THE 2017 SPEEDWAY REGULATIONS
SPEEDWAY CONTROL BUREAU
ACU House, Wood Street,
Rugby CV21 2YX
Telephone: 01788 565603
e-mail: info@scbgb.co.uk
www.scbgb.co.uk

March 2017
Copyright (c) 2017
The Speedway Control Bureau

CONTENTS

1. PREFACE 2
2. DEFINITIONS & ABBREVIATIONS 3 - 4
3A. DISCIPLINARY and ARBITRATION CODE 5 - 10 A (page 57)
3B. PROTEST and APPEAL CODE 11 - 12
4 not used
5. ORGANISATION, INSURANCE, FINANCIAL and LEGAL 13 - 14 B (page 57)
6. RIDER CONTRACTS 15
7. ENVIRONMENTAL CODE 16
8. MEDICAL CODE 17 - 18 E (page 61)
9. STADIUM and TRACK STANDARDS 19 - 21 C (page 58)
10. MOTORCYCLE (Solos) TECHNICAL STANDARDS 22 - 25 D (pages 58-60)
11. not used
12. RIDERS EQUIPMENT STANDARDS 26 - 27
13. LICENCING (Riders and Officials) 28 - 29
14. DUTIES OF OFFICIALS 30 - 35 F (page 62)
15. RACING RULES 36 - 39
16. FIXTURES, MATCH AVERAGES and GENERAL RULES 40 - 42
17. not used
18. SGB PREMIERSHIP & CHAMPIONSHIP LEAGUE MEETING REGULATIONS 43 - 47
19. NATIONAL DEVELOPMENT LEAGUE MEETING REGULATIONS 48 - 51
20. INDIVIDUAL MEETING REGULATIONS 52 - 53
21. DEVELOPMENT LEAGUE REGULATIONS 54 - 55
22. TRAINING and AMATEUR MEETING REGULATIONS 56
23. APPENDICES 57 - 62
24. USEFUL ADDRESSES 63

All subsequent amendments and Supplementary Regulations will be available on the SCB Website as and when issued

These Regulations, approved by the Speedway Control Bureau Members are effective immediately.

Amendments from the 2016 Regulations are highlighted in bold.
1. **PREFACE**

All recognised sport must have rules and a body to enforce those rules. The Auto-Cycle Union Ltd, as the internationally recognised Governing Body for the sport of Motorcycling throughout the British Isles, excluding Ireland, has delegated the Speedway Control Bureau as the sole national body appointed to control the sport of motorcycle Speedway within that jurisdiction in a fair and equitable manner.

These Regulations generally conform to the ACU's National Sporting Code (NSC) which itself is in conformity with the International Sporting Code of the Fédération Internationale de Motocyclisme (FIM). The fact that rules made by a Sports Governing Body have legal authority and are upheld in our courts is not always appreciated; therefore Promotions (including all its Members and/or Directors), riders, all persons, licensed or otherwise authorised to enter, participate or officiate at Speedway Meetings are legally bound by them.

Matters not covered by these Regulations, including the Appendices and the published Aide-Memoire’s for Clerk of Course and Machine Examiners, are under the authority of the ACU NSC, although the ACU NSC shall have no authority over competitions, officials, championships or events under SCB control, other than for judicial functions as described in these Regulations.

Governing Body: SCB, ACU House, Wood Street, Rugby. CV21 2YX Tel: 01788 565603

**SCB Members**

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tony Gillias</td>
<td>(Independent Chairman)</td>
<td><a href="mailto:tonygillias@gmail.com">tonygillias@gmail.com</a></td>
</tr>
<tr>
<td>Tony Steele</td>
<td>(ACU Member)</td>
<td><a href="mailto:tandj22@btinternet.com">tandj22@btinternet.com</a></td>
</tr>
<tr>
<td>Graham Reeve</td>
<td>(ACU Member)</td>
<td><a href="mailto:grvib34@gmail.co">grvib34@gmail.co</a></td>
</tr>
<tr>
<td>Alex Harkess</td>
<td>(BSPA Member)</td>
<td><a href="mailto:aharkess@hotmail.com">aharkess@hotmail.com</a></td>
</tr>
<tr>
<td>Gordon Pairman</td>
<td>(BSPA Member)</td>
<td><a href="mailto:gordonpairman@manx.net">gordonpairman@manx.net</a></td>
</tr>
<tr>
<td>Nikki Jameison</td>
<td>Administrator</td>
<td><a href="mailto:info@scbgb.co.uk">info@scbgb.co.uk</a></td>
</tr>
</tbody>
</table>

**SCB Officers**

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neil Vatcher</td>
<td>(SCB Co-ordinator)</td>
<td><a href="mailto:neil@scbgb.co.uk">neil@scbgb.co.uk</a></td>
</tr>
<tr>
<td>Alan Bridgett</td>
<td>(Track Inspector)</td>
<td><a href="mailto:alan@scbgb.co.uk">alan@scbgb.co.uk</a></td>
</tr>
<tr>
<td>Mick Bates</td>
<td>(Track Inspector)</td>
<td><a href="mailto:mick@scbgb.co.uk">mick@scbgb.co.uk</a></td>
</tr>
<tr>
<td>Jim McMillan</td>
<td>(Technical Advisor)</td>
<td><a href="mailto:jimm@scbgb.co.uk">jimm@scbgb.co.uk</a></td>
</tr>
</tbody>
</table>

**Other Contacts and Information Sources**

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peter Gregory</td>
<td>(ACU Environmental Advisor)</td>
<td><a href="mailto:pgregory@ntlworld.com">pgregory@ntlworld.com</a></td>
</tr>
<tr>
<td>Gary Thompson</td>
<td>(ACU Lead Child Protection Officer)</td>
<td><a href="mailto:gary@acu.org.uk">gary@acu.org.uk</a></td>
</tr>
<tr>
<td>Debbie Walsmsley</td>
<td>(ACU Medical Panel Secretary)</td>
<td><a href="mailto:dw@acu.org.uk">dw@acu.org.uk</a></td>
</tr>
</tbody>
</table>

1.0 Specifically the powers of the SCB are:

- To produce these regulations and have the sole responsibility for all or any dispensations
- To levy appropriate fees for licenses, registrations, permissions etc.
- To conclude agreements with the ACU, ASR, BSPA, SRA and other bodies as appropriate for the good conduct and furtherance of the sport.

1.1 **COMMUNICATIONS**

Communications to the SCB or ACU must be made by post or delivery to ACU House, Wood Street, Rugby, Warwickshire, CV21 2YX,(dually marked for the attention of either the ACU General Secretary or SCB Co-ordinator as appropriate) or by e-mail to SCB (info@scbgb.co.uk) or ACU (admin@acu.org.uk)

Communications from the SCB or ACU under these regulations shall be sent to the address (postal or email) as advised upon the Registration / Licence Application form for the current season, unless the SCB and/or ACU have subsequently been notified of a change in writing.
2. DEFINITIONS & ABBREVIATIONS
2.1 Where used in these Regulations, these terms have the following meaning.

Abandonment A Meeting, having commenced, is not completed.
ACU NSC National Sporting Code of the Auto-Cycle Union
Age The minimum age is the date when that age is reached, whereas the maximum age limit is determined as at 1st January in that year.
APD Additional Protective Device
Article Number (Art.No.) The number assigned to the Rule/Section in these Regulations.
ASR Association of Speedway Referees
Benefit Meeting A meeting awarded by GC for a deserving cause (e.g. injured rider).
Bonus Point Additional point awarded in a team event when a rider finishes immediately behind his team partner when in 2nd or 3rd position
BSPA British Speedway Promoters’ Association
Cancellation A meeting that is neither staged on the scheduled date nor re-staged.
Engine Cubic Capacity (cc) Volume (cubic cm) swept by the piston or other moving parts subjected to the force of the products of combustion in producing power.
Challenge / Open Meeting Any meeting, other than a competition listed in these regulations.
CoS Certificate of Sponsorship issued by the UKVI
Circuit Licence Certifies that a track is licenced by the SCB for speedway racing.
Competition Licence Issued by a recognised FMN to a rider (or passenger)
Day In season (is a calendar day), otherwise (is defined as a working day)
DBS Disclosure & Barring Service
Doctor A person registered as a Doctor with the General Medical Council (GMC) and holding a Licence to practice in the UK.
Exclusion Final and complete loss of all participation rights in any SCB activity
FIM International Fédération (Fédération Internationale de Motocyclisme)
FIM E FIM (Europe); an FIM Continental Union
First Aider A qualified person, holding as a minimum a current First Aid Certificate issued under the H & S (First Aid) Regulations 1981.
Fixture List The calendar of official fixtures published by the BSPA.
FMN Federation Motocyclisme Nationale, a National Federation.
Foreign Rider A rider who, whether or not is engaged by a British Promoter, is racing outside the territory governed by the rider’s FMN.
Gate Positions Identification used in these regulations: a) inside, b) 2nd gate, c) 3rd gate and d) outside: In a team meeting these are either (a) and (c) or (b) and (d)
General Council (GC) The assembly duly convened, by the BSPA (GC).
Golden Heats A series of heats, as an alternative to a Run-Off (Art 15.15).
Green Sheet A list issued periodically by the BSPA, of rider’s Meeting Average (MA)
Handicap A start, not from the Start Line, as permitted by Art 15.16 or an SR.
Heat A race over a specified number of laps of the track.
Homologation Approved by SCB and permitted for use.
HPC The Health and Care Professions Council (www.hpc-uk.org)
ISLB International Speedway League Bureau (FIM)
Incident Report Form A form that details track incidents as a result of a rider falling.
Lap The traversing of one circuit from the Start line to Finish line.
Lapped Rider A rider who is overtaken by one who has completed one more lap than the overtaken rider and must be disqualified.
League Points The points awarded to a team according to the result of the match.
Licence An SCB Licence (valid from 1st March-28th February the following year)
Licensed Official A person licensed by the SCB to officiate at a meeting.
Loan Agreement Arrangement between a rider and a promoter for a specified period.
MC The Management Committee (MC) of the BSPA General Council
Measurements The degree of accuracy is determined by how it is stated; to the nearest mm, it is shown as 10mm, whereas to the nearest 10th of a mm it is shown as 10.0mm.
Medical Officer (MO) A Doctor (GMC registered) or a Paramedic (HPC registered).
The Speedyway Regulations

Meeting
The duration from one hour prior to start time until the Referee's closing declaration (or if no declaration) when the stadium closes to the public

Meeting Certificate
A form on which the key licensed Officials declares to the Referee that all is in order for the meeting to commence.

Meeting Report
Completed by the Referee on completion of a meeting

Motorcycle
A two wheeled vehicle propelled by an engine

NDL
National Development League

Official
A person (licensed or unlicensed who may officiate at a Meeting

Official Fixture
Included in the BSPA published fixture list and approved by the SCB.

Paramedic
A qualified person registered with the HPC as a Paramedic.

Passenger
A person, other than the rider, aged 17+ years and weighing 45kg+.

Penalties
As detailed in Art. 3.3.

Permit
SCB sanction for Amateur, “Out of season” Meetings and Training Sessions. NB. Meetings listed on the BSPA Fixture List are Permitted.

Postponement
A meeting not staged on the fixed date, rescheduled for a later date.

Private Booking
Engagement of a rider for one or more competitions by a Promotion to whom the rider is not under agreement

Promoter
An individual approved by the BSPA and licensed by the SCB.

Promotion
A company, firm, club or other legal entity, recognised by the BSPA and SCB to stage speedway at a track having a current Circuit Licence

Referee Appointment Officer
An ASR Official responsible for Referee appointments to each meeting

Registered Rider
An SCB registered rider or passenger. NB Where reference is made to a rider, this equally applies to a passenger where appropriate.

Riders’ Agreement
An SCB approved form of agreement between a promotion and a rider.

Season
The period from March 15th (March 8th when Easter falls in March) to October 31st (both inclusive): Meetings may only be held outside this period where specific written permission of the SCB has been given.

Seeded
A rider or team shall be "seeded" when exempted from riding in a specified number of heats / rounds of a competition or Championship.

SCB Co-ordinator
Appointed by the members of the SCB, but in the absence of the Co-ordinator when fulfilling his disciplinary duties under these regulations the SCB Chairman will nominate a replacement.

SGB
Speedway Great Britain

SGBP
Speedway Great Britain Premiership

SGBC
Speedway Great Britain Championship

SGP
Speedway Grand Prix (FIM / IMG(BSI) World Championship Event)

SRA
Speedway Riders’ Association (a division of the World Speedway Riders)

SRBF
Speedway Riders’ Benevolent Fund; a registered charity.

Statement of Fact
Certain rulings made by a Meeting Referee, the BSPA MC (or a BSPA MC Member acting on behalf of the BSPA MC) or an SCB Officer are considered a Statement of Fact and no protest is permitted (Art 3.8.1).

Supplementary Regulations
Amendments and clarifications issued by the SCB that apply to either a meeting (or series) or for the remainder of the current season. These SR’s have the same standing as the Speedyway Regulations until the end of that season, when they will cease unless incorporated into the next seasons Speedyway Regulations.

Suspension
The loss of rights granted to SCB Registered / Licensed persons from taking part in any SCB activity for a specified period, the application of which, may be conditionally deferred for a period of up to 2 years

Team
Any 2 or more riders whose points are added together are a Team.

Testimonial/Farewell Meeting
Granted by the BSPA General Council (GC) to a rider

Time Allowance
An allowance, given at the Referee’s sole discretion, to signal the time before the next heat.

Training Session
As described in Article 22.1 of The Speedyway Regulations.

UKAD
UK Anti-Doping Organisation

UKVI
UK Visa and Immigration (a UK Government Agency)

Unauthorised Meeting
Any meeting not in accordance with these regulations

WADA
World Anti-Doping Agency
3A. **DISCIPLINARY and ARBITRATION CODE**

Note: Has been re-written to recognise the provisions of the ACU National Sporting Code (NSC).

3.1 The SCB has a duty to uphold those regulations, hence this Disciplinary Code.

3.1.1 In addition to any non-compliance to the Speedway Regulations, Supplementary Regulations, this Code cancels and replaces all prior publications. Changes may be made to this Code as the ACU or SCB deems necessary.

3.1.2 Proven violation, non-observance and breach of these regulations, SR’s, SCB Codes or other Official Notices so posted will be subject to this Disciplinary Code.

3.1.3 For the purpose of these regulations, a rider is responsible for any breach attributable to any member of his entourage.

3.1.4 In the case of a rider under 18-years-old, his/her Parent/Legal Guardian deems to bear mutual responsibility with that rider.

3.1.5 The SCB seeks to ensure that all eligible persons seeking to make an Appeal against a disciplinary sentence can do so.

3.1.6 The ACU Final Tribunal of Appeal (FTA) shall be the final arbiter on disciplinary matters.

3.2 **BREACH OF RULES**

In addition to any non-compliance to the Speedway Regulations, Supplementary Regulations, SCB Codes and/or other official Notices so posted, the following shall be a breach.

3.2.1 All conditions stated on official SCB Application Forms; (a) for a Riders Registration (b) for an Officials Licence or (c) for a Circuit / Track Licence.

3.2.2 Bribery, or attempt, directly or indirectly, to bribe any person having official duties in relation to a competition or meeting or the acceptance of or offer to accept a bribe or other consideration by such Official, an employer, an employee, a rider or sponsor.

3.2.3 Any attempt to influence improperly an Official in the course of their duties.

3.2.4 An action, having as its object the entry or participation in a competition of a rider or motorcycle known to be ineligible thereof.

3.2.5 Ungentlemanly conduct, fraudulent act or any proceeding in connection with a competition, meeting or of the sport of motorcycling generally.

3.2.6 Competing for, accepting or offering to accept, or advertising an award, in the nature of a Title or Championship, unless the award is recognised by the ACU, SCB or BSPA.

3.2.7 Any proceedings or acts prejudicial to the interests of, any part or body of the ACU, SCB, BSPA or of the sport of motorcycling generally.

3.2.8 Any act which is of a violent, threatening or abusive nature to any Official, rider or any other person. For the purpose of this Article, a prejudicial act shall be deemed to include (but not limited to) the non-payment of fines, Licence fees and Meeting fees.

3.2.9 The use of any accessible form of media to propagate foul, abusive or offensive language, profane activity or fraudulent comments against any rider, Official or member of the SCB or deemed to bring the ACU, SCB or BSPA into disrepute.

3.2.10 Failure to attend, withdrawing (or threatening to withdraw) from a Meeting duly listed on the Official Fixture List: In a Team Event this applies equally to Promoters and Team Managers as well as the riders. It also includes, but not limited to those occasions where a Team fails to meet the 2-minute time allowance on two occasions for the same heat, without just cause.

3.2.11 A Team, without just cause, that participates in a Meeting with a sub-standard Team Line-Up.

3.2.12 An Anti-Doping Offence, that is the occurrence of one or more of the anti-doping rule violations are:

a. the presence of a prohibited substance or its metabolites or markers in the body
b. the use or attempted use of a prohibited substance or a prohibited method
c. the possession of prohibited substances and methods

(refer to Article 23, Appendix E for more details, including the Testing Procedures)
3.3 PENALTIES
The penalties that may be applied may be one or more of the following:
Warning Can be made privately or publicly
Fine Cash penalty
Point penalty Removal of points scored
Handicap Applied for a Starting offence (Art 15.3)
Disqualification From practice, a heat, the meeting or the results
Suspension / Exclusion see Definitions and Abbreviations
Exclusion see Definitions and Abbreviations

Certain offences carry mandatory penalties, whilst fines will not normally be awarded against non-licensed Officials.

3.3.1 Plurality of Penalties
a) An offender may have several penalties imposed according to the circumstances.
b) Certain penalties entail suspension of the SCB Licence or Registration until any penalty imposed has been satisfied.

3.3.2 Payment of Fines and Costs
Responsibility to pay fines and/or costs is with the individual or body on whom it was imposed. If a penalty is definitive, the SCB office will confirm the details and the payment methods available. If either the fine and/or costs are not paid within 30 days of notification of the decision, it will result in the person or body being automatically suspended from participation in all SCB activities and result in further disciplinary action being taken.

3.3.3 Reciprocity of Penalties
In all cases where an SCB Registered Rider is subject to discipline their FMN will be notified.

3.3.4 Re-Run
No judicial authority shall have the power in its judgement on a Protest or Appeal to order either a partial or the whole of a competition, that has been completed to be run again.

3.3.5 Law of Mercy
The ACU Board of Directors after consultation with the SCB Chairman or by a proposal from the latter may recommend to the ACU National Council that a penalty having exhausted all the appeal procedures be mitigated or completely quashed.

3.3.6 Right of Appeal
A Person or Body upon whom a Penalty has been imposed has a right of Appeal as detailed in these Regulations.

3.4 The Disciplinary Body
(Individual, Group or Court) who may impose penalties for a breach of the rules are:

3.4.1 The Meeting Referee, who has authority during a Meeting, without prejudice to Art 3.3.1 to impose a warning, a fine (subject to the provisions of Article 23 / Appendix A), a handicap and/or disqualification from the practice, heat or meeting.

3.4.1.1 The Referee, having imposed a Penalty must:
a) immediately inform the Clerk of Course of any Penalty imposed upon a rider, who must then communicate the details immediately to the rider and Team Manager.
b) where a penalty is imposed upon an Official, inform that Official immediately.

