships, as well as for International Meetings, only when the minimum age has been attained as below:

	Minimum	Maximum
FIM Flat Track World Championship	16 years	-

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

For applicants aged over 50 years, please refer to the FIM Medical Code.

Licences

In conformity with the FIM Sporting Code, the Riders must be holders of an appropriate and valid FIM World Championship Track Racing licence to be allowed to take part in a FIM Track Racing World Championship

- Annual FIM Speedway Grand Prix World Championship Licence;
- Annual / One Event FIM Track Racing World Championship Licence;
- Annual / One Event Flat Track World Championship licence;

The FIM Team sporting licence must be implemented according to the Sporting Code Art. 70.2.

Annual licences will not be required to be shown as the FIM will provide to appropriate officials a list of licensed riders in advance of the competition dates.

Entries

On agreeing to enter the Final Series, a Rider will participate into all the FIM Flat Track World Championship Final Series Meetings he may be called up to do unless prevented from doing so by injury or other “force majeure”.

In the case of injury or illness a suitably qualified medical body must certify injury or illness in writing to that effect.

A Riders FMN is responsible for the completion of this entry form and submitting it to the FIM/CCP Administration, furthermore, the Rider commits himself by his signature to be fully aware of all the FIM rules; to accept them all and to compete in the FIM Flat Track World Championship meeting for which he has been nominated.

A Nominated Substitute Rider, who without a reason accepted by the FIM FT Bureau refuses to take part in a meeting, may be removed from the Nominated Substitute Riders list for the rest of the season.

In the event that no “Nominated Substitutes” are available, FIM FT Bureau or the International Jury may select one or more substitute Riders.

### Cancellation of an Entry

A penalty of suspension entails the cancellation of all entries made by the sanctioned Rider for any meeting to be held during the period of suspension.

### Fines

Every breach of the rule shall be penalised with a fine or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the Rider. Riders breaking the Rules shall be sanctioned by the International Jury as follows:

	MAXIMUM AMOUNT
UNGENTLEMANLY CONDUCT with words or signs with violence	300 € 2.000 € And up to disqualification from the meeting
ARRIVING AFTER THE START OF HEAT 1	600 € Disqualification from the meeting
ARRIVING AFTER THE SIGNING ON TIME STATED ON THE SR	300 €
ABSENCE WITHOUT HAVING ADVISED THE ORGANISERS IN WRITING (Email, SMS or letter) or absence after having advised the organisers in writing (Email, SMS or letter) but for a reason not accepted by the International Jury	2000€

ABSENCE OR LATE ARRIVAL AT THE:	
Machine Examination	300 €
Practice	300 €
Riders' briefing	300 €
Parade	300 €
Prize-giving ceremony	300 €
Press Conference	300 €
NOT USING AN ENVIRONMENTAL MATS in the pits	70 € per Mat

All other offences to the Rules will be penalised according to the FIM Disciplinary and Arbitration Code. Riders are responsible for their mechanics.

### Starting numbers

The starting numbers will be balloted. A balloted position is open to any nomination from the FMN concerned, up until the Rider signs on or reports to the Clerk of the Course at the meeting.

Places made vacant by withdrawals will be filled by FIM FT Bureau decision and any FMN not honouring its engagements may be penalised after an investigation of the circumstances by the CCP.

### Riding numbers

Each Rider accepted for the FIM Flat Track World Championship will be allocated a series number between 1 and 32, which will be valid for the FIM Flat Track World Championship series of that year.

The allocated series number will be used to resolve any eventual ties where the lowest riding number is deemed to be the better placed Rider. Additionally, the permanent Riders may apply to use their own personal racing numbers on their race jacket / race suits and bikes. They may choose any riding number with a maximum of 3 digits provided that it has not previously been allocated to another Rider, the number cannot start with a 0. To request a specific personal racing number the Rider must send an application to FIM within a set deadline. Should more than one Rider request the same number, preference will be given to either the Rider who has a clear history of adopting that number, or if this is not the case for either Rider, then the higher ranked Rider will be allocated this number. Other Riders will then need to select an alternative number. Riders who have not requested a specific personal riding number within the deadline will be required to

use their allocated Flat Track number.

Wild card Rider will be allocated numbers 33-34-35-36-37 if he has not requested a special number within the deadline (3 weeks before the event).

### **Permanent Riders**

Permanent places for the final series meetings will be confirmed by the FIM FT Bureau.