3.4.1.2 The Referee, having imposed a penalty may also refer the matter to the SCB Co-ordinator, if a higher penalty appears appropriate than he is permitted to levy.

3.4.2 The SCB Co-ordinator has the authority where a disciplinary matter is referred, to determine the course of action to be taken, that may be
a) the imposition of a Penalty
   or
b) the escalation of the Disciplinary procedure by raising a formal Charge to be heard by he SCB Court.

3.4.2.1 The Penalties the Co-ordinator may impose without prejudice to Art. 3.3.1 are:
   A Warning
   A fine, subject to a maximum of £1000
   A suspension, provided at least two (2) other SCB Officers agree, subject to a maximum of 30 days, that may be suspended for up to one (1) year.
   A suspension may be applied, pending an SCB Court hearing.

3.4.3 The SCB Court, which shall be composed of a minimum of 3 persons appointed by the SCB Members, the majority of whom must be SCB Members.
3.4.3.1 The SCB Co-ordinator and SCB Administrator (or nominated replacements) will be in attendance at all sittings of the SCB Court.

3.4.3.2 The SCB Court will sit as a Disciplinary Court (Art 3.5), as a Court of Arbitration (Art 3.6) and as a Court of Appeal (Art 3.7).

3.5 The SCB COURT (sitting as a Disciplinary Court)

3.5.1 Summons
If, in the view of the SCB Co-ordinator or the SCB Members, a licensed person or body has breached the SCB Regulations, they will be summoned to attend an SCB Court. A minimum of (4) four weeks’ notice of the Court date will be given, that must be adhered to unless there are extenuating circumstances. The summons will state the nature of the breach, the names of those forming the SCB and details of the penalties that can be imposed. Up until 14 days prior to the SCB Court, the defendant can state an objection to any member of the SCB Court, other than the Chairman of the SCB, who will have the sole discretion to make any changes to the SCB Court deemed necessary to ensure a fair hearing.

3.5.2 Right to a Hearing
It shall be the right of any person or body charged with a breach of these Regulations to make a defence either in person or by proxy. The party has the right to be represented by one defence counsel of its own choice and at its own expense. Notice must be given to the SCB at least 14 days prior to the Court hearing of any counsel being utilised in order that all bodies involved in the case can be notified. Failure to do so can lead to the Court objecting or upholding an objection to such representation. Similar notice must be given of any witnesses being called. The Court may propose the hearing takes place by means of a conference call, or through other means of electronic communication, although such method shall only take place with the consent of all parties involved.

3.5.3 The Hearing
The Hearing shall be open unless the SCB Court, in exceptional circumstances, decides otherwise. The defendant may waive its right to appear but, even if the defendant or its proxy fails to attend, the Court is still empowered to pass judgement. The Court Chairman will open proceedings by asking the SCB Co-ordinator to detail the nature of the summons. The Court has no authority to oblige persons attending to swear an oath, therefore testimony shall be freely given. The defendants and any other parties involved in the proceedings will then be invited to state their case without any witnesses being present. After statements of the parties concerned are made, the Court will hear any witnesses and experts in order to complete the evidence. The parties involved in the case shall have the right to question all witnesses and experts on their evidence. Any member of the Court may, at any time during the hearing, and with the Chairman’s approval, question any of the parties, witnesses and experts involved.

3.5.4 Witness and experts
Each party is responsible for the convening, appearance and expenses, unless the Court orders otherwise of its own witnesses. Witnesses may only testify to the facts they know and shall not be allowed to express an opinion unless the Court regards them as experts on a particular subject and ask them to do so. Having made their statements, witnesses may not leave the courtroom nor are they allowed to speak to any other witnesses who still have to give evidence. The Court may summon experts or witnesses.

3.5.5 Judgement, notification and publication
Decisions of the Court will be reached in camera by a simple majority of votes. Members have equal voting rights. Abstentions are not permitted. Each member of the Court is bound to keep any and all deliberations confidential. Any penalties imposed will be made after consultation with the SCB Co-ordinator and any other suitably experienced person. All judgements of the Court will be notified in writing. The Court has the right to publish or have published its judgements quoting any relevant information, including the names of the parties involved. Persons or bodies quoted in any public statements made have no right of action against the SCB nor against any person responsible for publishing any statement.

3.5.6 Costs of Procedure
The costs of a Disciplinary procedure will be assessed by the ACU General Secretary and unless the Court decides otherwise, be awarded against the losing party. In cases involving voluntary un-licensed Officials the costs may be awarded against the body which appointed the Official concerned at the discretion of the Court.
3.5.7 Arbitration Clause (takes precedence over Art 3.3.6)
Decisions made by the SCB Court acting as a Disciplinary Body can be appealed under the
Protest and Appeal Code, but shall not be subject to appeal in the ordinary courts. Such
decisions must be referred to the Sports Resolution (UK) Authority which shall have exclusive
authority to impose a definitive settlement in accordance with the Code of Arbitration applicable
to sport.

3.6 The SCB Court (sitting as a Court of Arbitration)
3.6.1 Jurisdiction
The SCB Court is the sole authority to arbitrate on Internal Disputes referred to it, that have
been accompanied by the appropriate fee. Upon accepting the matter for arbitration, the SCB
will issue a Notice to those Parties it considers to be involved. All Parties confirmed to be
involved in the Arbitration Process must agree to be bound by the Courts’ ruling. Having
received that agreement, a minimum of (4) four weeks’ notice of the Court date will be given,
and must be adhered to unless there are extenuating circumstances. The Summons will state
the nature of the arbitration and an outline of the breach and the decisions that can be reached.
It will also state the names of those forming the SCB Court. Up until 14 days prior to the Court,
those summoned can state an objection to any member of the Court, other than the Chairman
of the SCB, who will have the sole discretion to make any changes to the Court deemed
necessary to ensure a fair hearing.

3.6.2 Right to a Hearing
It shall be the right of any person or body affected by the matter set for arbitration to state their
case either in person or by proxy to the SCB Court. A party, or parties (if a joined Arbitration
matter) has the right to be represented by a single advocate (counsel) of its (their) own choice
and at its own (their) expense. Notice must be given to the SCB at least 14 days prior to the
Court hearing of any counsel being utilised in order that all persons and bodies involved in the
process can be notified. Failure to do so can lead to the Court upholding an objection to such
representation. The Court may propose the hearing takes place by means of a conference call,
or through other means of electronic communication, although such method shall only take
place with the consent of all parties involved.

3.6.3 The Hearing
The Hearing shall be open unless the SCB Court, in exceptional circumstances, decides
otherwise. The parties, or their counsel or proxy must attend the Court and should they fail to
do so the Court will be still empowered to pass judgement. The Chairman of the Court will open
proceedings by asking the SCB Co-ordinator to detail the nature of the arbitration. The Court
has no authority to oblige persons attending to swear an oath, therefore testimony shall be
freely given. The parties involved in the proceedings will then be invited to state their case,
following which the parties involved shall have the right to question other parties on their
 testimony. Any member of the Court may, at any time during the hearing, and with the
Chairman’s approval, question any of the parties involved.

3.6.4 not used

3.6.5 Judgement, notification and publication
A judgement of the Court will be reached in camera by a simple majority of the Members’ votes;
all Members have equal voting rights and abstentions are not permitted. Each member of the
Court is bound to keep any, and all deliberations confidential. All decisions of the Court will be
notified in writing. The Court has the right to publish, or to have published its judgements
quoting any relevant information, including the names of the parties involved. Persons, or
bodies quoted in any public statements have no right of action against the SCB nor against
any person responsible for publishing any statement.

3.6.6 Costs of Procedure
Each party shall be responsible for their own costs. The costs of the Arbitration procedure will
be set against the Fee paid with the initial request, and after all costs are assessed by the ACU
General Secretary, any shortfall will be awarded against the losing party unless the Court
decides otherwise.
3.6.6.1 Payment of Costs and Awards
Awards and/or directives must be paid/carried out within the timescale laid down; costs awarded that are not paid within 30 days of notification of the decision will be a breach of these regulations and will result in the person or body being automatically suspended from participation in all SCB activities and result in further disciplinary action being taken.

3.6.7 Arbitration Clause (takes precedence over Art 3.3.6)
Decisions made by the SCB Court during the Arbitration process are binding and shall not be subject to any other body, save the Sports Resolution (UK) Authority which shall have exclusive authority to impose a definitive settlement in accordance with the Code of Arbitration applicable to sport.

3.7 The SCB (sitting as a Court of Appeal)

3.7.1 Jurisdiction
The SCB Court has the authority to hear appeals against decisions made by:
   a) The BSPA Management Committee
   b) The SCB Co-ordinator

3.7.1.1 Procedure
The procedure is as laid down in Article 3B (Protest and Appeal Code)
A minimum of 4 (four) weeks’ notice of the Court date will be given, and must be adhered to unless there are extenuating circumstances. The notice will state the nature of the appeal being held and the range of decisions that can be made by the Court. It will also state the names of those forming the SCB Court. Up until 14 days prior to the SCB Court, the defendant can state an objection to any member of the SCB Court, other than the Chairman of the SCB, who will have the sole discretion to make any changes to the SCB Court deemed necessary to ensure a fair hearing.

3.7.2 Right to a Hearing
It shall be the right of any appellant to make a defence either in person or by proxy or by letter to the SCB Court. The appellant has the right to be represented by one defence counsel of its own choice and at its own expense. Notice must be given to the SCB at least 14 days prior to the Court hearing of any counsel being utilised in order that all bodies involved in the case can be notified. Failure to do so can lead to the Court objecting or upholding an objection to such representation. Similar notice must be given of any witnesses being called. The Court may propose the hearing takes place by means of a conference call, or through other means of electronic communication, although such method shall only take place with the consent of all parties involved.

3.7.3 The Hearing
The Hearing shall be open unless the SCB Court, in exceptional circumstances, decides otherwise. As stated, the appellant may waive their right to appear but, even if the appellant or their proxy fails to attend the Court, the Court is still empowered to pass judgement on the matter raised unless the appeal has been withdrawn prior to the hearing.
The Chairman of the SCB Court will open proceedings by asking the SCB Co-ordinator to detail the nature of the appeal. The SCB Court has no authority to oblige witnesses to swear an oath, therefore testimony shall be freely given. The appellant and any other parties involved in the proceedings will then be invited to state their case without any witnesses being present. After statements of the parties concerned are made, the SCB Court will hear any witnesses and experts in order to complete the evidence. The parties involved in the case shall have the right to question all witnesses and experts on their evidence. Any members of the SCB Court may, at any time during the hearing, and with the Chairman’s approval, question any of the parties, witnesses and experts involved.

3.7.4 Witness and experts
Each party is responsible for the convening, appearance and expenses (unless the SCB Court orders otherwise) of its own witnesses. Witnesses may only testify to the facts they know and shall not be allowed to express an opinion unless the SCB Court regards them as experts on a particular subject and ask them to do so. Having made their statements, witnesses may not leave the courtroom nor are they allowed to speak to any other witnesses who still have to give evidence. The SCB Court may summon experts.

3.7.5 Judgement, notification and publication
Decisions of the SCB Court will be reached in camera by a simple majority of votes. Members have equal voting rights. Abstentions are not permitted. Each member of the SCB Court is bound to keep any and all deliberations confidential. All judgements of the SCB Court will be notified in writing. The SCB Court has the right to publish or have published its judgements quoting any relevant information, including the names of the parties involved. Persons or bodies quoted in any public statements made have no right of action against the SCB nor against any person responsible for publishing any statement.

3.7.6 Costs of Procedure
The costs of the Appeal procedure will be assessed by the ACU General Secretary. Should the Appeal fail these costs, in addition to the forfeit of the Appeal Fee, shall be due from the Appellant unless the Court decides otherwise.

3.7.7 Further appeal
There is a right of appeal from the SCB Court of Appeal to the ACU (FTA) refer to Article 3B.
3B. PROTEST and APPEAL CODE

Note: Has been re-written to recognise the provisions of the ACU National Sporting Code (NSC).

3B.1 Any Award gained by a rider or Team against whom a Protest has been lodged shall be withheld until the Protest has been adjudicated upon and the time limit for any Appeal has expired without notice of Appeal being given.

3.8 Right of Protest
A rider or licensed Official directly affected by a decision concerning a Meeting held under these Regulations has the right to Protest.

3.8.1 No Protest can be lodged against a Statement of Fact; these are specifically:
   a) A Referee’s ruling on a heat result (Art 15.10)
   b) A Referee’s ruling on a Technical matter (Article 10).
   c) A BSPA ruling on a rider’s (re) Grading/Assessed MA (Art 16.2.2)
   d) A BSPA / BSPA MC Member’s ruling on a Team Line-Up, prior to the start of a Meeting
   e) A Referee’s ruling on a Team Line-Up, prior to the start of a Meeting, if not ruled at
      Art 3.8.1 (d)

3.8.2 The procedure and Time Limits for Protests to the Meeting Referee
   a) A Protest must be in writing, relate to a single issue only, be accompanied by the correct
      fee and signed by the person directly affected.
   b) A Protest (which may initially be verbal with a promise to pay the fee) concerning a specific
      heat must be made before the start of the next heat
   c) A Protest concerning the Final heat must be made within 5 minutes of the finish of that heat.
   d) In the event that it is too late to obtain a BSPA ruling for Team Line-Ups notified less than
      28 hours before the Meeting start Time, a Protest must be lodged within 4 hours of the
      notification being made, and in all cases, no later than 2 hours prior to the Meeting start
      Time

3.8.3 The Protest Fees
The Protest Fee is £50, but where it concerns a Motorcycle or its component parts
including the Engine, Fuel, Silencer or Tyres an additional £500 deposit applies.

3.8.4 Hearing of a Protest
The Referee must make a decision on a Protest presented during a Meeting, based upon
the provisions of the SCB Regulations, its Appendices and any SR’s.

3.8.4.1 The effect of the Referee’s decision on the determination of the outcome is immediate.

3.9 Procedure and Time Limits for Protests to the BSPA MC, limited to Team Notifications Art. 16.4.4.
   a) A Protest must be in writing, relate to a single issue only, be accompanied by the correct
      fee and signed by the person directly affected.
   b) A Protest against the legality of a Team Line-Up within the following timescale:
      i) For Team Line-Ups notified / changed at any time up to 28 hours before the Meeting
         Start Time, a Protest must be lodged at least 24 hours prior to the Meeting start Time.
      ii) For Team Line-Ups notified less than 28 hours before the Meeting Start Time, a Protest
         must be lodged within 4 hours of the notification being made, and in all cases, no later
         than 2 hours prior to the Meeting start Time

3.10 Right of Appeal (Disciplinary Matters)
The provisions concerning Appeals against Disciplinary decisions incurring one of the
penalties stated in Art. 3.3 are as follows:
   a) Against a decision of the Referee to the SCB Co-ordinator
   b) Against a decision of the SCB Co-ordinator to the SCB Court **
   c) Against a decision of the SCB Court to the ACU (COE)
   d) Against a decision of the ACU (COE) to the ACU (FTA)

** For full details refer to Article 3.7

3.10.1 Procedure
All appeals must be submitted in writing, refer to a single subject only, be accompanied by the
correct Appeal Fee and signed only by the person directly concerned.
3.10.2 Time Limit
All times shall be determined by use of the postmark, dispatch note, email date/time and the Time Limits referred to are calculated from the time when the decision was notified.
The time limit for lodging a Statement of Appeal against the decision:
- Of the Referee to the SCB Co-ordinator: 24 hours
- Of the SCB Co-ordinator to the SCB Court: 5 days
- Of the SCB Court to the ACU (COE): 5 days
- Of the ACU (COE) to the ACU (FTA): 5 days

3.10.3 If an Appeal is received out of time the SCB Co-ordinator / ACU General Secretary (as appropriate) is empowered to declare the Appeal inadmissible without a Hearing.

3.10.4 Appeal Fees
The Appeal fees required to appeal against a decision are:
- Against a decision of the Referee to the SCB Co-ordinator: £150
- Against a decision of the SCB Co-ordinator to the SCB Court: £300
- Against a decision of the SCB Court to the ACU (COE): £500
- Against a decision of the ACU (COE) to the ACU (FTA): £5000 *

*Exceptionally if the Appellant, who is a Licensed Official / Competitor and is making a 1st time Appeal against a decision of the ACU (COE) to the ACU (FTA) the fee is £500.

3.10.5 Fees Payable upon an Adjournment
If an adjournment to call further witnesses is requested by one of the parties involved, this party must provide an additional financial guarantee within a time set by the Appeal Court. The hearing will not be continued until this guarantee has been paid and if not paid within the time limit the Appeal Court will make a determination of the appeal based on the evidence of the original witnesses.

3.10.6 If an Appeal is withdrawn prior to a hearing the appeal fee will be forfeited.

3.10.7 The Time Limits for the Hearing of an Appeal following receipt of the Statement of Appeal
- by The SCB Co-ordinator: 10 days
- by the SCB Court: 4 weeks
- by the ACU (COE): 4 weeks
- by the ACU (FTA): 8 weeks

3.11 Right to Arbitration by an SCB Court (non-disciplinary matters; i.e. Internal disputes)

3.11.1 Refer to Article 3.6 for full details of the procedures, noting that an initial request for Arbitration must be submitted in writing, refer to a single subject only, be accompanied by the £600 fee and signed only by the person directly concerned. If in connection with a previous ruling this request must be made within 4 weeks of that ruling. If the request is subsequently withdrawn or disallowed under the Regulations, the fee will be forfeited.

3.11.2 The Time Limits for the hearing at a Court of Arbitration shall be no more than 8 weeks from the date of the request.

3.12 ACU Courts as part of the SCB Appeal Process.

The ACU (COE) Court of Enquiry, referred to elsewhere in these Regulations is composed of three (3) Members from the ACU Judicial Panel appointed by the ACU General Secretary.

The ACU (FTA) Final Tribunal of Appeal Composed of three (3) Members appointed by the ACU General Secretary, at least one of whom will be legally qualified. No Member who has previously dealt with the case in question may be appointed.

(This Tribunal is the final Appeal body of the ACU against any and all decisions taken by an SCB or ACU Court)
5. ORGANISATION, INSURANCE, FINANCIAL and LEGAL

Whilst the SCB delegates day to day organisation of Speedway racing to the BSPA, it nevertheless imposes mandatory requirements on a Promotion (Premiership, Championship and National Development League) or Associate (Amateur or Training Track) of the need to discharge their duties in a uniform manner.

5.1 Clubs, Individuals or Organisations that stage League Speedway must be Members of the BSPA, others operating Training Tracks must obtain Associate Membership to operate under the auspices of the SCB (BSPA Membership is recommended but not mandatory) and must comply fully with all aspects of SCB Regulations and those that organise Amateur Events need not be in BSPA Membership, although riders taking part in Amateur events so staged shall not be contracted to any Premiership, Championship, or National Development League Team (see also Art. 22.2).

5.1.1 Clubs, Individuals or Organisations applying to be a Promoter (Promotion), Club or Associate and recognised under these Regulations may be required to deposit with the BSPA such monies or forms of guarantee as the BSPA may specify from time to time.

5.1.2 The BSPA (and/or exceptionally the SCB) will make such enquiries as necessary to ensure the financial stability and good repute of applicants requiring a Bond to be deposited with the BSPA. The BSPA MC may from time to time order additional guarantees to be deposited.

5.1.3 The BSPA only, are authorised to sanction the use of the name of an historical team.

5.2 Promotions must have effective Insurance cover for Personal Accident, Employers Liability and Public and Product liability and be responsible for the timely payment of all premiums.

5.2.1 It is preferred that such Insurance cover is arranged through the approved BSPA Brokers, but should that not be so then prior approval must be sought from the SCB.

5.2.2 Insurance cover for Referees and Officials officially appointed to the meeting by the SCB and SCB Members and Officers attending a meeting/training session will be provided by the ACU.

5.2.3 Riders may be required to contribute towards the cost of Personal Accident insurance.

5.2.4 Personal Accident insurance shall cover all riders and all non-SCB appointed Officials (both licensed and non-licensed) against the risk of Personal Accident.

5.2.5 Insurance to a “Limit of Indemnity” of £10,000,000 for any one claim or series of claims must be held for Public and Product Liability and Employers Liability.

5.2.6 Medical Malpractice Insurance for volunteer individual HPC (Health and Care Professions Council) registered Paramedics, RCN (Royal College of Nursing) registered Nurses, other Medical assistants and Junior Doctors with full GMC (General Medical Council) registration (but not GP’s (General Practitioner) or Consultants), who may be paid expenses. NB. All medical staff attending in a commercial capacity must hold their own Medical Malpractice insurance.

5.2.7 SCB registered riders, declared in a Premiership, Championship or National Development League team, taking part in a meeting are covered by Personal Accident Insurance. Only riders contracted to a BSPA Promoter are covered at a Training Session, Amateur meeting or the 2nd half of any Meeting. The level of cover so provided is dependent upon the league and the rider’s age.

5.2.8 Riders taking part in a Training Session, Amateur meeting or a 2nd half, must be SCB Registered or hold a One Event (Training) Registration AND must check that insurance has been arranged by the Promotion or Training School operator before commencing to ride.

5.2.9 Details of benefits available to all riders is available upon request from their Promoters and riders are urged to check the level of insurance cover arranged so they can make personal arrangements for additional cover if appropriate.

5.2.10 In the event of a potential claim, of any type, arising out of any of the above policies, the Promoter / Organiser must notify the Insurers without delay AND additionally advise the SCB office in writing within 72 hours.

5.3 The staging Promotion is responsible for the payment of SCB invoices, fines, insurance premiums, BSPA meeting fees and prize (points) money. Additionally, in the event that a Meeting is postponed (after 09:00 or other such time as mutually agreed) or abandoned, they must reimburse the travel expenses incurred by the visiting team for the re-staging.

5.3.1 The SCB may order annulment of a League Teams’ Promotion in the event of: -

   a) resignation by that team
The Speedway Regulations

b) where outstanding debts are in excess of the Bond

c) the Circuit Licence is suspended or revoked

d) the team cannot complete their fixtures. In these cases, the BSPA will be solely responsible for the administration and arbitration of all matters, including the setting of rider / Promotion valuations, retaining in their possession all monies which have been received until satisfied that all debts due under these regulations or any rider’s agreements have been discharged.

5.3.2 In the case of a former Promoter / Promotion who has operated to the reasonable satisfaction of the SCB and BSPA, the BSPA may at their discretion pay over to the said Promoter / Promotion the whole or part of fees received.

5.3.3 Nothing in these regulations shall be held to relieve the defaulting Promotion of its liability to pay the agreed monies owed as determined by the BSPA guidelines.

5.3.4 The proceeds of fines imposed by Referees for Disciplinary matters will be for the benefit of the SRBF (Speedway Riders Benevolent Fund), whereas proceeds from fines imposed by Referees for non-attendance / late arrivals etc. and from all fines, imposed by the SCB Coordinator or an SCB Court together with forfeited Protest & Appeal fees will be remitted to the SCB.

5.4 HEALTH and SAFETY

5.4.1 All meetings and training sessions are subject to the Health & Safety at Work Act: Promotions, Clubs or Associate Members must carry out risk assessments on a regular basis and when requested, copies must be forwarded to the SCB, BSPA or Insurance Companies.

5.4.2 Risk Assessments must be made for all aspects of a meeting, and specifically include:

   a) Entrances/exits to the stadium, including the car park, lighting, signage etc.

   b) Movement of people and machinery in the Pits Area, and onto the Track, including plant equipment, riders, Officials, spectators and visitors) who may be on the Infield or Track and also in the event of a track racing accident.

   c) The safety of spectators in the public areas.

If Risk Assessments are incomplete please be aware that insurance cover may become null and void.

5.4.3 Staff training, issues arising, changes made in respect of Health and Safety matters must be documented and the need for everyone to exercise a “Duty of Care” must be made known.

5.4.4 No Motorcycle may be ridden on the Infield nor in the Pits (except the designated area)

5.4.4.1 Personnel on the Infield will be required to respect the various areas marked on the Infield (the 4-metre & 10-metre lines and spectator viewing area (See also Art 9.2.5.1) as determined by the Promotion.

5.5 CHILD PROTECTION POLICY

5.5.1 This Policy is available at http://www.acu.org.uk/ACU-Child-Protection-Statement.aspx

5.5.2 Every Organisation licensed by the SCB must implement this Policy and all riders, Officials and Spectators must abide by this Policy. Instances of non-adherence must be reported to the Clerk of Course.

5.6 MEETING, AMATEUR MEETINGS and TRAINING SESSION PERMITS

5.6.1 A Permit is required to stage a Meeting, an Amateur Meeting or Training Session to be held at a Track on a date other than that listed on the official BSPA Fixture List.

5.6.2 An Application, on the approved form (available to download from the SCB Website) must be made at least 21 days in advance.

5.6.3 Permits for an “Out of Season” meetings are limited to a single Meeting being held in either December or January and to two indoor Meetings in November and February.

5.6.4 Fees, where applicable are as per Article 23, Appendix B.
6. RIDERS CONTRACTS

6.1 RIDERS CONTRACTS
6.1.1 The BSPA will maintain a Register of Riders’ Agreement as every rider contracted to a Team shall have a duly completed Riders’ Agreement.
6.1.2 Supplementary agreements between a Promotion and rider are not recognised.
6.1.3 Payments in cash or kind and any other form of inducement, other than those in accordance with the terms of the Riders’ Agreement, that are made or offered directly or indirectly by any Promoter, Official, Agent of other person to a rider with the intention of influencing the result of a heat or heats, shall be deemed to be conduct prejudicial to the sport.
6.1.4 Foreign riders must have Start Permission from their own Federation and those without the “right to work”, must hold a Tier 2 (Sportsperson) or Tier 5 (Temporary Worker) CoS to partake in British Speedway before being declared in a Premiership or Championship Team.

6.2 LOANS AND TRANSFERS AND PROMOTERS RETAINED LIST
6.2.1 The BSPA will maintain, manage and approve all rider Transfers and Loans, in accordance with the BSPA Rules and Regulations and administer Promotions Retained Lists, subject to:
6.2.2 A rider under agreement for a minimum of 8 months, having been the subject of a Transfer, not requested by the rider, shall either receive a % of the transfer fee, (10% plus 2.5% for each previous 8 months of continuous service) or choose to maintain “Continuous” Service.
NB. Following a Testimonial, continuous service is calculated from that date. Liability to pay the riders % of the transfer fee lies solely with the Selling Promotion.

6.3 A rider seeking a transfer, must put such a request in writing and forward a copy to both his Promoter and the BSPA, and will remain in force until it is cancelled in writing by the rider.
6.3.1 A Promotion shall be permitted three (3) months to negotiate a transfer, except that if a request is made out of season, the Promotion shall have until 1st March to affect a transfer, provided the Promoter has a minimum of three (3) months.
6.3.2 Thereafter the rider may apply to the SCB for settlement by arbitration.
6.3.3 The SCB shall decide if it is in the best interests of the sport that the rider be transferred and consider so far as is possible, the wishes of the rider and the transfer fee.
6.3.4 No currently licensed Official (except the seller/buyer) or registered rider is permitted to act as an Agent or negotiate for another rider during the Season.
6.3.5 Any party to a proposed transfer who is:
a) directly aggrieved by the consent or refusal of the BSPA to sanction a transfer, or
b) where there is a dispute as to the transfer fee, may apply in writing with a non-refundable £300 fee for settlement by the SCB.

6.4 If a Promotion ceases to operate, and/or the SCB order an Annullment, riders on that Promotion’s Retained List shall revert to the BSPA and transfers take place as per Art 6.2.2.
6.4.1 Any transfer effected within the month preceding an annulment or change of Promotion may at the discretion of the BSPA or SCB be annulled.

6.5 Applications for a Testimonial, Farewell or Benefit Meeting on behalf of a rider must be made to and approved at the BSPA AGM.

6.6 A team of riders may not be transferred from one Promotion or Track to another without prior consent of the SCB and BSPA, which will only be given in exceptional circumstances.

6.7 The permission of the Promotion on whose Retained List a rider appears must be sought before being loaned to another Promotion.
7. **ENVIRONMENTAL CODE**

Realisation that society is rapidly destroying natural resources and polluting the environment to meet its own needs has now spread from pressure group thinking to the mainstream. In particular, increasing attention is being paid to the concept of sustainable development that meets the needs of the present generation, without compromising the ability of future generations, to meet their own needs. All activities have an impact on the environment, through the resources they use, the process they undertake and the waste created. Pressures to change our way of operating are now being brought to bear on all types of sport and recreation. Speedway racing is an important part of national and international sporting calendars, attracting an increasing audience and producing significant economic effects.

The SCB has two major objectives in developing this Environmental Code by a) encouraging Promotions to manage in a way that is sustainable for the environment and b) allowing Promotions to demonstrate to Local and National Governments that it is a responsible Member of the community, with the ability and willingness to contribute to the protection of critical aspects of the environment. This Code seeks to improve the relationship between Speedway and the community by paying particular attention to a) noise, fuel, protection of the ground, waste disposal and cleaning and b) the behaviour of all persons involved (directly or indirectly) e.g. spectators, promoters, riders, track managers etc.

7.1 SCB appointed Environmental Audit Officials may inspect and report on a Promotions adherence to this Code. S/he shall have access to all information.

7.2 Track Environmental Marshals shall make recommendations in respect of improving the environmental conditions by riders, Officials and spectators.

7.3 Noise is a particular problem, although not limited to that produced by the motorcycles, steps must be taken to: (a) avoid all unnecessary running of engines, (b) ensure that the sound levels of motorcycle exhausts are in accordance with the Speedway Regulations, (c) ensure the Public Address System is used in a manner that doesn't cause offence or annoyance, specifically position speakers so that the sound of commentary and music is directed towards the infield and (d) that air horns, if permitted do not cause annoyance to local residents.

7.4 Fuel and oil must be handled in the correct manner, particularly in a way that avoids spillage.

7.5 Protection of the ground is a significant area in which the following matters are mandatory.

7.5.1 Riders must take effective measures to prevent leaks of fuel, oil, cleaning and degreasing fluids into the ground or vapour into the air.

7.5.2 Riders must supply and use an Environmental Mat that is absorbent, (one for each motorcycle taken into the pits) that measures a minimum of 1.60 x 0.75 metres.

7.6 Waste Disposal must be correctly managed with suitable containers being provided throughout the Stadium. Particular attention is required in the pits area in respect of waste oil, fuel, general waste, environmental mats and tyre disposal.

7.7 The cleaning of motorcycles is not permitted unless designated facilities are provided. In all cases the use of water without the addition of chemical products is recommended.

7.8 Other main duties of a Promotion are to ensure that:

7.8.1 Advertising posters are not posted in inappropriate places or to trees in particular, neither distribute leaflets or pamphlets onto parked cars.

7.8.2 Any time limitation or curfew is adhered to.

7.8.3 Spectators do not park in an irresponsible or dangerous manner.

7.8.4 Clean toilet facilities (male and female) are available to riders, Officials and spectators.

7.8.5 Deliveries of shale, dressing or other material for track preparation are checked for possible pollution before use.

7.8.6 Entries in the Track Log Book must be made detailing: a) Meeting (start and finish times), b) Training Sessions, c) issues arising, d) noise checks undertaken, e) spillages, f) shale deliveries, g) tyre, oil and waste disposal, h) visits from Council Officials, Councillors etc., i) improvements made in respect of environment issues and any other environmental matters.
8. **MEDICAL CODE**

Speedway racing is potentially dangerous, therefore care regarding the quality of medical facilities, medical personnel and the fitness of riders is necessary, hence this Code sets out the minimum requirements necessary.

8.1 Every rider taking part in speedway events must be medically fit, not under the influence of alcohol or prohibited drugs, and certifies this at the time of signing-on at a Meeting or Training Session. Riders, having signed-on may be required to undergo a medical examination to confirm both their physical and mental fitness. A failure or refusal to undergo an examination will result in immediate disqualification from the Meeting or Training Session.

8.1.1 Where a rider is withdrawn from a Meeting, due to injury all instructions given by the Medical Officer and noted on the Injured Riders Certificate must be adhered to.

8.1.2 Where a rider suffers Concussion at a Meeting then a fixed period of Suspension will be automatically applied to the riders SCB Registration and the riders FMN will be notified. The minimum period of Registration / Licence suspension will be:

- Over 20 years of age: 9 days (or more if so indicated by the MO)
- 16-19 years of age: 12 days (or more if so indicated by the MO)
- 15 years old and under: 23 days (or more if so indicated by the MO)

8.1.3 Riders, having served the mandatory suspension or other instructions so given regarding other injuries must provide written evidence from their own GP, Surgeon, Specialist or the Meeting Medical Officer, that they are fit to ride prior to resuming racing.

8.2 The **minimum** Personnel and Facilities required at a Speedway Meeting (including an Amateur Meeting) are:

- one (1) Medical Officer
- one (1) Ambulance with a Driver and Attendant
- one (1) Medical Treatment Facility
- four (4) Fist Aid Staff

The minimum Personnel and Facilities required at a Training Session (but not one that also includes a Meeting of any sort) is one (1) Medical Treatment Facility plus 2 First Aid Staff.

8.2.1 The Medical Treatment facility may be a 2\textsuperscript{nd} fully equipped Ambulance or a designated Medical Room, with good access, is well lit, dry, windproof and heated with curtains or similar at all windows, has a chair/couch or similar, a supply of basic medical equipment and facilities for hand washing with hot and cold water. NB. If this is a 2\textsuperscript{nd} Ambulance appropriately qualified persons must be available to supervise a casualty.

8.2.2 NB. A Flag Marshall, whose sole responsibility is to signify the stoppage of a heat, may also act as a First Aider.

8.3 The Medical Officer can be either a Doctor or a Paramedic. Nevertheless, where a Doctor is present, s/he will be the Medical Officer, and in the case of 2 or more Paramedics being in attendance, the one that signs the Meeting Certificate assumes the role of Medical Officer. A doctor must have Medical Malpractice Cover appropriate for pre-hospital immediate care, (NHS Crown Indemnity is not applicable) and must not be subject to working in a GMC Approved Practice Setting (APS). A Paramedic must hold appropriate Personal Medical Malpractice Insurance cover.

8.4 Doctors, Paramedics and First Aid personnel must be in attendance 30 minutes before the start time, wear appropriate outer clothing that clearly shows their professional designation (front and back) and have personal malpractice indemnity insurance cover or similar provided by their governing body or employing authority (excludes NHS Crown Indemnity).

8.4.1 All Members of the Medical Team (one of whom must have a mobile telephone in working order) must be immediately available to and under the direct control of the Meeting’s Medical Officer, who has overall responsibility for all medical and First Aid matters.
The Medical Officer's responsibilities under these Regulations are to:

a) carry out medical examinations of any Rider when specifically requested to do so by the Referee and in all cases following a track incident.

b) complete the appropriate documents as required under these Regulations.

c) ensure a full complement of personnel and equipment as detailed in these Regulations is available at all times during the Meeting, signing the Meeting Certificate to confirm the fact and also that all personnel and equipment conforms to the Speedway Regulations and other legal requirements.

d) ensure adequate arrangements have been made and are maintained for dealing with any casualties and be quickly accessible to the Clerk of Course and be readily available to deal with all medical emergencies.

e) inform the Clerk of Course if at any time during the Meeting any of the medical requirements are not being met.

f) order that racing and/or Training be suspended, when insufficient Medical Cover is available (e.g. following an accident or when the Ambulance, any of the required items of equipment, medical gasses or drugs etc. is not available).

g) ensure the availability of and administer any Prescription Only Medicines (POM) or Controlled Drugs (CD) that are appropriate. NB. A Paramedic who has access to drugs on licence from his employing authority may also administer them in accordance with his employing authority's protocols.

h) have available resuscitation drugs conforming to Resuscitation Council Guidelines and a supply of parenteral and oral analgesics.

i) ensure Medical and First Aiders are familiar with ALL varieties of clothing and equipment worn by riders and in the safe procedures for their removal.

8.6 Ambulances; which must be legally road-worthy, taxed, insured and registered as an Ambulance with UK DVLA and where applicable, with the Care Quality Commission. The primary Ambulance at a meeting must be appropriate for and insured for emergency casualty transportation, be equipped as a resuscitation centre and carry 2 stretchers; one of which must be an ambulance cot (the 2nd can be a scoop type or similar). Ambulances must incorporate an Oxygen supply system that can deliver oxygen at the rate of 10+litres/minute for 60+ minutes, a Portable oxygen supply system that can deliver oxygen at the rate of 10+litres/minute for 20+ minutes with Oxygen therapy masks capable of delivering high concentrations of oxygen.

Apparatus for:

a) automatic or manual ventilation, b) suction, c) intravenous infusion (plus infusion fluids)

b) equipment to immobilise limbs and vertebral column

c) equipment and fluids for irrigation and toilet of eyes and wounds

d) First aid medicaments and materials

e) ECG Monitor, Defibrillator, Stethoscope

f) Inhalational analgesia (Nitrous Oxide / Oxygen mixture) and equipment for its administration

g) Instruments for Haemostasis, Equipment for dealing with Burns

h) Apparatus for securing an emergency surgical airway (e.g. cricothyroidotomy)

i) Equipment for thoracic drainage / de-compression

j) Sphygmomanometer

k) Equipment to remove clothing and helmets

l) Ice or other appropriate means for cooling injuries

8.6.1 The crew of the primary ambulance must consist of a Driver, trained and qualified to drive under blue light response conditions and be accompanied by a competent Attendant who is capable of giving emergency treatment, both of whom should remain with the vehicle at all times when the Ambulance is utilised.
9. **STADIUM and TRACK STANDARDS**

*To achieve a level of uniformity in safety standards, certain minimum standards must be reached in order to stage Speedway racing. All Tracks (and Stadiums for those engaged in League Racing) undergo regular inspections, in the form of an Official 3-yearly inspection by an SCB Track Inspector), when a Homologation Certificate is issued and regular non-official inspections by the Meeting Referee.*

9.1 **CIRCUIT LICENCE**

9.1.1 A valid Circuit Licence is required for all Tracks staging speedway under these Regulations.

9.1.2 A Track Homologation Certificate, valid for 3 Seasons will detail the construction, size, type of fence, neutral zones, lighting, infield zones and details of all dispensations given.