### **Wild Card Riders**

For a separate final meeting, the FMNR is permitted to nominate one wild card Rider approved by the FIM FT Bureau. The proposal must be made in writing to the FIM not later than 1 month prior to the meeting

### **Nominated substitute Rider**

A Rider appearing on the approved list of nominated substitute Riders for a Final series. If an originally permanently nominated Rider is unable to participate and the time allows, they will be replaced by the next Rider from the list of nominated substitute Riders of that discipline.

A nominated Substitute Rider must take part in any meeting into which they are promoted on the notification/instruction of the FT Bureau.

### **Signing on**

All Riders must sign-on during the period of time stipulated in the SR.

By signing-on, the Rider enters the venue and accepts to be under the jurisdiction of all FIM rules and regulations applicable to the meeting.

The signing-on time shall expire 30 minutes before the first International Jury meeting.

No Rider or official is allowed to leave the meeting without the authorisation of the referee until the time limit for protests has elapsed.

When a Rider has signed on they are deemed to have entered the meeting and is not permitted to take part in any other motor cycle meeting until completion of the event.

### **Health and Safety**

In the best interests of health and safety, in the event any incident whatsoever

occurring within the competition arena, under no circumstances is any member of a competitors support team (mechanic. Sponsor etc.) allowed to enter the arena without specific authority to do so having been given by the Clerk of Course or their appointed deputy. In circumstances where authority is given, activity should be limited to the safe recovery of a competitors racing machine. There should be no interference with the activities of the CMO or medical support team under any circumstances unless in unusual circumstances assistance is specifically invited by the CMO.

## **TRACKS**

### **Standards**

The track must comply with Appendix 079 “FIM Standards for Track Racing Circuits” (STRC).

Tracks used for FIM Flat Track World Championship must be homologated by the FIM and have a valid FIM track licence.

## **MOTORCYCLES**

Please refer to technical rules of this rulebook.

### **Artificial heating of tyres**

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

### **Number of motorcycles**

Each Rider will be allowed a maximum of 2 motorcycles in the pits during racing.

These two motorcycles must be placed in the Riders’ allocated pits’ area immediately after the machine examination has taken place.

Motorcycles taken outside the controlled pits’ enclosure or track area shall be re-presented for inspection before they can again be placed in the allocated pits’ area.

If needed, any extra motorcycle can be parked in the specially provided “standby” area, near to the pits.

**PRACTICE**

Every Organiser must plan a practice session open to all entered Riders, according to the provisions contained in this article.

Information about the date and time for practising must be clearly stated in the SR.

Weather conditions and accidents may dictate alterations to this procedure, which may only be decided by the International Jury.

If the weather and the track conditions are good, the International Jury may permit an additional practice session for Riders who participate in additional heats.

No machine or mechanic shall be permitted on the infield during any practice run.

During the 2 Minutes Time Allowance, the mechanics must only work on his rider’s bike within the controlled area. Mechanics may only leave the controlled area to assist his rider in an emergency.

For Safety reasons it is forbidden to make practice starts on the corners or on the starting straight.

Furthermore, mechanics and support crew must remain in vicinity of the pit and pit gate area during practice unless assisting with the recovery of a damaged or failed machine.

A competitor is considered having practiced having completed 2 laps during the official practice session.

The practice must be arranged not earlier than one day before racing and, if planned on the same day as racing, the practice must be scheduled to start a minimum of 4 hours before the 1<sup>st</sup> heat

Each Rider must make himself ready in the lining-up zone, within the time limit of his group. On the order of the Clerk of the Course he will be allowed to enter the track. Riders must practice according to their riding numbers. However, if the Rider is not ready, he will miss that run.

PRACTICE COMPULSORY	SESSIONS	START PRACTICE	MAX. RIDERS ON TRACK
YES	2 x 5min.	NO	10



## **RACES**

### **Direction of racing**

All heats are run in an anti-clockwise direction.

### **Punctuality in starting**

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

The Referee must indicate the start of a 2 minutes period by means of a warning horn or bell audible in the pits area together with the flashing amber lights.

Except when the Referee considers that there are valid reasons for delaying the start of an ensuing heat, the interval between the finish of one heat and the start of the next shall not exceed 4 minutes including the 2 minutes period as mentioned above.

Should any of the Riders not be ready to start, they shall be disqualified from the heat.

### **Delaying the start**

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

### **Starts**

On the order of the Pits' Marshal (or after a signal in the pits) the required Riders must leave the pits together and proceed under power immediately in an anti-clockwise direction to the starting area where they must stop under the control of the Starting Marshal.

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

### **Race stoppage**

At the sole discretion of the Referee, any competitor who causes a race to be

stopped will either be disqualified from the re-run or if reinstated will be handicapped by 15 meters (measured rearwards from the start line).

N.B. Handicapped Riders will always occupy the outside lane) and will go to the back of the grid or be placed 15 m from the back of the grid if a re-start.

In the case of a race stoppage:

8 laps race: 6 laps completed by all Riders still competing – result to stand based on the positions at the time of the stoppage

10/12 laps race:

8 laps completed by all Riders still competing – result to stand based on the positions at the time of the stoppage.

### **Re-staging or abandonment of a meeting**

TO BE CONFIRMED DEPENDING ON THE FORMAT

### **Faulty starting gate**

If, because of faulty operation of the starting gate/lights, or for any other reason, the Referee considers a start to have been incorrect, he must immediately stop the heat and order a restart with all Riders competing.

### **Starting assistance**

After the green light has been switched on (or other starting warning given), or the start machine being released, an outside assistance may be given to any Rider.

If, at that time, a Rider's machine is not moving under its own power, the Rider concerned will be handicapped by 15 meters (measured rearwards from the start line).

N.B. Handicapped Riders will always occupy the outside lane) and will go to the back of the grid or be placed 15 m from the back of the grid if a re-start.

### **Leaving the track**

A Rider whose machine crosses the inner edge of the track marking with 2 wheels must be disqualified unless, in the opinion of the Referee, the action was taken in

the interest of safety for other Riders or the Rider involved was forced off-course by another Rider.

This rule also applies to the crossing of the marking of the outer edge of a track.

### **Foul or dangerous riding**

The Referee shall immediately disqualify any Rider (or Riders) whom he considers indulges in foul, unfair or dangerous riding.

A Rider, who, having started in a heat does not make an honest attempt to ride to the best of their ability, as judged by the Referee, shall be guilty of an offence, which may entail disqualification from the heat or a penalty.

There shall be no protest or appeal against a Referee's decision to declare a heat completed or as to his statement of foul, unfair or dangerous riding.

If, in the opinion of the Referee, such conduct produces an advantage to the Rider (or team) involved or affects the chances of one or more Riders, the Referee may stop the heat and order a re-run.

If any Rider is unable to cross the finish line as a result of foul, unfair or dangerous riding on the part of another Rider who, in consequence, has been disqualified, the disadvantaged Rider shall be deemed to have finished the heat in the placing held immediately before the foul, unfair or dangerous riding and allowing for any advancement in placing following the disqualification of the guilty Rider.

A similar system shall apply for a Rider who, in the opinion of the Referee, has deliberately laid down his machine or has left the course in the interest of safety.

### **Time limit**

No protest or appeal is permitted against this rule.

A Rider must be considered as having retired from a heat if he has not started their last lap before the winner has crossed the finish line.

### **Finish of a heat**

The finish of a heat shall occur in the case of any of the following circumstances.

- a) when the front part of the front wheel of the motorcycle (whilst attached to

the machine) passes over the finishing line after completing the appropriate number of laps provided the Competitor is in contact with his motorcycle.

- b) when the Referee has awarded the heat as provided for in these regulations.
- c) If the Referee has cause to stop a heat after the leading Rider has passed the start/finish line to commence the last lap, the disqualified Rider will be awarded no points and any competitors behind the disqualified Riders being advanced one place.
- d) Where racing incidents etc. have reduced the riders available to take part in the re run of any heat to a single competitor, the Referee may award the appropriate number of points to the remaining competitor without the need for a further rerun.

### **False finish**

When a heat has been indicated as finished by display of the black- and-white chequered flag before the required number of laps has been completed by the leading Rider, the Referee **may** declare the heat void and order a rerun except when the race has been awarded as allowed for.

If the black-and-white chequered flag has not been shown after the completion of the required number of laps, the flag shall be considered to have been shown.

### **Rerun heat**

If an accident on the track occurs and, in the opinion of the Referee, it is dangerous for the heat to continue, he must stop the heat. Only the Referee is empowered to order a heat to be stopped.

Any Rider who, for any reason, is deemed to have been the primary cause of the heat being stopped shall be disqualified or handicapped by 15 meters (measured rearwards from the start line).

N.B. Handicapped Riders will always occupy the outside lane) and will go to the back of the grid or be placed 15 m from the back of the grid if a re-start.