9.1.3 Applications for a renewal of the Circuit Licence must be supported by a statement that it remains in conformity to the Track Homologation Certificate. If there have been changes or the Track does not have a Homologation Certificate, full details must be given to the SCB, if these changes are significant a chargeable track inspection will be arranged, in order for the Track Homologation Certificate to be updated.

9.1.4 If a Meeting Report indicates non-compliance to the Homologation Certificate or Regulations, or there has been a failure to adequately prepare the track, the SCB may order remedial work to be undertaken within a specific time. Where two successive Meeting Reports indicates non-compliance, an SCB inspection will be mandatory at the Promotion’s expense.

9.2. A Track is formed of 2 straights and 2 bends with an approved Safety Fence that offers protection to riders, Officials and Spectators, and is maintained in good condition.

9.2.1 An Additional Protective Device (APD) (refer to Article 23, Appendix C) is mandatory on Tracks where 500cc Motorcycles are raced and must be installed on or against a fence specifically approved by the SCB. If the APD is an Inflatable type, then it must be inflated at least 30 minutes before the start of the Meeting.

*Contingency APD units must be available to quickly replace a punctured or damaged unit. A minimum of 3 spare APD panels from the same brand (1 if Poly Foam type) and 1 spare Inflating Pump must be available at the start of the meeting. They shall be immediately available and ready for use should any of the APD panels, the numbers as specified on the Track Inspection Report become damaged or ineffective. The number of APD panels as specified in the Track Inspection Report MUST be maintained in effective condition throughout the official practice sessions and meeting. Should, due to any circumstances (crashes/incidents etc.) the available number of panels be exhausted so that the stated number of panels cannot be maintained, track activity must cease immediately.*

9.2.2 Advertising is permitted on fences only if these are painted thereon or are affixed throughout its area by means of adhesive, Velcro or screws (countersunk or non-protruding heads).

9.2.3 Outside the safety fence a Neutral Zone, as designated on the Homologation Certificate, is required to which there must be no public access.

9.2.4 The Infield must be kept clear of objects, except those specifically approved and designated on the Track Homologation Certificate. Equipment or machinery essential for the Meeting must be kept or parked as close to the centre of the Infield as possible, and in all cases not less than 10 metres from the Inner Edge of the Track. Collapsible A-Frame or other “soft material” Advertising Boards can be placed at least 4 metres from the Track’s Inner edge.

9.2.5 On the Track surface clearly marked lines (the use of chalk is acceptable) are required:

a) a continuous line to define the inner edge of the track circuit

b) a continuous line to define where the Outer Fence line would be if there is a gap in the outer Safety Fence (i.e. to allow for Pit / Track access)

9.2.5.1 On the Infield 3 specific areas must be marked, (in chalk or a series of discs) to designate

a) an area designated and shown on the Track Homologation Certificate for the purposes of Infield viewing by Sponsors etc.,

b) a line at 4-metres from the inner edge and iii) an additional line at 10-metres from the inner edge (see also Art. 5.4.4.1).
9.2.5.1.1 The supervision of persons in the Infield Viewing Area must be under the control of designated persons; the 4-metre line designates the line beyond which “essential” personnel should not venture during racing, whilst the 10-metre line designates the line beyond which “non-essential” personnel (e.g. Presenters, Start Girls etc.) should not venture during racing.

9.2.6 Signal Lights must be clearly visible to riders and officials under all conditions, i.e. both day and night, therefore high intensity lights are required and lamps and lenses must be kept in clean condition at all times. Where hoods are fitted to aid visibility, these must be of a flexible material. All lights must be operated by the Referee only.

9.2.6.1 Lights required are: (a) a Green Starting Light positioned approximately 20 metres ahead of the Starting Gate, (b) a set of coloured Disqualification Lights corresponding to riders Helmet Colours, (c) Red Stop Lights and an Audible warning (bell or siren) that sounds when Red Stop lights are activated (the Homologation Certificate will show the quantity and position of each) and (d) 2 Flashing Amber lights signifying the 2 minute time allowance shall be clearly visible in the Pits and at the Start Line.

9.2.6.2 If the Lights malfunction for any reason and the Meeting Referee considers it safe for the Meeting to continue, flags will be used under the jurisdiction of the Referee.

9.2.7 Signal Flags must be provided: Red (minimum of 5), Yellow (with a black diagonal cross), Black and White chequered and a Black Flag plus a set of Helmet Colour Disqualification Discs.

9.3 A Starting Gate, operated solely by the Referee, shall support easily breakable 2 or 3 cotton tapes (not rayon, nylon, plastic or other material that may cause injury to a rider colliding with them) that are tightly stretched across the track and directly above the Start / Finish line, which must be clearly marked at all times. The lowermost tape must be between 50cm and 60cm above ground level when in the down position. The tapes shall be attached with rubber bands as loose metal hooks are not permitted.

9.3.1 An approved stabiliser may be placed on the Track to support the Tapes.

9.3.2 The track at the Starting Gate area must be uniformly graded and divided into 4 equal parts, (for normal 4 rider heats), 2 equal parts (for a match Race), or 3 equal parts (for a 3-man run off) with lines that must be 50mm wide and extend backwards by at least 1.5m. in addition to a line under the tapes.

9.3.3 An elastic Start Tape must be available that can be used when the Starting Gate fails.

9.3.4 A Grid Line, painted on the ground at a fixed distance of 430mm from the tapes, with a marker on both the top of the fence and on the infield at the same distance.

9.3.5 A minimum of 1 x 9-litre Foam (AFFF) and 1 x 4kg Dry Powder Fire Extinguishers, both of which must be currently certified. NB. Water Extinguishers are not permitted.

9.4 In the Pits, (the surface of which must be a hard-standing), there shall be:

a) An ample supply of drinking water 
b) Telecommunications between the Pits and the Referee’s box.

c) A narrow necked lidded receptacle with a funnel for the disposal of used engine oil, standing on an Environmental Mat and in an enclosed bunding.

d) At least 3 buckets of dry sand

e) A minimum of 1 x 9-litre Foam (AFFF) and 1 x 4kg Dry Powder Fire Extinguishers, both of which must be currently certified. NB. Water Extinguishers are not permitted.

f) Toilet facilities.

g) Changing Rooms sufficient for 20 riders including showers (baths) with a hot and cold controllable water supply. (NB. Can be elsewhere in the Stadium)

h) Notices: a) to remind all personnel of their obligations under the H & S at Work Act; b) to inform unauthorised people they enter certain areas at their own risk; c) to advise riders of the need to exercise care when leaving the Pits area and entering the track ensuring they are aware of obstacles still on the track including Officials and equipment; d) to indicate no-smoking areas and e) that riding of motorcycles in the Pits is only permitted in the designated area.

9.5 Sufficient Track Preparation equipment (as detailed on the Homologation Certificate) must be available in working order and fitted with rotating flashing hazard warning lights and capable of carrying a Grader and/or Harrow and/or Spikes and equipment (light water spray or hoses) for
The Speedway Regulations

watering the track during a Meeting. There must be a quantity of dry shale and/or sawdust and means of getting it onto the track.

9.6 Within the Stadium and as far as possible in line with the Starting Gate and at sufficient height to afford a good overall, unobstructed view, there shall be suitably clean, lit, heated accommodation for the exclusive use by the Referee, his/her understudy and is capable of being locked with a security chain to prevent unauthorised access.

9.6.1 The Referee’s box must be provided with a Switchboard for operating all the Track Signal lights (as per Art 9.2.6), facilities that allow the use of computers and a telecommunication system to allow the Referee to communicate with the Pits and Start Line.

9.7 At all Speedway tracks there must be means of external communication.

9.8 Small Unmanned Aircraft (Drones)
Any person wishing to operate a Small Unmanned Aircraft (Drone) in the vicinity of an SCB permitted event must provide proof of adequate insurance, and comply with the rules and regulations of the UK Civil Aviation Authority as per ACU NSC 3.16.
10. **MOTORCYCLE (Solos) TECHNICAL STANDARDS**

*Each rider is responsible for conformance; refusal to allow an examination shall be deemed as an offence. The Referee’s decision is final without the possibility of Appeal (Art. 3.8.1(b)).*

10.1 Each rider may have only 2 motorcycles in the Pits during a meeting and these motorcycles, including any components, parts and fittings thereto, must conform to these Regulations, be mechanically and structurally sound, and in a safe condition. Any motorcycle considered to be dangerous or not in conformity at any time may be disqualified by the Referee and no motorcycle may be removed from the Pits without the Referee’s permission.

10.2 Dirt Deflectors, Tyres and Silencers, all of which are/ have been homologated by the FIM must be without modification, alteration or (heavy) damage to the manufacturers' original design. Only FIM permitted engineering and/or production enhancements are allowed.

10.3 Any fairing, bodywork, protection or other covering to the motorcycle must not have sharp edges and must be constructed with materials that will not cause injury when deformed.

10.4 The Meeting Referee, Technical Steward or other authorised SCB Official may instigate a detailed inspection of any motorcycle or component, including an order for such to be impounded for examination; (Article 23, Appendix D for details of the Inspection Procedure).

10.5 All motorcycles will have the rider’s name displayed on the rear of the seat or on mudguard.

10.6 Motorcycles without fuel must weigh a minimum of 75kg (250cc) and 77 kg (500cc), but when weighed during a meeting the weight includes fuel. A 1% tolerance is allowed.

10.7 Titanium is authorised except when used in the construction of the frame, front forks, handlebars or wheel spindles. Carbon fibre is authorised (with the exception of handlebars and handlebar clamps made from carbon-carbon, carbon-Kevlar and or other composite materials). Ceramic parts are forbidden. Ceramic coated parts are authorised.

10.8 The use of data recording devices and automatic electronic ignition is permitted. The use of a device or switch to alter the ignition physically or manually by the rider during a race is not permitted. No signal of any kind may pass between a moving motorcycle and anyone connected with the motorcycle’s entrant or rider, except for the signal from an on-board camera.

10.9 Carburettors, without any electronic devices fitted, only can be used; i.e. no Fuel Injection.

10.11 The primary transmission must have a guard as a safety measure, small holes (max 10mm) in the transmission/clutch guards are allowed for cooling. Cutting, but not excessive, of the guard is allowed to expose the clutch pressure plate and to allow adjustments to the clutch springs. The guard must be constructed in such a way that under no circumstances the rider can come accidentally in contact with the transmission/clutch parts. It must be designed to protect persons from injuring their fingers.

10.12 An additional protective device must be provided to prevent a broken primary chain from flying upwards. This can be provided by either a fully enclosed steel chain guard, or, if a chain guard is made from plastic or from other material, then a steel bolt of 10 mm minimum diameter must be placed outside the bottom rear quadrant of the clutch sprocket. This bolt, must not be drilled and if damaged, must always be completely replaced.

10.13 A guard/cover must be fitted to any exposed countershaft sprocket. A guard must be fitted where the chain goes onto the rear wheel sprocket. A Chain Guide alone does not suffice unless it is a type that covers the bottom quadrant of the sprocket and neither the chain nor the teeth on the sprocket are exposed. NB. A Chain Guard / Cover that becomes inoperative or detached during a heat will not be subject to disqualification.
10.14 A Silencer, as listed in Article 23, Appendix (D) must be used. All Silencers must incorporate a Heat Shield, which must be of equal length and girth to the main body of the actual Silencer. NB. A Heat Shield that becomes detached during a heat will not be subject to disqualification. A modification to the top bracket and / or a nut welded onto the Silencer is permitted to allow better fitting on the motorcycle. The original identification marks on the bracket must not be modified. A maximum gap (60mm (±/- 10mm) is allowed between the silencer and the rear tyre. The exhaust system must not extend beyond the outer circumference of the rear wheel nor further forward than the centre of the rear wheel. In addition to where the exhaust pipe is fixed to the cylinder head, the silencer must be fixed to the frame with a clip plus a 2nd flexible coupling (steel cable of at least 3 mm Ø or a strong steel spring) must be fixed to the first ⅞ of the silencer to the frame. A single main exhaust pipe, maximum 50mm external Ø, is prescribed. An exhaust pipe may include an external or internal sound suppression body (max 50mm Ø / maximum length 250mm) to reduce the sound level, welded securely on top and parallel to the exhaust pipe, however the end of the exhaust pipe may be swaged out to 50mm Ø maximum in order to fit into the silencer.

10.14.1 A modification is permitted to a Homologated Silencer when used on 250cc motorcycles, by allowing a reduction of the inlet diameter of the silencer down to 40mm.

10.14.2 Appropriate non-homologated silencers may be used on 125/150cc motorcycles, provided they are securely fastened in at least 2 places to the frame.

10.14.3 During a heat if the Silencer becomes defective or detached the rider will be disqualified.

10.15 Handlebar widths must be not less than 700 mm and not more than 900 mm. When light alloy handlebars are used, the distance between the two extremities of the clamping area (or of the 2 clamps) must not be less than 120 mm. The repair by welding of light alloy handlebars is prohibited. Exposed handlebar ends must be plugged with a solid material or rubber.

10.16 Clutch levers must be positioned in such a manner that the rider does not need to change his position to operate them. The lever must be mounted to swivel, so that at no time can the rider’s fingers be trapped between the lever and the handlebars. The end of levers must be ball-ended (16mm) and when closed must not be situated wider than the furthest extremity of the handlebar.

10.17 Throttle controls must be self-closing when not held by the hand.

10.18 An ignition cut-out, earthed to the diamond or engine, must be fitted either on the front fork triple clamp (i.e. handle bar plate) or on the right-hand side of the handlebar, as close as is practicable to the throttle. It must stop the engine immediately, by the simple action of pulling a lanyard or a non-elastic string (which must be as short as possible) attached to the rider’s right wrist (or a mechanic’s right wrist when being warmed-up or ridden in the Pits).

10.19 The footrests of motorcycles shall be on the right-hand side of the motorcycle and must not exceed 320 mm in length measured from the centre line of the motorcycle.

10.20 Brakes are not permitted.

10.21 Mudguards must be made of flexible materials, fibreglass or carbon-fibre and must project laterally beyond the tyre on each side.

10.22 A front mudguard must extend at least 5° ahead of a vertical line running through the centre of the front wheel axle and extend backwards at least 200mm from a vertical line from the fork centre spindle.

10.23 Applicable to 500cc and 250cc, but not for 125cc/150cc motorcycles. A rear mudguard must extend at least 5° behind a vertical line running through the centre of the rear wheel axle. If the distance from the rear wheel tyre surface and the rear end of the rear mudguard is greater than 35mm, an additional wheel protection must be fitted. The gap between the wheel and the wheel protection must not be larger than 35mm. If a “Hugger” of any type is used to fill the gap
The Speedway Regulations

between the tyre and the rear mudguard it must be made from material that is of equal strength to that of the mudguard itself; neither rubber nor soft plastic is permitted

10.23.1 This 35mm gap measurement shall be made during machine examination prior to the start of a Meeting only, when the wheel is in the rearmost position with the tyre normally inflated. No subsequent measurement is necessary as conditions change. If a push bar is used, it should be made in one piece, of strong material which should not break under impact and must not protrude any higher than 35mm above the rear mudguard.

10.24 Rear wheels must have a solid disc fitted on the right-hand (Silencer) side.

10.25 Only homologated rear tyres are permitted (Yellow band only in Premiership and Championship) (Mitas: 375-19 SW07 - British League). It is recommended by the manufacturers that the Mitas 375-19 SW07 BL should be at a pressure of 6psi minimum.

10.25.1 The Staging Promotion is responsible for ensuring the requisite number of new rear tyres are available together with facilities for the correct inflation.

10.25.2 No modification to the tyre as manufactured is permitted; it must not be altered or cut.

10.25.3 Artificial warming (with an external aid) of a rear tyre is not permitted.

10.25.4 Tyres must be mounted on a rim (type WM 3 - 2.15 x 19” rim.) Tyre clamps or screws can be used, but where rims have been pre-drilled for retention screws, then screws must be used. Only air can be used to inflate a tyre and if balancing weights are used they must be attached only to the rim or spokes.

10.26 Unless otherwise specified the use of only two edges per Meeting is permitted.

10.26.1 For all SGB Premiership & Championship League Competitions: Each Team will have 7 new tyres for use in each meeting (these are not rider specific). These tyres will be available at the track at least one hour, but no earlier than two hours before the advertised start of the Meeting and must be clearly marked in a "permanent" manner by the Supplier. Each rider may have a used Tyre (both edges) that is marked from a previous Meeting and approved by the opposing Team Captain / Manager and re-marked. This spare tyre is for emergency use only (motorcycle breakdown or tyre failure) and is not a 2nd tyre to be used at will. When used because of motorcycle breakdown the rider must revert to using the original tyre. No Marked tyre (new or used) may be removed from the pits until the close of the Meeting.

10.26.2 For all National Development League Competitions: Each RIDER has the choice to use either 1 new tyre or a number of tyres or edges of tyres used at a previous meeting, during a Meeting, but not a combination of new and used. Therefore, RR tyre is NOT eligible.

10.27 For the front tyre, the only restriction is that the overall width is limited to 80mm. maximum.

10.28 Riding Numbers: these are mandatory for all SGB Premiership League, and optional in the SGB Championship League and NDL. The Number must be clearly legible, located by the rider’s right leg in the space between the upper part of the rear sub-frame and the bottom edge of the rear mudguard. It must be visible when the rider is seated in the riding position. If rigid covers are used, it should be approximate to this position and firmly fixed to the covering material. Other numbers or markings on a motorcycle liable to cause confusion with the correct riding number are not permitted and must be removed before the start of the Meeting.

10.29 Motorcycles with a closed oil system must have an oil catch tank, without holes or leaks that has a minimum volume of 300cc fitted over the breather pipe on the engine. These must be emptied before the 1st heat and after each heat or race.

10.30 Motorcycles must be fitted with a single cylinder 4-stroke engine (using pure methanol only) having a maximum capacity of 250cc or 500 cc, 4 valves maximum and fitted with a single carburettor having a maximum diameter of 34 mm and one spark plug.

10.31 Carburation instruments: A section of the carburation instrument induction tract must have a constant, circular shape with a maximum Ø of 34.00 mm (+ 0.1 mm). Only one (1) single fuel nozzle is permitted. No other additions are permitted in the air induction tract. On the air intake
side, this circular section will be measured from the slide/throttle valve edge over a minimum length of 5 mm. On the engine side, this circular section will be measured from the slide/throttle valve edge, over a minimum length of 25 mm. On the engine side, an additional hole (maximum $\emptyset$ 6 mm) is permitted to be used for engine starting purposes (choke).

10.32 Dirt Deflectors (DD) are compulsory and must be FIM homologated; including all the parts; these are currently Barry Briggs (BBDD/96/A/ALL), Barry Briggs (FIM DD-BBR/9712/SCB01), Dave Standing (DASDD/97/A/ALL) and JRM (Jawa) (DD/JAWA-2000-03). The manufacturer must engrave on each Dirt Deflector the Homologation detail. Dirt Deflectors used must be within these specifications and must be fitted to the motorcycle prior to machine examination.

10.32.1 If a DD becomes inoperative during a heat that will not be subject to a disqualification.

10.32.2 The inter-face of the DD may be altered to allow a correct assembly to a particular frame construction however the DD must retain its normal function. It is not allowed to drill holes for cosmetic or lightening purposes neither is it allowed to polish off the Trade Marks or Homologation Numbers as these are for identification purposes. A DD not conforming to Art 10.2 together with Copy or Fake DD’s are Illegal and will be confiscated.

10.32.3 The DD flap must retain its original shape; any flap that is distorted, holed, worn through, cut or dismembered must be replaced prior to racing. The DD flap must remain effective under all track surface and wind conditions. The DD flap must be shaped and positioned in such a way that the distance of the upper flap edge to the complete tyre tread width is 18mm (+/- 5mm). The opposite lower edge shall be 35mm maximum (+/- 5mm) from the track surface over an equal distance. Outside of this centre section, the DD flap lower edge may slope up to a maximum of 50 mm above the track surface. All measurements are taken with the motorcycle in a vertical position, with the tyres normally inflated but without a rider.

10.32.4 A mechanism must maintain constant function of the pivot arrangement and be able to return the DD ‘flap’ to its normal operating position with minimal delay. To measure the tension provided by the mechanism of the DD, a vertical balance shall be used to measure an equivalent minimum pre-load of 2.5 kg for DD. The vertical balance must be attached to the outer edge of the DD flap in line with the centre of the rear tyre.
12. RIDER’s EQUIPMENT STANDARDS

These Regulations are designed primarily to protect the rider detailing the minimum standards and riders should heed any safety or medical advice so given in respect of any other equipment.

12.1 A Helmet bearing one of the following Approval marks must be worn: ECE 22.05 (P or J) with an approval number commencing 05; SNELL M2010 or later or JIST 8133

12.1.1 Any modification, to the Helmet structure invalidates this approval, including modification the cutting, drilling or puncturing of the shell in any way subsequent to manufacture or the fitting or attachment of a camera, lens, or other similar object.

12.1.2 Painting of laminated composite construction Helmets (glass fibre, Kevlar etc.) is permitted, however parts bonded on (visor aperture surround or energy absorbing lining) must not be removed. Moulded plastic Helmets of polycarbonate, ABS etc. must not be painted.

12.1.3 Helmet Vinyl Wraps are not permitted.

12.1.4. The Helmet must be in sound condition and be a good fit for the rider’s head. It must not be possible to slip the retention system over the chin when fastened, nor must it be possible to pull it over the riders’ head.

12.2 Helmets deemed to be unfit, either before or during a Meeting, must be confiscated by the Referee and depending upon the circumstances either render it unusable (with the rider’s permission), hold it for further examination or exceptionally return it.

12.2.1 A rider whose Helmet is held for further examination must remit within 14 days to the SCB the appropriate fee either for examination (£50) or it’s return in a damaged condition (£20). If the examination finds the Helmet is in sound condition the Helmet and fee will be returned. Before returning a damaged Helmet, it will be rendered unusable.

12.3 When a rider is taken to Hospital, the Helmet (in its condition immediately following the accident) must accompany the rider to Hospital.

12.4 Scarves or neckerchiefs must not trail so as to be a possible source of danger.

12.5 Riders must wear appropriate clothing; a one-piece suit or a combination of racing trousers, shirt or jacket (that must be zipped together) and footwear; all made of materials designed to protect riders, with leather being of a minimum 1.00mm thickness or non-leather materials, with equivalent protective properties to leather.

12.6 Extra body protection must be worn; either incorporated within the clothing or worn separately over appropriate undergarments.

12.6.1 If incorporated within the clothing it must include the use of padding made of leather, or enclosed plastic foam of at least 8mm thickness covering the following areas: shoulders, elbows, both sides (chest and back) of the torso, hip joints and knees.

12.6.2 If not incorporated within the clothing, “body armour” may comprise ribbed panels of moulded plastic with a minimum thickness of 2mm. covering the following areas: shoulders, elbows, both sides (chest and back) of the torso, hip joints and knees.

12.6.3 Undergarments, if used, may be either of the “Nomex” type, silk or cotton but not Synthetic materials which may melt and could cause damage to a rider’s skin in an accident.

12.7 Footwear, in a good state of repair, made of leather or an approved substitute and be of a minimum height of 200mm to provide together with the suit, complete protection.

12.8 Gloves, made of leather, or non-leather material with a minimum (equivalent) thickness of 1.00mm must be worn at all times.

12.9 Goggles and/or spectacles, if worn, must be shatter resistant. These must fit the rider and be worn at the start of each heat; their removal and/or loss during a heat is not an offence.

12.10 not used
12.11 In all Official Fixtures, riders must provide and wear the following:
12.11.1 a jacket, suit or shirt showing the riders Riding Number on the front and back.
12.11.2 a set of 4 Helmets (or helmet covers) on which advertising is not permitted, other than the manufacturer's name, in these colours: Red, Blue, White and Yellow / Black; the RAL Reference Numbers being: 3020, 5017, 9010 and 1023 respectively. A Team Manager must supply the Black and White Helmet Cover required for a Tactical Ride.
13. **LICENCING (Riders and Officials)**

Riders and Officials essential for the legal running of a Meeting must be licensed. Licensed Officials and Registered Riders agree to abide by the SCB Regulations to save harmless the ACU, SCB, BSPA, fellow riders and Officials from and against any actions, claims, costs, expenses and demands in respect of death, injury, loss or damage to the person or their property and others arising out of or in connection with the taking part in any Meeting, notwithstanding the same may be contributed to by the negligence of the said bodies, their officials, agents, servants or representatives.

13.1 Officials (as listed in Art. 13.8) must hold an SCB Licence, which is issued upon application and at the SCB’s sole discretion or Referee’s discretion if it is a One Event application.

13.1.1 All riders must hold a current SCB Registration which is issued by the SCB upon application, provided that the rider is the holder of an FMN Competition Licence, has both FMN and legal permissions to ride in the British Isles and agrees with the conditions stated on the SCB Riders Registration Application Form.

**NB:** (Any Rider Registration received for the 2018 season after 31st March 2018 will be charged at an increased rate)

13.1.2 Exceptionally a Referee may issue a “One Event Registration” if the conditions stated on the Application Form are met.

13.1.3 At a Training Session, a non-SCB Registered rider must complete a “one Event Training Registration Application (see Art 13.2)

13.1.4 The Licensing and Registering requirements do not apply at FIM Championship Event or FIM Inscribed International League Meeting.

13.1.5 To compete in the National Development League a Rider must hold both a British Passport and an ACU Licence.

13.2 The types of SCB Riders Registration and their validity are:

- **Professional:** All Meetings
- **Amateur:** Amateur Meetings, Junior Leagues, Training Sessions and 2nd Halves
- **Youth:** Young riders until they reach their 16th birthday (see Art 13.2.2)
- **Youth Special:** 15-year old only riding a 500cc motorcycle (see Art 13.2.3)
- **One-Event:** As per the criteria stated on the form as issued by an SCB Referee.
- **One-Event Training:** Participation in a Training Session.

13.2.1 In competitive racing the maximum engine size for a rider not yet 8 years-old must not exceed 80cc.; for 8, 9 and 10-year-olds the maximum is 125cc or 150cc (sealed); for 11, 12 and 13-year-olds the maximum is 250cc and for 14 and 15-year-olds it is 500cc. A GB Manager / Coach may recommend an Upgrade, which if approved by the SCB will result in the Riders Registration being endorsed accordingly.

13.2.2 Youth Registrations are valid for an age-restricted Meeting (e.g. Under-16), Second Half, Amateur Meeting or Training Session, provided they only compete against other Youth Registration holders on the same class of machinery.

13.2.3 A Youth Special Registration allows a rider to additionally compete in the NL, MDL, SDL and NJL.

13.2.4 Youth Applications (not renewals) must be supported by a suitable endorsement.

13.2.5 Youth Applications, including renewals must be countersigned by a Parent (Guardian).

13.2.6 14-year old Youth Applicants for a 500cc category must have successfully undertaken a formal competency test or been assessed by a GB Manager / Coach.

13.2.7 A Team Mascot is not required to be licensed or registered with the SCB, but a signed agreement between the Promoter and Parent (Guardian) must be in place.

13.3 No rider shall have a direct or indirect interest in the promotion of any speedway without the express permission of the SCB, which is given or withheld at its sole discretion.

13.4 Riders must Sign-On one hour before the advertised start time and must always be prepared to start in accordance with the programme.

13.4.1 Failure to attend, arriving late, ceasing to participate or leaving a Meeting without the Referees permission is an offence.

13.4.2 Failure to make a bona-fide attempt to race, if the Referee considers it to be an alternative to not participating in a meeting, is an offence.
13.5 not used
13.6 not used
13.7 not used
13.8 Key Officials, (as detailed below), who must be of good repute, shall apply for and hold an SCB Track Official's Licence. **The Team Manager must be DBS checked, (applied for via the SCB/ACU or a copy of a valid DBS must be supplied with your licence application).** It is the sole discretion of the SCB to issue or refuse an application.

13.8.1 A Track Official’s Licence is required to undertake the following duties (see also Art. 13.8.5):
- Announcer / Presenter (Art 14.1)
- Environmental Marshal (Art 14.3)
- Incident Recorder (Art 14.4)
- Pit Marshal (Art 14.8)
- Start Marshal (Art 14.12)
- Team Manager (Art 14.13)
- Track Curator (Art 14.14)
- Training Instructor (Art 14.15)

13.8.2 The minimum / maximum age limits are: Promoters (not applicable); Referees (25/70), Track Officials (18/70), and for officials not requiring a Licence (16/70).

13.8.3 Officials carrying out the following duties (the Article number shown relates to the duties of those Officials), will need to have those Licences endorsed with the actual designation.
- Associate (Art 5.1.1) Clerk of Course (Art 14.2)
- Machine Examiner (Art 14.5) Meeting Steward (Art 14.6)
- Promoter (Art 14.7) Referee (Art 14.9)
- **Team Manager (Art 14.13)** Technical Steward (Art 14.17)

13.8.4 Clerk of Course, Machine Examiner and Referee Licences will only be issued to those who have attended an SCB Seminar and/or passed competency tests appropriate to their role within the past 3 years or as decreed.

13.8.5 At a meeting, including a Training Session or Amateur Meeting, SCB Licensed Officials must be nominated to undertake the duties listed in Art.13.8.1 and 13.8.3 (see Article 22 regarding Training Sessions and Amateur Meetings), but note the following:

a) 2 Machine Examiners are required at all Meetings
b) the presence of a Training Instructor is not mandatory.
c) except for the following, an Official may not carry out more than one duty at a Meeting:
   i) The Announcer and Incident Recorder duties may be combined.
   ii) An Environmental Marshal’s role may be combined with that of either a Machine Examiner, Pits Marshal or Start Marshal
   iii) A Promoter may also act as a Presenter, Team Manager, Track Curator or Training Instructor

13.8.6 Upon the request of a Promoter or Clerk of Course, the Referee, at his/her sole discretion may issue a One Event Licence if additional Officials are required.

13.8.7 If the appointed Referee is absent and no other Referee (including a Probationer or Trainee Referee) is in attendance, the Clerk of Course shall appoint a substitute with the agreement, in writing, of both Team Managers. The Substitute, whether or not licensed, shall assume all the duties of the Referee (Art. 14.9) for the duration of the Meeting except if the appointed Referee arrives before the start of heat 6.

13.8.8 All Officials must sign the Meeting Signing-On form.

13.8.9 The Staging Promoter, Clerk of Course, Machine Examiners, Referee, Team Managers and Track Curator must be present at least 1 hour before the start time,

13.8.9.1 Where a Meeting Steward and/or Meeting Co-ordinator are appointed they must be in attendance at least 2 hours before the start Time.

13.8.9.2 All other Officials must be in attendance at least 30 minutes before the start Time.

13.8.10 All Officials must remain in attendance for the duration of the Meeting.
14. **DUTIES OF OFFICIALS**

All Officials (licensed and un-licensed) must carry out their duties implicitly, without bias or favour and always in accordance with the Regulations.

14.1 The **ANNOUNCER/PRESENTER**'s role is to provide Spectators in a strictly impartial manner with information, including Referee’s racing decisions, instructions or statements, required to understand and enjoy a Meeting. Under no circumstances should s/he make comment that incites any section of the crowd, or on any matter that is sub-judice or gives the impression a protest has been/is being made against a Referee’s decision. S/he is responsible for the comments of anyone being interviewed who does not hold an SCB Licence or Registration.

14.1.1. Specifically, the Announcer/Presenter must, having first received the Referee’s confirmation announce; any variation to the programmed line-ups; heat line-ups; heat results including disqualifications, re-runs etc. and the official closing of the Meeting.

14.2 The **CLERK of COURSE** (who must have no financial involvement with the Promotion) is responsible solely to the Referee for the overall preparation, administration and conduct of the Meeting in accordance with the Speedway Regulations and official programme. S/he has a duty to ensure all staff are suitable, properly trained and in place to ensure the smooth, safe running of the Meeting and accepts instructions only from the Meeting Referee.

14.2.1 Specifically the Clerk of Course must:

a) arrange the supply and distribution of all necessary Meeting documentation
b) ensure the requirements of The Speedway Regulations (chapter 9) are met before the Referee undertakes an inspection, in particular, all equipment and signage.

c) notify the Referee of all rider and Official changes prior to a Meeting start time and remain available to the Referee and not be on the Infield at any time during racing
d) check that all Meeting documentation is correctly completed, ensuring the Referee receives such necessary documents at the appropriate time
e) instruct all Officials and Staff of their tasks ensuring information, documentation, equipment, including the use of, and knowledge of these Regulations and the H&S At Work Act, enabling them to undertake their duties expeditiously.
f) Inform, either verbally or in writing of any "local" conditions and rules to both the Referee and visiting Team Manager.

h) bring matters concerning H & S issues to the Promotion’s attention
i) prevent suspended, banned or unlicensed persons from taking part in any Meeting
j) ensure the track is clear before any Parade is held, instructing Riders not to make any practice starts if riders are without Helmets.

k) carry out all instructions given by the Referee and where advised by the Referee of a Fine being imposed, inform both the rider and Team Manager immediately.
l) prevent unauthorised persons from entering/remaining on the Infield or Track during racing. In the event of a Race stoppage ensure only the minimum number of personnel needed to attend to the incident/accident are permitted access.
m) in the event of a re-run to inform the Referee that the track and/or safety fence have been satisfactorily repaired, that all riders have been cleared to continue by the MO, who has also given clearance for the Meeting to continue.

n) prevent any approach, in person or by phone to the Referee, except one by yourself, a Machine Examiner, or Team Manager without the Referee’s prior permission. NB. riders must seek prior permission.

14.3 The **ENVIRONMENTAL MARSHAL**'s role is to ensure that the requirements of the SCB Environmental Code are met. Specifically, the Environmental Marshal must inform the Referee and bring to the attention of the Promotion any aspects which are not being adhered to and suggest proposals for improvements. When an Environmental Audit is being carried out, the Environmental Marshal must be available to assist and to advise on any shortcomings that have previously been reported.
14.4 The INCIDENT RECORDER's duty is to record on the appropriate form all incidents which involve a rider falling from his / her motorcycle and if s/he also records heat times, then this information should be passed to the Announcer.

14.5 The role of a MACHINE EXAMINER is to both certify that all riders' motorcycles and personal equipment conforms to the Regulations AND is in a safe condition both before and during the Meeting. Specifically, the Machine Examiner must:
   a) be readily available in the Pits Area during the Meeting
   b) inspect all motorcycles to confirm they comply with the Speedway Regulations: prior to the start of a Meeting; immediately before the start of each heat; following an accident; if appropriate at the end of any heat; at other times upon the instruction of the Referee who may also order the Pits Marshal to keep a motorcycle on the track by closing the Pit Gate.
   c) complete the Technical Control Form, noting results of specific checks undertaken
   d) mark the 2nd tyres being used as "spare" confirming their compliance.
   e) take possession of any rider's motorcycle, equipment or Helmet that is deemed unsafe or in violation of the Speedway Regulations. The straps on a Helmet may be cut only with the permission of the rider, in which case it is returned to the Rider otherwise the Helmet must be passed to the Meeting Referee.
   f) approve temporary repairs to rider's clothing if damaged during the Meeting.
   g) assist an SCB Technical Steward to carry out such duties as necessary.

14.6 The main duties of the MEETING STEWARD (appointed by the SCB) are:
   a) consultation with the Staging Promoter, Meeting Coordinator and Meeting Referee on all matters relating to the staging of a Meeting and especially at any time when the staging or continuation of a Meeting is in doubt.
   b) to make at his/her sole discretion a decision to delay or order a postponement or abandonment in which case no further racing, practice or track use is permitted.
   c) Prior to start Time, hold a Briefing Meeting to which all riders, Team Managers, Meeting Referee, Meeting Coordinator and Clerk of Course must attend, with others being invited at the Meeting Steward’s discretion. At this Briefing, s/he will advise at which time the track walk may take place (riders/Team Managers only).
   d) During the Meeting, the Steward shall be readily available in the Pits Area and be the Official responsible for undertaking any further track inspections.
   e) Recommend to the Meeting Referee of any Disciplinary Action to be taken for any misdemeanours s/he witnesses in the Pits area.

14.6.1 A Meeting Co-ordinator will ensure the Staging Promotion has carried out track preparation in a manner that enhances the prospect of a Meeting taking place, especially in times of inclement weather. S/he must attend all Briefing Meetings and involved in all discussions concerning track preparation, a possible delay, postponement or abandonment. Upon instruction from the Meeting Steward, s/he will communicate to the TV Company, Press and public any (all) decisions regarding a delay, abandonment or curtailment of a Meeting.

14.7 A PROMOTER (the Promoting Body at all times until an Individual representing the Promotion, signs the Meeting Certificate and is in attendance during and immediately after the Meeting) and is responsible for the organization of the Meeting, ensuring all requirements of these Regulations prior to and during the Meeting are met, including approval, payment of the appropriate fees, insurances and other statutory requirements.

14.7.1 Specifically the Staging Promoter is responsible:
   a) to never advertise an Event in a misleading manner; not to classify a Meeting as an "International" or "British Championship", except with prior BSPA permission, nor ever use "Grand Prix, World Cup or World Championship titles".
   b) to ensure the track receives timely and adequate preparation.
   c) until 2 hours prior to the advertised start Time to postpone the Meeting if there are exceptional conditions as would make racing impossible, except where (a) the SCB specifically forbids a Promotion from so doing or (b) if a Meeting Steward is appointed to the Meeting and must advise the Referee at the earliest opportunity.
   d) to ensure all current SCB notices are appropriately displayed.
14.8 The PIT MARSHAL’s main duty is to assist the Clerk of Course and specifically to:

a) ensure during a Meeting (i.e., 15 minutes before heat 1 until 15 minutes after the last heat) that only riders, Mechanics and Officials (including TV Crews/ Press / Photographers) who have signed the "Meeting Signing-on" form, with a duty may remain in the Pits. NB. Anyone under the age of 16, must be SCB Registered.
b) report any non-compliance of (a) Non-Smoking rules (b) riding in the Pits Area
c) position all Motorcycles in a manner that facilitates quick and easy identification
d) ensure riders and motorcyles are marshalled in readiness for the following heat.
e) keep the Pit Gate closed at all times, especially during track maintenance and opened only to allow access to and ingress from the track for racing
f) prevent unauthorized persons from entering or remaining on the Infield or Track during racing. In the event of a Race stoppage permit access to the minimum number of personnel necessary to attend to the incident/accident.

g) check the Programme; that riders and Officials hold SCB Licenses/Registrations

14.9 The MEETING REFEREE, appointed by the ASR’s Appointments Officer under authority of the SCB, exercises supreme control of a Meeting, but has no organisational responsibility nor duties other than those defined in these Regulations from the time of entering the Stadium until s/he declares the Meeting closed. Whilst in attendance only the Referee is permitted to impose a Penalty on any rider or Official who does not comply with these Regulations.