The Referee may permit any Rider who has fallen as a result of having been fouled or because they have deliberately laid down their motorcycle or left the course in the interest of safety to take part in the rerun. In such cases any outside assistance may be ignored.

Any Rider eligible to take part in a rerun may change their motorcycle for the rerun.

When taking part in a rerun, Riders must start from their original starting positions –except for the handicapped Rider (s)- and any permitted reserve Rider must occupy the position of the Rider he is replacing.

Any Rider who has failed to start in, has retired from (which includes not proceeding under power when the heat was stopped) or has been disqualified from a heat which has been ordered to be rerun, shall be ineligible to take part in the rerun, except in circumstances where they have retired after being fouled or have stopped in the interest of safety as described above.

## **RESULTS**

### **Calculation of results**

Results are determined by points related to finishing order or in the last chance and the final (without points) are determined only related to finishing order and chronological order in case of riders not finishing the heat.

The winner of the heat is the Rider who has completed the required number of laps in the shortest time. The Riders following are placed according to the order of crossing the finish line.

Only the Referee is entitled to determine the points or placing for each Rider in each heat.

His decision, once announced, is final and may not be the object of protest. Once the Referee has declared a heat over and he has announced the finishing order and respective points, in no case shall that heat be re-run. (The only exceptions are being explained in Flase finish or rerun heat articles)

In very special circumstances however involving situations that are beyond the control of the Referee and have influenced the heat result the Referee can take a decision to order a re-run of the heat concerned or amend the result of the heat before the start of the next heat or within 5 minutes in the case of the last heat of the meeting.

When two or more Riders cross the finish line together and heat-points have to be awarded, the combined points for the places must be shared equally

between the Riders concerned.

A Rider must be in physical contact with his machine when crossing the finishing line.

## **Riders' scores**

Heats with 6 Riders:

5 points for 1<sup>st</sup> place  
4 points for 2<sup>nd</sup> place  
3 points for 3<sup>rd</sup> place  
2 points for 4<sup>th</sup> place  
1 point for 5<sup>th</sup> place  
0 point for 6<sup>th</sup> place

Heats with 8 Riders:

7 points for 1<sup>st</sup> place  
6 points for 2<sup>nd</sup> place  
5 points for 3<sup>rd</sup> place  
4 points for 4<sup>th</sup> place  
3 points for 5<sup>th</sup> place  
2 points for 6<sup>th</sup> place  
1 point for 7<sup>th</sup> place  
0 point for the 8<sup>th</sup> place

Heats with 10 Riders:

9 points for 1<sup>st</sup> place  
8 points for 2<sup>nd</sup> place  
7 points for 3<sup>rd</sup> place  
6 points for 4<sup>th</sup> place  
5 points for 5<sup>th</sup> place  
4 points for 6<sup>th</sup> place  
3 points for 7<sup>th</sup> place  
2 points for the 8<sup>th</sup> place  
1 point for the 9<sup>th</sup> place  
0 point for the 10<sup>th</sup> place

For Riders who have not completed the required number of laps or, for any other reason have not fulfilled a heat, the following will be noted in the programme):

- M = disqualified for 2 minutes rules  
R = retired from the race  
F = fall but not disqualified
- T = disqualified for false start  
d = disqualified  
N = no start