14.9.1 Duties prior to, and/or Pre-Meeting are to:

a) check the Programme; that riders and Officials hold SCB Licenses/Registrations (issuing One Event Registrations or Licences if required); Team Line-Ups (NB. it is not permitted for competing Teams to agree to waive the rules at an Official Meeting); compliance to the regulations and/or Homologation Certificate of the Track and Facilities, reporting and providing photographic evidence of non-conformances and that tyres have been distributed according to the Regulations.
b) discuss any issues relating to the Meeting with the Staging Promoter
c) meet with the Clerk of Course, Machine Examiners, Team Managers (2), Track Curator, Medical Officer and Meeting Steward / Coordinator (if appointed).
d) allow, if requested by the Staging Promotion, a decision regarding a postponement to be delayed until the published start time or later if the circumstances would allow for a meeting to be completed within any time curfew.
e) receive from the Clerk of Course and check all the Meeting Documentation
14.9.2 During the Meeting shall:

a) consult at any time during a Meeting (including before the commencement of the 1st heat), with the Clerk of Course, Team Managers and Team Captains, if there is a doubt whether the Meeting can commence or continue. (NB. Not applicable when a Meeting Steward is appointed). In the event a meeting is abandoned no further racing, practising or use of the track is permitted.

b) ensure all riders programmed to participate, remain until the close of the meeting, unless declared unfit by the Medical Officer, or upon a specific request from the Clerk of Course to allow a rider to leave earlier.

c) declare the results of each heat AND adjudicate in respect of all matters detailed within the Racing Rules (Article 15), ensuring that all decisions taken that vary the programme (e.g. a Re-Run, disqualification of a rider etc.) are communicated via the Clerk of Course and/or Announcer/Presenter.

d) take action with any Protest correctly lodged, as prescribed in these Regulations.

e) refuse access, in person or by phone from riders and Officials, subject to reasonable facilities being granted to the Clerk of Course and Team Managers.

f) Inform the Clerk of Course immediately a fine is imposed upon a rider (Art. 3.4.1.1(a)) in order that the rider is advised, but if a fine is imposed upon an Official (Art. 3.4.1.1 (b)) then the Referee must inform that Official (not the Clerk of Course) immediately.

g) Except when a recognised TV Company is in attendance who provide multi-angle replay views to the Referee, all decisions taken by a Referee shall be made without referral to a TV / Video monitor or replay thereof.

14.9.3 After declaring the Meeting closed, the Referee shall:

a) (a) collect meeting documents; (b) notify the SCB Co-ordinator, and/or nominated Deputy, (by SMS) of all riders withdrawn due to suffering concussion; (c) if an incident has been recorded to the Meeting Report, separately notify the SCB Co-ordinator and office (by phone or e-mail) as soon as possible, but in any case not later than 12 noon the following day; (d) by 14:30 the next working day, e-mail the Meeting Report, Result Sheet and all other appropriate documents to the appropriate recipients.

b) take away any helmets that have been confiscated and ensure that any motorcycles or equipment subject to a Protest or involved in fatal accidents are securely impounded for future examination, noting all serial or identifying marks.

14.10 A PROBATIONER REFEREE may undertake the duties of a Meeting Referee without supervision at any NDL or non-Official SGB Team / Individual competition. S/he may also undertake those duties as permitted by Art. 13.8.7 or if a Referee is in attendance, but not necessarily having direct supervision at other Meetings.

14.11 A TRAINEE REFEREE underpins the Meeting Referee (unless permitted in Art. 13.8.7) in order to further their training. If so ordered by the Meeting Referee, and under his/her control may carry out the full duties of the Referee at any NDL, non-official SGB Team / Individual competition or with prior agreement of the Staging Promoter and both Team Managers at the 2nd leg of official Premiership or Championship competition, if the aggregate score is beyond doubt.

14.12 A START MARSHAL’s role is to assist the Referee in ensuring fair, equal starts are achieved by managing the Start Area; the Starting gate; tapes (including spares), which must be made of a material that easily breaks so as not to cause injury in the event a rider catches those tapes with his head or helmet; and a supply of elastic, to be used if the Starting Gate fails. He must bring riders to the Start area in an orderly manner (determined by their gate position with inside being first) to the correct position, with the spindle of the front wheel being directly above the 430mm gridline, which will ensure the front tyre is within 75mm of the tapes, checking that the ignition cut-out lanyard is correctly attached. After a signal to the Referee, he shall walk well clear of all the motorcycles rear wheels which allows the Referee to take control. He shall also brief riders of the procedures in the event of a Gate failure. During a heat, should the
The Speedway Regulations

Referee show a Stop or Disqualification lights, he will immediately show the appropriate flag, whilst remaining trackside whilst doing so and show the correct flag at the end of the penultimate and final lap of all heats.

14.13 The role of a **TEAM MANAGER** (limited to one per Team during a Meeting) is to ensure that all riders in the Team, including Mechanics and others understand and abide by the Speedway Regulations at all times. Specifically, the Team Manager must:

a) ensure the Line-Up (including changes) conforms to the Regulations
b) receive details of any local rules from the Clerk of Course and relay this information to all Team Members.
c) ensure all riders arrive on time, are ready for any Parade and Rides
d) sign the Meeting Certificate to confirm all riders are in a fit condition to race and that their equipment conforms to the Regulations and to advise the Clerk of Course and Referee if at any time during the Meeting, this situation changes.
e) ensure the Team Captain signs the Meeting Certificate
f) be involved in the approval process of Opponents spare tyres (Art. 10.26.1)
g) ensure all riders are ready for any Parade and programmed rides.
h) make any necessary protest on behalf of the Team is lodged solely by him/her
i) 4 Team Members assist in all scheduled SRBF Collections.
j) that a Black and White helmet cover is available as necessary.
k) be responsible for ensuring any Team rider (including Guests) who is medically withdrawn from the Meeting obtains the necessary clearance to resume racing

14.14 The **TRACK CURATOR** (who must be formally approved by the SCB) ensures the track and all connected aspects receives timely and suitable preparation prior to and during a Meeting.

a) S/he must be fully aware and responsible to ensure compliance of these Regulations, specifically Art.9.2.1 (provision of a fixed APD’s, spare APD Panels and Inflatable Pumps), Art.9.2.2 (advertising on fences), Art. 9.2.3 (Neutral Zone), Art.9.2.4 (Infield requirements), Art.9.2.5 and 9.2.5.1 (Inner and Outer Edge markings) and Art.9.5 (minimum equipment requirements and shale).
b) confirm to the Referee by means of the Meeting Certificate of the type and quantity of Equipment available and that it is in working order.
c) Assisted by Track Marshals ensure that the track is clear of all objects as soon as the 2-minute warning is sounded and that the Red Flags are shown immediately the Referee shows the Red Stop lights.

14.15 A **TRAINING INSTRUCTOR’s** role is the main Official in charge of on-track activity during Training Sessions (Art. 22.1) and specifically must ensure:

a) Trainees are SCB Registered and / or issued a One Event Training Registration
b) a Trainee rides a motorcycle in accordance with his/her Registration if there is competitive racing otherwise at the Training Instructor’s sole discretion.
c) Trainees progress is monitored
d) when competitive racing takes place, that riders, in addition to riding a motorcycle in accordance with the Registration are of a similar standard, especially in terms of their ability to avoid accidents and carry out an emergency stop.
e) carry out any instruction so issued by a Team GB Manager / Coach.

14.16 An **ENVIRONMENTAL STEWARD’s** (or Advisor’s) role is to inspect, collate and advise in respect of compliance with the Environmental Code and to suggest best practice methods, to offer assistance to Environmental Marshals and to make recommendations to the SCB.

14.17 A **TECHNICAL STEWARD’s** (or Technical Advisor’s) role is to undertake specific tasks on behalf of the SCB and specifically to visit tracks on an ad-hoc basis to:

a) carry out detailed examination of Motorcycles including analysis of fuel and fuel systems, measurements of engine capacity, Silencers and Dirt Deflectors.
b) carry out detailed inspection of riders Clothing and Helmets.
c) monitor the performance of Machine Examiners and re-train as appropriate.
d) receive any machinery or equipment impounded or confiscated by a Meeting Referee for testing purposes.

e) provide the SCB with detailed reports in respect of any testing.
15. **RACING RULES.**

15.1 The first heat at each Meeting shall commence at the stated time, except that the Referee only, may delay the start of a Meeting due to weather conditions or other 'force majeure'.

15.1.1 No Interval shall be taken before the conclusion of heat 10 (15-heat League Meeting) or heat 12 (20+ heat Individual Meeting), except where the Referee deems it necessary.

15.1.2 Heats shall be anti-clockwise of 4 laps duration, unless the SR's state otherwise.

15.2 In normal circumstances the time from the finish of a heat to the start of the next shall not exceed 5 minutes (including the 2-minute time allowance).

15.2.1 If there is a Re-run, without disqualification, the 2-minute allowance shall be given immediately and no rider may leave the Track Circuit (i.e. must remain on the track).

15.2.2 If there is a Re-run, where a disqualification is ordered, the 2-minute allowance shall be given following a 1-minute delay.

15.2.3 Where there are valid reasons (e.g. track maintenance, interval or a re-run requiring repairs to motorcycles or track, then the Referee shall determine the period before the 2-minute allowance is given: This 2-minute time allowance is signaled by an audible siren and flashing amber lamp and if present (mandatory at a TV Meeting), be shown on a Countdown Clock.

15.2.4 Riders must at the expiry of this time allowance, be on the track, under power, proceeding without stopping towards the Starting Gate.

15.2.5 Only if a rider is at the Starting Gate with sufficient time remaining of the 2-minute allowance, be permitted to prepare their Start area, provided they remain in full, personal control of their motorcycle, have the Cut-Out Lanyard attached, and with their motorcycle facing the direction of racing.

15.2.6 Riders must then come under the control of the Start Marshal and be ready to race.

15.2.7 The Start Marshal, shall bring the riders to the Starting Gate, in the order as determined by their gate position, i.e. a, b, c then d, ensuring all parts of the motorcycle and rider’s limbs are within the marked Grid (NB: lines are neutral and do not form part of the Grid), with the front wheel spindle being directly above the 430mm gridline and when satisfied the riders are correctly positioned, that their motorcycles are stationary and the rear wheel is in contact with the track surface, s/he shall signal to the Referee to illuminate the Green Start light and walk well clear to the rear of all motorcycles.

15.2.8 When the Green Start Light is illuminated, no movement of the motorcycle is permitted, nor any additional time allowance or outside assistance can be given.

15.2.9 After a pause of not less than 1½ seconds, sufficient to enable the Riders to spin their engines and focus attention, and provided all riders are stationary the Referee shall release the Tapes to signify the start.

15.3 **A Starting Offence is considered to have been committed in the following circumstances:**

- Gate Preparation after the expiry of the 2-minute allowance.
- When a rider’s motorcycle touches or breaks the starting tapes whilst the green starting light is on or prevents the raising of the start gate.
- And fails to comply with:
  - Art 5.4.4 (riding across the infield prior to a heat) *
  - Art 15.2.2 (returning into the pits)
  - Art 15.2.4 (failure to meet the 2-minute time allowance)
  - Art 15.2.8 (not obeying the Start Marshal instructions)

A second offence, following an official warning during the meeting for incorrectly preparing the start gate area, disobeying the start marshal and moving during the illumination of the green light before the tapes are released.

*Art 5.4.4 – for riding across the infield after a heat the penalty will be a fine to the value of 1 point scored (1st offence) or as permitted in Art 3.4.1.2 if considered dangerous or a 2nd offence.

15.4 Where the Green Starting Light or Start Gate malfunctions the Referee shall order a re-run.
15.4.1 If a Start Gate fault cannot be rectified, heats shall be started using an "elastic band" or exceptionally by another method, which the Referee must notify all riders of the procedure.

15.5 The Referee, alone, may stop a heat, following an incident or accident, by showing the "stop" Signal if in his/her opinion it would be dangerous to allow the heat to continue. Alternatively, the Referee disqualify a rider, where the offence committed may include allowing both wheels of the motorcycle to cross the inner edge of the track unless such action was for another Rider’s safety, or for receiving outside assistance, including communication to/from the Pits, 3rd party physical contact with the motorcycle or rider, regardless of whether it assists the rider or not, or is lapped, in which case the disqualified rider must withdraw immediately from the course, yet allow the heat to continue.

15.5.1 Where a heat is stopped, the Referee shall disqualify the rider, who in his/her opinion is the primary cause of the stoppage, has indulged in foul, unfair, dangerous or reckless conduct that’s jeopardised the fair chance of an opponent. In certain circumstances, that may include disqualification from the rest of the Meeting, with no facility allowed in a team meeting.

15.5.2 Where a Referee stops a heat, and the leading Rider has completed at least 2 laps, then s/he has the sole discretion to either order a re-run or award the heat based upon the positions when it was caused to be stopped; Riders, other than the one disqualified being advanced one place.

15.5.3 A rider, unable to cross the finishing line, when the leading Rider has done so or the heat has been awarded, as a result of foul, unfair or dangerous riding on the part of another Rider shall be deemed to have finished in the position he held immediately prior to the foul, unfair or dangerous riding, as also shall a rider who has deliberately laid down his motorcycle, or has left the course in the interests of safety;

15.6 If the Black/White chequered flag is mistakenly shown at the end of the 3rd Lap, the Referee may either award the heat or order a re-run. If the Black/White chequered flag is not shown at the end of the 4th lap, it shall be deemed to have been properly shown.

15.7 A rider who, after the Green Light was illuminated, failed to start, retired from, was not proceeding under power when the heat was stopped or is disqualified from a heat that is ordered to be re-run shall be ineligible to take part in the re-run and shall not be replaced.

15.8 A rider may take part in the re-run if in the Referee’s opinion the rider was fouled, had deliberately laid down his motorcycle or left the course in the interests of safety.

15.8.1 When taking part in a re-run, riders may change motorcycles but must start from their original positions, unless a handicap is imposed (Art. 15.16).

15.9 The finish of a heat shall occur when any of the following occurs and the Heat shall not be rerun; (a) when any part of the front wheel passes over the finishing line after completing the appropriate number of laps, provided that the rider is in contact with his motorcycle, (b) when 2 minutes have elapsed after the leading rider has completed the heat when all other riders who have not completed the distance of the heat will be deemed to have retired or (c) when the Referee has awarded the Heat as provided for in these Regulations.

15.9.1 Heat points are awarded, except as stated elsewhere in these Regulations / SR’s as follows:

   Winner: 3 points  
   2nd place: 2 points  
   3rd place: 1 point  
   4th place: 0 points

15.9.2 If two or more riders cross the finishing line together (a dead heat) the combined points for the places shall be shared equally between the Riders concerned.

15.9.3 In a Team Competition, a rider shall be awarded a Bonus Point if s/he finishes in 2nd or 3rd place immediately behind his/her partner, this shall not count towards the Meeting score.

15.10 The result of a Meeting can only be amended if: a) the Referee has made an error in the recording of a heat or the Meeting Results or b) that an absent rider, having been given a Facility is found to have ridden elsewhere in contravention to the Facility so given.

15.11 After heat 10 in an official Team fixture, only the Team that is losing may request a track inspection, or seek abandonment of the Meeting.
The Speedway Regulations

15.12 If a Team Meeting (15 heats or more) is abandoned after the completion of Heat 10 the result shall stand. If this is the 2nd leg and the result is a draw, although an Aggregate result is required, the result will be calculated using the results of both legs, but giving precedence to the Team with the greater number of Heat wins e.g. 5-1 and 4-2 (TR scores count as standard) and if that remains undecided, then it is determined by the Team supplying the greater number of heat winners. In exceptional circumstances where the result is mathematically sure, following referral to the SCB, the Meeting may be awarded.

15.13 League Match points are awarded:

Home win = 3 points
Home draw = 1 point
Away Team win = 3 points or (if winning by 7 or more race points = 4 points)
Away Team draw = 2 points
Away Team loss by 6 race points or less = 1 point

15.14 TOP SCORER’S HEAT (Heat 15 in all SGB League Competitions).
15.14.1 Gate Positions are determined by the outcome of the Coin Toss at the start of the Meeting.
15.14.2 The Home Team Manager nominates first, but once nominated these cannot be amended, except by the Referee should the nomination not conform to the Regulations.
15.14.3 Nominations must be a ‘qualified’ Rider, determined as either:

a) A Rider in the top 3 of that Meeting’s Team by current MA (NB. A Team missing one of the top 3 and using the RR facility) may use the 4th highest Rider by MA.

or

b) A Top 3 points scorer (counting the 4 x programmed rides only, including bonus points) or if one of those top 3 points scorers has already taken 7 rides then the 4th highest points scorer becomes a ‘qualified’ rider. (NB: No facility is available allowing another rider to be elevated to the qualified list if any of those top 3 points scorers are unavailable due to be withdrawn or has no equipment).

If a rider is disqualified for an offence under Art 15.3 the Team Manager may choose either of the following options:

i) The disqualified rider can start on a 15 metre handicap in c or d (The opposing team does not change gate positions).

or

ii) Is replaced by a reserve who will start from the same gate position at the tapes.

In a re-run of heat 15 a non-disqualified rider who is unable to take part may be replaced by a reserve or another ‘qualified’ rider.

15.15 GOLDEN HEAT RULES
15.15.1 In a series of Golden Heats the 1st Team to secure a heat Advantage is the Winning Team.
15.15.2 Each Team Manager nominates riders for 3 additional heats, using different riders in each heat (only if nominations are required for further heats may the same riders be nominated).
15.15.3 The team winning the toss of a coin has the choice to either nominate 2nd or choose Gate position; in subsequent heats this alternates.
15.15.4 After 3 additional heats if no Team has gained a heat Advantage, nominations will continue on the basis of one heat at a time, with a toss of the coin for every heat; the winning team may either choose the Gate Positions or nominate 2nd.
15.15.5 Riders may only appear once in every group of 3 additional heats.
15.15.6 A team, with less than 6 riders, may give extra rides to the lowest scoring Reserve (#6 or 7).
15.15.7 For a Starting Offence (Art. 15.3): only the 15-metre handicap option is permitted.
15.15.8 In the case of a re-run without disqualification and a rider is unable to take place in the re-run, the lowest scoring Reserve (#6 or #7) may be used to take an additional ride.
15.16 **HANDICAP HEAT RULES (for offences shown in Art 15.3, or permitted by an SR)**

In Team events, if a rider commits a Starting Offence (Art 15.3) the Team Manager has an option to either replace the disqualified Rider by a Reserve (starting in the original position) or nominate the offending rider for a 15-metre Handicap, starting in gates c or d or to be replaced by a reserve who will start at the original gate at the tapes (the opposing team does not change gate positions).

If Gate (c or d) is already occupied as a result of a 2nd or subsequent re-instatement then a Reserve Switch is the only option. Furthermore, to permit the 15-metre handicap then:

a) **The Team Partner will take gate (a or b)**

b) For a 2nd offence by the same rider in the same heat a mandatory disqualification with no replacement permitted.

c) If the offence is committed by a TR rider and a Reserve Switch is chosen, the use of the TR shall nevertheless count as a TR ride i.e. it is forfeited but the Points scored by the Reserve do not count as double.

d) as per Art. 15.15.7 only the Handicap option is available.

In an Individual event that permits the use of the 15-metre “Handicap” option for a Starting Offence (Art 15.3), then the ruling allows for multiple use, providing gate (d) is used, then gate (e) for any subsequent offending riders.

e) **Any offence before the correct start of a race can either be handicapped or replaced by a reserve.**

15.17 **MATCH RACE**

In a Match Race, riders select either the Inside (a/b) or Outside (c/d). If rider is disqualified for a Starting Offence (Art 15.3), he must take a 15-metre handicap in the re-run. Should a rider be disqualified for any other reason the heat will be awarded.

15.18 **TIES in INDIVIDUAL MEETINGS.**

Where there is no provision for a Run-Off, ties will be resolved as follows:

a) Precedence will be given to riders having the most number of 1st, 2nd, 3rd, 4th places.

   NB. 4th place is better than a F, FN, FD, R, E or N2.

b) If a tie still persists between 2 riders, then who won in the heat they met.

c) If the tie persists and involves 3 or 4 more riders check if there is a possibility to determine based upon the criteria in b) above.

d) If a), b) and c) cannot be used the order shall be determined by a Ballot.

Where a Run-Off is provided for and 5 or more riders tie on points the following schedule is to be used after the riders are balloted (A, B, C, D, E and F) into Heats 1 and 2:

- **Heat 1:** riders A, B and C
- **Heat 2:** riders D and E (and F)
- **Heat 3:** 2nd and 3rd from Heat 1 and 2nd (and 3rd) from Heat 2
- **Heat 4:** 1st from Heat 1, 1st from Heat 2, 1st and 2nd from Heat 3
16. **FIXTURES, MATCH AVERAGES and GENERAL RULES**

The authority of the SCB and BSPA extends over all Meetings listed on the Official BSPA produced and maintained Fixture List. Changes, including Fixture re-stagings must be approved by the BSPA and no Meeting may be staged unless on the Fixture List.

16.1 Fixtures shall take priority as follows:

- FIM SGP, SWC, SGP Qualifying Meetings, FIM U21 World Speedway Championship Meetings.

NB. Non-Official Competitions have no priority over any of the above.

A Rider must be released to take part in a higher priority Meeting, unless he is “Doubling Up”, in which case the priority for a clash of Official Meetings is as follows:

a) The Original Fixture if there is a clash with a re-arranged Fixture
b) 1st priority to the owner of the rider
c) 2nd priority to the previous season club
d) 3rd priority to the league in which the owner club is a member.

16.1.2 A Transfer during the Season does not change this priority.

16.1.3 It is the duty of the Staging Promotion to ensure that all Fixtures are completed and in the event of it being necessary to re-arrange a Team Fixture, the Promoter(s) shall mutually agree a re-staging date. Should they fail to agree the sole authority to specify a date and/or venue for the re-staging shall lie with the BSPA MC.

16.1.4 In all Events that count towards a Championship, the Regulations must be adhered to and any Team or Individual found in breach of the Regulations will be liable to a penalty including the loss of League Points or removal from a Competition.

16.1.5 If a Team resigns, withdraws or is expelled from a Competition the SCB will declare all results involving that Team as null and void.

16.1.6 The BSPA shall have sole responsibility for setting any completion and/or cut-off dates.

16.2 MATCH AVERAGES (MA’s) are either: Established (Art.16.2.1), Assessed (Art.16.2.2), or Amended (Art. 16.2.3).

16.2.1 ESTABLISHED MA’s are calculated, for a specified number of applicable Meetings, taking account of the number of heats and points (excluding Bonus Points) that a rider has scored. The applicable Meetings are:

- **SGB Premiership:** League Meetings, excluding the Play-Offs
- **SGB Championship:** League Meetings, excluding the Play-Offs
- **National Development League:** League Meetings only.

NB: (Double) points scored as a TR will count at 50%. Riders appearing as a Guest or as a #8 are ignored (SGBP & SGBC Only)

16.2.2 ASSESSED MA’s are given to Riders who:

a) are new to British League or are without an established MA
b) fails to achieve an established (or converted) MA below the 2.00 minimum
c) have to apply for a new CoS due to transferring from the **SGB Premiership** to **SGB Championship** if the riders established MA is below the minimum required as a New Entrant.

16.2.3 AMENDED MA’s may be either Established or Assessed MA’s that have been amended with the Approval of the BSPA GC or MC for:

a) Riders who have been absent from British League racing for more than 3 seasons (NB. The MA may be increased or decreased).
b) Riders who have been absent for more than 1 full season due to injury.
c) A rider who has participated in the NDL will receive a 2.5% reduction on their MA after attaining an established **SGB Premiership or Championship League** MA,
16.2.4 The BSPA are responsible for the calculation, production and circulation of Rider’s MA’s
16.2.5 At the end of each Season the BSPA will produce a Listing of all riders who have competed in
British Speedway during that season and following approval and/or amendment at the BSPA
AGM’s these MA’s (i.e. excluding Bonus Points but including other allowances) will be the
Riders MA for the start of the following Season.
16.2.6 These MA’s will remain effective for Team Building, Team Positioning, Facilities, rider eligibility
for Heat 15 etc. until new MA’s becomes effective.
16.2.6.1 Updated MA’s will be calculated on all eligible meetings, up to and including Monday’s meetings
each fortnight for issue on Thursday to become effective from the next Monday.
16.2.6.2 not used
16.2.6.3 NDL Established MA’s are issued when a Rider completes 4 NL Meetings (irrespective of
whether home or away) to be effective 7 days after the last qualifying Meeting.
16.2.7 A SGB Premiership or Championship League rider will establish an MA after 4 Home and
4 Away fixtures, becoming effective 7 days after the last qualifying Meeting. Should an
Established MA not be achieved to be effective from 1st May, then the MC may issue a revised
MA, based upon actual rides if the Team re-declares.
16.2.8 A NDL rider, who is not in an NDL Team Declaration will be given an Established MA after
completing 4 Meetings, irrespective of being home or away.

16.3 TEAM DECLARATIONS
Teams must declare their Team prior to the start of the Season. Changes must be made at
least 72 hours before the start Time of the Meeting at which it is intended to be used.
16.3.1. In any declaration where 2 or more riders hold an identical MA (i.e. cannot be determined by a
3rd or more decimal point) then the (re) Declaration must nominate the hierarchical order,
except that where riders have a previous MA, then the higher placed rider from the previous
issue shall retain the higher position.
16.3.2 not used
16.3.3 A rider in a Team’s declared 1 - 7 at the end of the previous season and not included in that
Team’s new season’s initial declaration may not be subsequently re-introduced into that Team
without the express permission of the MC.
16.3.4 No Team changes will be allowed after 28th July with the effective date being 31st July, except
for riders returning to the Team after injury.
16.3.5 The BSPA MC monitors all proposed moves and has the sole responsibility to approve all
(re-)Declared Team Line-Ups having been satisfied they are in the best interests of the sport.

16.4 TEAM NOTIFICATIONS
16.4.1 Home Teams must notify their Opponents of the Team Line-Up at least 5 days before the
Meeting to which the Away Team must respond within 24 hours with their Team Line-Up.
Notifications must be in writing, include MA’s and where applicable, the reason for Facilities
being used.
16.4.2 At least 3 days before the Meeting, the Home Promotion must log the Team Line-Ups (inc.
NJL/SJL/MDL) Teams at the nominated SCB Website, including each riders MA, details of any
rider in a Team’s current Declaration, who will be missing, including the full reason for absence
and the Facility being used including name and MA of any Guest rider.
16.4.3 Further necessary changes must be notified, with reasons given, to the nominated SCB
Website, Opponents, BSPA Office and Referee as soon as they are known.
16.4.4 Refer to Art. 3.9 (concerning the procedure for resolution of a dispute).

16.5 FACILITIES
16.5.1 A Team may utilise a “Facility” to cover the absence of a Rider(s) who:
a) is on FIM World Speedway Championship duty.
b) **is on FIM Europe U21 Championship duty**
c) is engaged elsewhere at a BSPA shared or purchased Meeting.
d) is recalled by his own FMN in accordance with the FIM ISLB Regulations.
e) has been injured whilst speedway racing, within 48 hours of the injury occurring, if
no evidence is available, a Medical Certificate must be sent to the SCB; failure to do
so will result in the mandatory suspension of the rider’s SCB Registration for the next home fixture. NB. The BSPA MC cannot overrule the suspension.

f) is sick or carrying a non-speedway injury for which a Medical Certificate must be supplied to the SCB within 48 hours of the sickness / injury occurring in which case the Rider may only return within 7 days (including his Team’s next home Meeting) with the express permission of the MC. However, failure to provide a Certificate will nevertheless result in the mandatory suspension of the rider’s SCB Registration for the next home fixture. NB. The BSPA MC cannot overrule the suspension.

g) has been suspended by the FIM, ACU, SCB or rider’s FMN.

h) is in dispute with his Club, provided that the circumstances have been accepted by the MC, who will determine the Facility and period of the rider’s inactivity.

i) is on FIM Longtrack Championship duty (for the day of the Meeting only; no facility is permitted for practice day).

j) being a Championship rider whose own FMN does not have a current Agreement with the BSPA and is competing in another National Development League or Open Meeting. This will result in the rider’s SCB Registration being suspended for 1 (one) season and the Team will be automatically granted a facility for a maximum period of 28 days, after which they must re-declare.

k) is awaiting medical clearance from the riders FMN.

l) is absent for any other reason (applicable to the NDL only)

16.5.2 For an absent rider with (a) an assessed MA, or (b) has been approved in a team’s declared line-up at the start of the season, a 28-day Facility may be granted at MC’s discretion.

16.5.2.1 In the NDL this only applies if he was in that Team’s 1-7 at the close of the previous season.

16.5.2.2 If the absent rider has an assessed MA and is a SGB Championship #1 (by MA) only RR facility is allowed.

16.5.3 No facility is permitted to replace a rider, who although included in a Re-declaration has not made an appearance for that Team since being re-declared.
18. SGB PREMIERSHIP & CHAMPIONSHIP LEAGUE MEETING REGULATIONS

18.1 SGB PREMIERSHIP & CHAMPIONSHIP LEAGUES
18.1.1 Teams will meet each other in a League table on 4 occasions, 2 home and 2 away.
18.1.2 The SGB Premiership & Championship League Play-Offs will involve the top 4 Teams in the final League Table in a series of Home and Away Ties on a Knock-Out basis in which the TR Facility is not applicable. In the event of an aggregate tie Golden Heats will determine the winners.
18.1.3 The winners of each Semi Final will then contest the Play-Off Final.
18.1.4 The highest placed team will have first choice of opponents and leg (in both semi-finals and final) with the highest placed remaining team having the next choice.
18.1.5 Play Off meeting will be determined by aggregate heat points scored in the home and away meetings. In the event of a tie in aggregate with the semi or final the outcome will be determined by Golden Heat format.
18.1.6 The Winning Team in each of the Play-Off Finals will be the 2017 Premiership and Championship winners.
18.1.6.1 The winning team of the SGB Championship play offs will contest a 2-legged competition for promotion into the SGB Premiership for the following season against the last placed SGB Premiership team.
18.1.7 The Heat Format for these Meetings is detailed as shown in Art. 18.9.1

18.2 not used

18.3 SGB PREMIERSHIP & CHAMPIONSHIP LEAGUE KNOCK-OUT CUP
18.3.1 A Draw of the competing Teams will be made, with Byes being given where necessary in order to equalise the number of competing teams.
18.3.2 All Meetings, including the Semi-Finals and Final are decided upon the aggregate score of both the home and away legs. In the event of a tie in aggregate, provided the 2nd leg took place before August 1st then the Tie will be replayed, thereafter the outcome of any tie will be determined by Golden Heats Format.
18.3.3 The Heat Format for the meetings are as per Art 18.9.1 The TR Facility is not applicable.

18.4 SGB PREMIERSHIP & CHAMPIONSHIP LEAGUE BEST PAIRS
Supplementary Regulations will be issued at least 14 days prior to the event

18.5 SGB CHAMPIONSHIP 4-TEAM TOURNAMENT
Supplementary Regulations will be issued at least 14 days prior to the event

18.6 RIDERS MATCH AVERAGES (see Art 16.2 for Definitions) and GRADINGS
18.6.1 Riders new to SGB Premiership & Championship League racing are categorised as follows:

Cat 1 Any rider riding in a professional league in the previous or current season will be assessed on a “Grading List” with a minimum assessed MA of 7.00. Based upon results obtained in all other Professional Speedway Leagues and given an Assessed MA accordingly.
Cat 2: Riders not riding in a Professional League (i.e. Denmark, Poland & Sweden)

Cat 3: Riders who are eligible to ride in the National Development League.

18.6.2 The Assessed MA’s for new Riders to the SGB Premiership & Championship League racing is:
Cat 1 as per the Grading List
Cat 2 5.00
Cat 3 2.00

18.6.2.1 No rider with a current or previously assessed MA, other than a category 3 rider, can drop below 4.00 at any time during the season.

18.6.3 Where a rider has a previously established PL MA, then this MA is used.

18.6.4 If a rider has only a previously established EL MA; the EL MA is multiplied by 1.4.

18.6.5 The most recently established MA will be used.

18.7 TEAM COMPOSITION
18.7.1 A SGB Premiership Team’s initial Declaration must not exceed 50.00 and include at least 2 riders who have competed in or are eligible to enter the National Development League (Conference League).

18.7.2 An SGB Championship Teams initial Declaration must not exceed 40.00 and include at least 2 riders who have competed in or are eligible to enter the National Development League (Conference League), one of which must be at #7 by CMA.

18.7.3 It musts mot exceed 42.00 points in any declaration following the issue of established CMA’s for 2017, except where the MA of the introduced rider is equal to, or lower than the rider being replaced.

Any re-declaration must include 2 riders who have competed or are eligible to enter the National Development League (Conference League)

18.7.4 SGB League Teams can nominate one shared position at #7 in their initial declaration, with the highest shared riders MA counting towards the Teams Total MA.

18.8 TEAM LINE-UPS
a) The Top rider (by MA) must ride at #1.

b) The 2nd to 5th riders (by MA) can ride in any position #2 – #5.

c) The 6th rider (by MA) must ride at #6.

d) The 7th rider (by MA) must ride at #7.
18.9 MEETING FORMAT

18.9.1 15-Heat Format for all SGB League Meetings, including Knockout Cup

<table>
<thead>
<tr>
<th>HEAT</th>
<th>Red</th>
<th>gate</th>
<th>Blue</th>
<th>gate</th>
<th>White</th>
<th>gate</th>
<th>Y/B</th>
<th>gate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>c-d</td>
<td>2</td>
<td>a-b</td>
<td>1</td>
<td>d-c</td>
<td>2</td>
<td>b-a</td>
</tr>
<tr>
<td>2</td>
<td>6</td>
<td>b-a</td>
<td>7</td>
<td>d-c</td>
<td>6</td>
<td>a-b</td>
<td>7</td>
<td>c-d</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>c-d</td>
<td>4</td>
<td>a-b</td>
<td>3</td>
<td>b-a</td>
<td>4</td>
<td>d-c</td>
</tr>
<tr>
<td>4</td>
<td>5</td>
<td>c-d</td>
<td>7</td>
<td>a-b</td>
<td>5</td>
<td>d-c</td>
<td>7</td>
<td>b-a</td>
</tr>
<tr>
<td>5</td>
<td>3</td>
<td>b-a</td>
<td>4</td>
<td>d-c</td>
<td>1</td>
<td>c-d</td>
<td>2</td>
<td>a-b</td>
</tr>
<tr>
<td>6</td>
<td>1</td>
<td>a-b</td>
<td>2</td>
<td>c-d</td>
<td>5</td>
<td>b-a</td>
<td>6</td>
<td>d-c</td>
</tr>
<tr>
<td>7</td>
<td>5</td>
<td>b-a</td>
<td>6</td>
<td>d-c</td>
<td>3</td>
<td>a-b</td>
<td>4</td>
<td>c-d</td>
</tr>
<tr>
<td>8</td>
<td>2</td>
<td>d-c</td>
<td>7</td>
<td>b-a</td>
<td>2</td>
<td>c-d</td>
<td>7</td>
<td>a-d</td>
</tr>
<tr>
<td>9</td>
<td>3</td>
<td>d-c</td>
<td>4</td>
<td>b-a</td>
<td>5</td>
<td>a-b</td>
<td>6</td>
<td>c-d</td>
</tr>
<tr>
<td>10</td>
<td>1</td>
<td>d-c</td>
<td>2</td>
<td>b-a</td>
<td>3</td>
<td>c-d</td>
<td>4</td>
<td>a-d</td>
</tr>
<tr>
<td>11</td>
<td>5</td>
<td>a-b</td>
<td>6</td>
<td>c-d</td>
<td>1</td>
<td>b-a</td>
<td>2</td>
<td>d-c</td>
</tr>
<tr>
<td>12</td>
<td>3</td>
<td>a-b</td>
<td>7</td>
<td>c-d</td>
<td>3</td>
<td>d-c</td>
<td>6</td>
<td>b-c</td>
</tr>
<tr>
<td>13</td>
<td>1</td>
<td>b-a</td>
<td>5</td>
<td>d-c</td>
<td>1</td>
<td>a-b</td>
<td>5</td>
<td>c-d</td>
</tr>
<tr>
<td>14</td>
<td>4</td>
<td>c-d</td>
<td>6</td>
<td>a-b</td>
<td>4</td>
<td>b-a</td>
<td>7</td>
<td>d-c</td>
</tr>
</tbody>
</table>

15 Top Scorer’s Heat (See Art 15.14)

The winner of the Coin Toss can choose the Gate Position in either Heat 1 or Heat 15

18.9.2 In Heat 4, the #7, unless certified by the MO (and withdrawn from the meeting) cannot be replaced. If the #7 commits a Start offence (Art 15.3) only the "handicap option is allowed.

18.10 FACILITIES

a1) Absent #1: G or RR
a2) Absent D-up (if riding for the "other" team) G or RR
b) 1 Absent rider (2 – 5): RR
  c) More than 1 Absent rider (1 - 5) 1 x RR facility and G for all others
  d) Absent #6 or #7: G
  e) "No Facility"

Premiership 1-5

Championship rider with an MA up to and including 4.00

Premiership 6-7 & Championship 1-7

NDL G*: a rider eligible for a NDL Team who has never achieved an actual PL MA of 4.00 or above

NDL G*: a rider eligible for a NDL Team who has never achieved an actual PL MA of 4.00 or above
18.10.1 If a rider is representing their FMN in an FIM Speedway Championship, irrespective of the rider’s MA, a choice of Guest or Absent Rider Replacement facility (if permitted by Art 18.10) is available.

18.10.2 Where a Team uses the RR Facility, they may nominate an additional rider (AR), who is eligible to take any rides that could have normally been taken by the Absent rider during the Meeting, provided that the nominated rider is another contracted Rider, but not included in an SGB Premiership or Championship League Team’s currently declared 1-7 and whose MA does not exceed an SGB Premiership or Championship MA of 2.00.