RACE FORMAT

FORMAT WILL BE CONFIRMED 2 WEEKS BEFORE EACH EVENT

WORLD CHAMPIONSHIP POINTS SYSTEM

1 <sup>st</sup>	25pts	1 <sup>st</sup> place in the final	13 <sup>th</sup>	8pts	3 <sup>rd</sup> place in the Last Chance
2 <sup>nd</sup>	22pts	2 <sup>nd</sup> place in the final	14 <sup>th</sup>	7pts	4 <sup>th</sup> place in the Last Chance
3 <sup>rd</sup>	20pts	3 <sup>rd</sup> place in the final	15 <sup>th</sup>	6pts	5 <sup>th</sup> place in the Last Chance
4 <sup>th</sup>	18pts	4 <sup>th</sup> place in the final	16 <sup>th</sup>	5pts	6 <sup>th</sup> place in the Last Chance
5 <sup>th</sup>	16pts	5 <sup>th</sup> place in the final	17 <sup>th</sup>	4pts	7 <sup>th</sup> place in the Last Chance
6 <sup>th</sup>	15pts	6 <sup>th</sup> place in the final	18 <sup>th</sup>	3pts	8 <sup>th</sup> place in the Last Chance
7 <sup>th</sup>	14pts	7 <sup>th</sup> place in the final	19 <sup>th</sup>	2pts	9 <sup>th</sup> place in the Last Chance
8 <sup>th</sup>	13pts	8 <sup>th</sup> place in the final	20 <sup>th</sup>	1pt	10 <sup>th</sup> place in the Last Chance
9 <sup>th</sup>	12pts	9 <sup>th</sup> place in the final	21 <sup>st</sup>	0pt	21 <sup>st</sup> place after last qualif. heat
10 <sup>th</sup>	11pts	10 <sup>th</sup> place in the final	22 <sup>nd</sup>	0pt	22 <sup>nd</sup> place after last qualif. heat
11 <sup>th</sup>	10pts	11 <sup>th</sup> place in the final	23 <sup>rd</sup>	0pt	23 <sup>rd</sup> place after last qualif. heat
12 <sup>th</sup>	9pts	12 <sup>th</sup> place in the final	24 <sup>th</sup>	0pt	24 <sup>th</sup> place after last qualif. heat
25 <sup>th</sup>	0pt	25 <sup>th</sup> place after last qualif. heat	29 <sup>th</sup>	0pt	29 <sup>th</sup> place after last qualif. heat
26 <sup>th</sup>	0pt	26 <sup>th</sup> place after last qualif. heat	30 <sup>th</sup>	0pt	30 <sup>th</sup> place after last qualif. heat
27 <sup>th</sup>	0pt	27 <sup>th</sup> place after last qualif. heat	31 <sup>st</sup>	0pt	31 <sup>st</sup> place after last qualif. heat
28 <sup>th</sup>	0pt	28 <sup>th</sup> place after last qualif. heat	32 <sup>nd</sup>	0pt	32 <sup>nd</sup> place after last qualif. heat

## Ties

### *After the completion of the qualifying heats*

When establishing the order between the Riders in the list of Intermediate Classification at the conclusion of qualifying heats, any ties will be solved as follows:

Precedence will be given to the Riders (tied on race points) having the better placings (a "0" for last placing is better than being disqualified for whatever reason).

If the tie still persists and involves only 2 Riders, precedence will be given to the better placed Rider in the heat or heats where the 2 Riders met.

If the tie still persists and involves more than 2 Riders, it shall be checked whether there is a possibility to determine a proper precedence (e.g. 3 Riders tied on points: A, B, C):

Rider A has beaten Rider B

Rider A has beaten Rider C

Rider B has beaten Rider C

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

If solutions a), b) and c) cannot resolve the tie, then the order will be determined by ballot.

### *The Intermediate Final Series Classification*

In case of Riders tied on final series points in the Intermediate Classification, the Rider with highest position in the last staged round will be deemed the better-placed Rider.

### *The Final Overall Series Classification*

In case of Riders involved in a tie on the Final Overall Series Classification, at the end of the Series, the following will apply:

1. Run-off for 1st, 2nd and 3rd place.

For all other placings, the Rider with the highest position in the last staged round will be deemed the better-placed Rider.

## Run Off Heats

In all run-off heats concerning the ties, the starting positions at the gate shall be balloted in presence of the Jury President.

### Starting Area

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

If three Riders take part in the run-off, the starting area must be divided into



three equal parts.

## **Communication of results**

Compulsory for 2021: The Organiser will supply a scoreboard and must supply a person responsible for inputting the results of each heat on the scoreboard located in the pits.

Immediately after the meeting, the FMNR must send by e-mail to the FIM the complete results of all participants who competed in their meeting. The original of all documents sent by e-mail must also be signed by the Jury President and the Referee and sent to the FIM by mail.

The results must contain at least the following information:

- FIM, FMNR, Organiser/Moto Club, Championship Logos
- Title, venue, date, FMNR, IMN N° of the meeting
- Position, number, surname(s), first name(s), nationality, FMN of the Rider
- Championship Points obtained

The Jury President is responsible for organising the transmission of the results to the FIM within the hour that follows the approval of the results. This transmission will be made by e-mail to the FIM.

It is compulsory for Organisers to make available an appropriate internet connection for use by the Jury throughout the period of event.

## **Alteration of results**

No alteration to the list of results may be made after the expiry of the time limit, which is set for protests. This does not place any restriction on the right of protest according to the FIM Disciplinary and Arbitration Code.

## **Prize-Giving Ceremony**

In all meetings, after the official programme of heats is terminated, there shall be a Prize-Giving Ceremony.

The Riders placed first, second and third shall attend the official Prize-Giving Ceremony.

The presence of the FMNR or FIM Officials at the Prize-Giving Ceremony is not a confirmation of the official results.

The Riders must present themselves in their racing equipment.

## **FIM Awards**

FIM medals and diplomas are awarded to winners in accordance with the FIM Sporting Code.

## **ALCOHOL AND DOPING CONTROLS**

Tests may be carried out at any FIM Championships or International Meetings to detect alcohol and prohibited substances, according to the provisions laid down in the FIM Anti-Doping Code.

Where alcohol controls are carried out at FIM Championships or International Meetings, this must be done according to the FIM Medical Code.

Alcohol controls may be carried out by an Alcohol Control Officer before the start of the practice, or at any time during the meeting.

The sanctions for a positive doping and/or alcohol test will be pronounced according to the rules and proceedings laid down in the FIM Anti-Doping Code, FIM Medical Code and FIM Disciplinary and Arbitration Code.

## **PROTESTS AND PENALTIES**

Protests and appeals are subject to the rules and proceedings provided for in the FIM Disciplinary and Arbitration Code.

Any protest must be lodged immediately after the reason for the protest is known. They must be in writing, stating the article numbers relevant to the protest, and accompanied by the fee stipulated in the SR and submitted to the Clerk of the Course who in turn will submit them to the Referee.

If the protest requires a measurement of the capacity of an engine which proves to be in order, then the protesting party must pay the actual labour costs for dismantling and reassembling the engine, up to a maximum of 660 Euros.

Any irregularity, error or fraudulent action on the part of the Rider (and/or the machine concerned) that could influence on the result of a heat or the race would be followed by sanctions (cancellation of the points of the heat or the meeting, disqualification, suspension, etc...).

Protests relating to an error, irregularity or fraudulent action on the part of the Rider (and/or the machine concerned) that could influence the result of a subsequent heat must be lodged before those concerned leave the pits for that subsequent heat.

If the protest relates to an incident during racing, it must be lodged before the Riders leave the pits for their next heat.

Should the reason for the protest occur in the last heat of the meeting, the protest must be lodged within 10 minutes of the finish of that heat.

If a protest has been lodged verbally, it must be confirmed in writing not more than 15 minutes later.

### **Right of protest and appeal**

No protest or appeal may be made against a decision by a Referee or Technical Steward on a statement of fact.

### **SCALE OF EXPENSE REIMBURSEMENT**

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

All amounts indicated in the scale of expense reimbursement are shown in Euros and are net amounts. All amounts can only be paid to the Riders in Euros € after the last Jury Meeting at every event or by bank transfer in special circumstances.

<b>1<sup>st</sup></b>	<b>250</b>
<b>2<sup>nd</sup></b>	<b>230</b>
<b>3<sup>rd</sup></b>	<b>210</b>
<b>4<sup>th</sup></b>	<b>180</b>

<b>11<sup>th</sup></b>	<b>95</b>
<b>12<sup>th</sup></b>	<b>90</b>
<b>13<sup>th</sup></b>	<b>85</b>
<b>14<sup>th</sup></b>	<b>80</b>

<b>5<sup>th</sup></b>	<b>160</b>	<b>15<sup>th</sup></b>	<b>75</b>
<b>6<sup>th</sup></b>	<b>140</b>	<b>16<sup>th</sup></b>	<b>70</b>
<b>7<sup>th</sup></b>	<b>130</b>	<b>17<sup>th</sup></b>	<b>65</b>
<b>8<sup>th</sup></b>	<b>120</b>	<b>18<sup>th</sup></b>	<b>60</b>
<b>9<sup>th</sup></b>	<b>110</b>	<b>19<sup>th</sup></b>	<b>55</b>
<b>10<sup>th</sup></b>	<b>100</b>	<b>20<sup>th</sup></b>	<b>50</b>
<b>TOTAL 2355€</b>			

### **Expense reimbursement in case of cancellation or interruption of a meeting**

In the case where a meeting is interrupted, suspended or cancelled for any reason whatsoever so that a proper classification cannot be obtained and the meeting cannot be restaged on the dates given in the SR, the Riders are entitled to receive 50% of the amount shown in the scale of expense reimbursement divided by the number of Riders (Reserve Riders included).

## **TECHNICAL RULES**

TBA