18.11 An INJURED RIDER REPLACEMENT (IRR)
Is a Facility that allows one certified injured rider’s (#1-#5) remaining programmed rides (including a ride in which he was unable to re-start but was not disqualified - FN) to be taken by other Team Members (including any Guest riders), providing the Team is not already using ARR and subject to:

18.11.1 The injured Rider not having completed 3 rides
18.11.2 Only one position per Team may be declared as IRR.
18.11.3 All riders with an MA below the Injured rider may take one IRR ride each.
18.11.4 IRR is not permitted in Heat 15.
18.11.5 A Nomination once made cannot be changed.
18.11.6 A rider taking an IRR ride may be nominated to take a TR ride (Art. 18.14)

18.12 A GUEST RIDER (G) replaces an absent regular Team Member subject to the following:
18.12.1 If the absent rider, with an established MA, is in the Top 1 – 5 of the Team, then the Missing rider’s MA will be enhanced by + 5% at a Home Meeting to determine the allowance for the Guest rider.
18.12.2 A rider may ride as a Guest (in an Official Meeting) at a Track only once in an 8-day period unless he is replacing the Home Teams #1 or is a NDL rider guesting for the Home Team.
18.12.3 The Guest must be in a current Team Declaration and have an MA that is the same or lower than that of the absent rider. If a replacement SGB Premiership rider also has a current SGB Championship MA, then the higher of the MA’s will dictate the eligibility.
18.12.4 The Guest assumes the position and MA of the Missing rider.
18.12.5 A Guest Rider in a “double-header” shall count as one Meeting only.
18.12.6 No Rider, whose Team is in the Play-Offs may appear as a Guest in the Play-Offs.

18.13 A Rider REPLACEMENT (ARR) Facility, allows the absent rider’s programmed rides to be shared out between other Team Members (including any Guest riders), subject to:
18.13.1 The rider who by MA is directly above the absent rider and all riders below may take one ARR each (NB. a Reserve is not restricted to a single ARR ride)
18.13.2 ARR is not permitted in Heat 15.
18.13.3 Only one position per Team may be declared as ARR.
18.13.4 A Nomination once made cannot be changed.
18.13.5 A rider taking an ARR ride may be nominated to take a TR ride, if permitted (see Art 18.14)
18.13.6 A rider nominated as the Team’s ARR may take any ride(s) that could have been taken by the absent rider, for the Meeting provided s/he is another contracted rider, not included in a SGB Premiership or Championship League Team’s declared 1-7 and an MA that does not exceed 2.00.

18.14 A TACTICAL RIDE (TR) ride (NB. Not applicable in any SGB Premiership & Championship League two-legged aggregate tie).
18.14.1 Is permitted on only one occasion in Heats 5 – 12 (inclusive) when a Team is 10 or more points in arrears.
18.14.2 Allows a programmed rider (including a rider taking an ARR or IRR) to be nominated as a TR.
18.14.3 The TR rider starts from the Starting Gate and Race points scored are doubled provided s/he finishes ahead of an Opponent. NB a non-finisher is an Opponent.
18.14.4 A Nomination once made cannot be changed.
18.14.5 A Black and White chequered Helmet Cover must be worn
The Speedway Regulations

18.15 A RESERVE SWITCH (RS) ride can be taken by a #6 or #7 rider, subject to a maximum of 7 rides in total, where the #6 or #7 takes the place, of:

18.15.1 A rider who is absent, missing or late in arriving
18.15.2 A rider at the Team Manager’s discretion before a heat (except Heat 15) has commenced.
18.15.3 A rider disqualified for a Starting Offence (Art 15.3)
18.15.4 A rider in the re-run of a Heat where that Rider was not disqualified and is unable to take part due to injury or damage to his/her motorcycle, in which case assumes the status of the Rider being replaced, e.g. in the same helmet colour, gate position, as a TR (and the possibility of double points), even if s/he has already taken a TR ride.
18.15.5 A Reserve, already replaced in any Heat, cannot be re-introduced for any reason, except in the case of Art 18.15.4.

18.16 RIDER ELIGIBILITY
18.16.1 All riders are subject to a minimum 3 rides per Meeting, although “frustrated” rides do not count.
18.16.2 If a rider (except those riding as per Art 18.10 (e)) is prevented as a result of an injury sustained in that Meeting (as confirmed by the CMO), the minimum ride rule will not apply.
18.16.3 A Team Member (#1 – 5) is subject to a maximum of 4 programmed rides, with the possibility of one nomination as an ARR (or IRR, but not both) and for Heat 15.
18.16.4 A Reserve (#6 or #7) is subject to a maximum of 7 Rides, which includes “frustrated” rides.
18.16.5 A “frustrated” ride is one, whether programmed or not (i.e. nominated as an ARR, IRR or RS), results in a disqualification for a Starting Offence (Art 15.3) or for any reason whatever is unable to take part in a re-run AND is replaced by another rider. If no replacement is made it is a "compulsory" ride.
18.16.6 In the event the "frustrated" ride is as a result of being nominated as a ARR, IRR or TR, then it shall nevertheless count as that rider’s ARR, IRR or TR ride.
18.16.7 In order that a rider takes the "minimum" number of rides, then changes must be made to a Heat Line up, (excluding any nominated or Highest Scorers Heat) or sufficient heats must start with no replacements.
19. **NATIONAL DEVELOPMENT LEAGUE MEETING REGULATIONS**

Known as the National League, it’s official name is the National Development League to clarify that this is the entry level league dedicated to the training and development of young home grown riders.

19. **OFFICIAL COMPETITIONS**

In 2017 the National League Teams will compete in the:

- NATIONAL LEAGUE CHAMPIONSHIP (Art 19.1)
- NATIONAL LEAGUE TROPHY (Art 19.2)
- NATIONAL LEAGUE KO CUP (Art 19.3)
- NATIONAL LEAGUE BEST PAIRS (Art 19.4)
- NATIONAL LEAGUE 4TT (Art 19.5)

19.1 **NATIONAL DEVELOPMENT LEAGUE CHAMPIONSHIP**

19.1.1 Teams will meet each other Team in a League table on 2 occasions, 1 at home and 1 away.

19.1.2 The top 4 placed Team in the League Table will play-off to determine who is League Champions; The 1st placed team will have choice of opponents. The Play-Off Meetings will be staged over 2 legs, home and away and be decided on aggregate; in the case of a tie the outcome will be determined by a single Match Race.

19.1.3 The Heat Format for the Meetings are shown in Art 19.11.1.

19.1.4 **The cutoff date for the Play Offs will be 24th September 2017.**

19.2 **NATIONAL LEAGUE TROPHY**

19.2.1 Teams will meet each other Team in a League table on 2 occasions, 1 at home and 1 away.

19.2.2 The Play-Off will incorporate the top 2 Teams in the Final League Table.

19.2.3 The highest placed Team will have 1st choice of Leg.

19.2.4 In the event of a tie in aggregate, the outcome will be determined by a single Match Race.

19.2.5 The Heat Format for the Meeting is as shown in Art 19.11.1

19.3 **NATIONAL LEAGUE KO CUP**

19.3.1 A Draw of the competing Teams will be made, with Byes being given in order to equalise the number of competing teams.

19.3.2 All Meetings including the Semi-Final and Final will be determined by the aggregate Heat Points scored in the home and away Meetings. In the event of a tie on aggregate and provided the 2nd leg took place before August 1st then the Tie will be replayed, thereafter the outcome of any tie will be determined by a single Match Race.

19.3.3 The Heat Format for the Meeting is as shown in Art 19.11.1

19.4 **NATIONAL LEAGUE BEST PAIRS**

Supplementary Regulations will be issued at least 14 days prior to the event

19.5 **NATIONAL LEAGUE 4 TEAM TOURNAMENT**

Supplementary Regulations will be issued at least 14 days prior to the event

19.6 not used

19.7 not used

19.8 **RIDERS MATCH AVERAGES (see Art 16.2 for Definitions) and GRADINGS**

19.8.1 Riders new to the National League must hold a UK Passport and an ACU Licence: The Rider will be given an assessed MA of 3.00.

19.8.2 A Rider’s MA will be based upon their latest (attained during the seasons 2011 – 2016 only) NDL or PL MA (multiplied by 2 and subject to a minimum / maximum converted MA’s being 3.00 / 12.00. NB: Where a rider has both a previous PL and NDL MA, the highest will apply.
19.9 TEAM COMPOSITION
19.9.1 The Initial Team Declaration may include current Championship riders, who are under 25 years-old with a Championship MA of 4.00 or below at the start of the season, riders with a Championship MA of 6.00 or below, provided they are not declared in a Championship 1-7 at the start of the season; and all of whom must hold a full UK Passport and have an ACU Licence.

19.9.1.1 A Team's Declaration (initial and re-declared) is 39.00 for the top 7 riders.
19.9.1.2 It must also remain under 39.00 points for the top 7 riders when re-declared (permanent or temporary) except that the maximum may be exceeded where the MA of the introduced rider is equal to, or lower than the rider being replaced.
19.9.1.3 An ex PL rider declared in a NDL Team at the start of the season will only be eligible to remain in the NDL should he join a SGB Premiership or Championship League Team, provided he is under 25-years old and joins the SGB Premiership or Championship League at less than 5.00.
19.9.2 A rider taken out of a Team cannot be re-introduced into that Team within 14 days.
19.9.3 Where a rider is additionally declared in a SGB Premiership or Championship League team, the SGB Premiership or Championship League Team shall have priority, except that a rider nominated for the NDLRC must appear in the NDLRC.
19.9.4 It is mandatory for riders to appear in the NDL 4TT, NDL BP and NDLRC; riders will be suspended from their next 2 Home Meetings in contravention, subject to MC confirmation.

19.10 TEAM LINE-UPS
a) The Top rider (by MA) must ride at #1.
b) The 2nd to 5th riders (by MA) can ride in any position #2 – #5.
c) The 6th and 7th riders (by MA) must ride at #6 or #7.
19.10.1 In case of a dispute regarding the Line-Up the matter may be referred to the NDL Co-ordinator, and will have the same validity as it were taken under Art 3.8.1 d
19.11 MEETING FORMAT
19.11.1 The 15-Heat Format for all National Development League Meetings, including Trophy and KO Cup

<table>
<thead>
<tr>
<th>HEAT</th>
<th>Red</th>
<th>gate</th>
<th>Blue</th>
<th>gate</th>
<th>White</th>
<th>gate</th>
<th>Y/B</th>
<th>gate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>c-d</td>
<td>2</td>
<td>a-b</td>
<td>1</td>
<td>d-c</td>
<td>2</td>
<td>b-a</td>
</tr>
<tr>
<td>2</td>
<td>6</td>
<td>b-a</td>
<td>7</td>
<td>d-c</td>
<td>6</td>
<td>a-b</td>
<td>7</td>
<td>c-d</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>c-d</td>
<td>4</td>
<td>a-b</td>
<td>3</td>
<td>b-a</td>
<td>4</td>
<td>d-c</td>
</tr>
<tr>
<td>4</td>
<td>5</td>
<td>c-d</td>
<td>7</td>
<td>a-b</td>
<td>5</td>
<td>d-c</td>
<td>7</td>
<td>b-a</td>
</tr>
<tr>
<td>5</td>
<td>3</td>
<td>b-a</td>
<td>4</td>
<td>d-c</td>
<td>1</td>
<td>c-d</td>
<td>2</td>
<td>a-b</td>
</tr>
<tr>
<td>6</td>
<td>1</td>
<td>a-b</td>
<td>2</td>
<td>c-d</td>
<td>5</td>
<td>b-a</td>
<td>6</td>
<td>d-c</td>
</tr>
<tr>
<td>7</td>
<td>5</td>
<td>b-a</td>
<td>6</td>
<td>d-c</td>
<td>3</td>
<td>a-b</td>
<td>4</td>
<td>c-d</td>
</tr>
<tr>
<td>8</td>
<td>2</td>
<td>d-c</td>
<td>7</td>
<td>b-a</td>
<td>2</td>
<td>c-d</td>
<td>7</td>
<td>a-b</td>
</tr>
<tr>
<td>9</td>
<td>3</td>
<td>d-c</td>
<td>4</td>
<td>b-a</td>
<td>5</td>
<td>a-b</td>
<td>6</td>
<td>c-d</td>
</tr>
<tr>
<td>10</td>
<td>1</td>
<td>d-c</td>
<td>2</td>
<td>b-a</td>
<td>3</td>
<td>c-d</td>
<td>4</td>
<td>a-b</td>
</tr>
<tr>
<td>11</td>
<td>5</td>
<td>a-b</td>
<td>6</td>
<td>c-d</td>
<td>1</td>
<td>b-a</td>
<td>2</td>
<td>d-c</td>
</tr>
<tr>
<td>12</td>
<td>3</td>
<td>a-b</td>
<td>7</td>
<td>c-d</td>
<td>3</td>
<td>d-c</td>
<td>6</td>
<td>b-a</td>
</tr>
<tr>
<td>13</td>
<td>1</td>
<td>b-a</td>
<td>5</td>
<td>d-c</td>
<td>1</td>
<td>a-b</td>
<td>5</td>
<td>c-d</td>
</tr>
<tr>
<td>14</td>
<td>4</td>
<td>c-d</td>
<td>6</td>
<td>a-b</td>
<td>4</td>
<td>b-a</td>
<td>7</td>
<td>d-c</td>
</tr>
</tbody>
</table>

15 **Nominated Riders Heat (as per Art 15.14)**

The winner of the Coin Toss can choose the Gate Position in either Heat 1 or Heat 15

19.12 FACILITIES
In the NDL the eligible reasons for a Facility is extended to cover any other reason, e.g. Work, school, holidays etc.

a) Any Absent rider
(If on Premiership or Championship duty)

b) Absent #1:
G (who must be in an NDL Line-Up) or RR

c) Absent rider (2 – 5):
G (who must be in an NDL Line-Up) or RR

d) Two Absent riders (2 -5):
1 x RR and 1 x G (Team Manager discretion)

e) all other Absentees:
any rider not in an NDL Declaration and whose MA does not exceed NDL 3.00 (but see below)

A rider nominated as the 8th rider in any Team Declaration may be utilised as a Guest rider and must take the programmed place of the Missing rider(s).

19.12.1 Where a Team has the use of the RR Facility, they may nominate an additional rider (AR) who may take any rides that could have normally been taken by the Absent rider during the Meeting provided that the nominated rider is not in a NDL Declaration and whose MA does not exceed NDL 3.00.

19.13 A GUEST RIDER (G) replaces a regular Team Member subject to the following:

19.13.1 The Guest assumes the position and MA of the Missing rider.

19.13.2 The Guest must be in a current Team Declaration.

19.13.3 A rider may ride as a Guest (in an Official Meeting) at a Track only once in an 8-day period unless he is either replacing the Home Teams #1.

19.13.4 A Guest rider in a "double-header" shall count as one Meeting only.
19.13.5 The Guest's own MA must be the same or lower than that of the Missing rider.

19.14 A Rider REPLACEMENT (RR) Facility, allows the absent rider's programmed rides to be shared out between other Team Members (including any Guest riders), subject to:

19.14.1 The rider who by MA is directly above the absent rider and all riders below may take one RR each (NB. a Reserve is not restricted to a single RR ride).

19.14.2 RR is not permitted in Heat 15.

19.14.3 Only one position per Team may be declared as RR.

19.14.4 A Nomination once made cannot be changed.

19.14.5 A rider nominated as the Team's AR may take any ride(s) that could have been taken by the absent rider and whose MA does not exceed 3.00.

19.16 A RESERVE SWITCH (RS), subject to a maximum of 7 rides may be taken in place of:

19.16.1 Any rider who is absent, missing or late in arriving

19.16.2 Any rider at the Team Manager's discretion before a heat (except heat 15) has commenced

19.16.3 A rider disqualified for a Starting Gate offence (Art 15.3).

19.16.4 A rider in the re-run of a heat where that rider was not disqualified and is unable to take part due to injury or damage to his/her motorcycle, in which case assumes the status of the rider being replaced, e.g. in the same helmet colour, gate position.

19.16.5 A Reserve, already replaced in any heat, cannot be re-introduced for any reason.

19.17 RIDER ELIGIBILITY

19.17.1 All riders are subject to a minimum 3 rides per Meeting; "frustrated" rides do not count.

19.17.2 If a rider is prevented, as a result of an injury sustained in that Meeting (as confirmed by the CMO), the minimum ride rule will not apply.

19.17.3 A Team Member (#1 – 5) is subject to a maximum of 4 programmed riders, with the possibility of one nomination as an RR and for Heat 15.

19.17.4 A Reserve (#6 or #7) is subject to a maximum of 7 Rides, which includes "frustrated" rides.

19.17.5 A "frustrated" ride is one, whether programmed or not (i.e. nominated as a Rider Replacement or Reserve Switch), results in a disqualification for a Starting Offence (Art 15.3) or for any reason whatever is unable to take part in a re-run AND is replaced by another rider. If no replacement is made it is a "compulsory" ride.

19.17.6 In the event the "frustrated" ride is as a result of being nominated as an RR, then it shall nevertheless count as that rider's RR ride.

19.17.7 In order that a rider takes the "minimum" number of rides, then changes must be made to a Heat Line up, (excluding any nominated or Top Scorers Heat) or sufficient heats must start with no replacements.
20. **INDIVIDUAL MEETING REGULATIONS**

- **British Championship**: Semi Final (s) and Final (Art 20.1)
- **British Under-21 Championship**: Semi Final (s) and Final (Art 20.1)
- **British Under-19 Championship**: Final (Art 20.1)
- **British Youth Championship Series**: (for both 500cc and 250cc) (Art 20.2)
- **Final only**: (125cc and 150cc “box engines”) (Art 20.3)
- **SGB Premiership and Championship League Riders**: (Art 20.4)
- **National Development League Riders Championship**: (Art 20.6)

**20.1 BRITISH CHAMPIONSHIPS (SENIOR, UNDER 21 and UNDER 19).**

**20.1.1** Qualification will be as determined and advised by the BSPA.

**20.1.2** When Qualifying/Semi-Finals are staged, these will use the 20-Heat Format only (Art 20.1.8).

**20.1.3** For the Finals, the 16-rider, 20-Heat Format is utilised when the top 2 riders will be seeded direct to Heat 22 (Final) and the next 4 Riders finishing in positions 3rd to 6th will compete in Heat 21 from which the top 2 will go forward to Heat 22.

**20.1.4** In Heat 21, the precedence of choice of gate positions is determined by the finishing order in the Heats (i.e. 3rd to 6th). In Heat 22, the choice of gate positions shall be based upon the order in the Heats (i.e. 1st and 2nd) and the winner of Heat 21 will have 3rd choice of gate.

**20.1.5** The result of Heat 22 will determine the overall classification, with the Winner of Heat 22 being declared Champion, with 2nd, 3rd and 4th being classified in that order overall, and all others by the points total scored in the 20 Qualifying Heats.

**20.1.6** All Starting Offences (Art 15.3) will result in Disqualification and a Reserve (if there is more than 1 Reserve then the Reserves will alternate) will take the disqualified riders place. Reserves may take a maximum of 5 Rides, with all points scored counting towards qualification.

**20.1.7** Details concerning tyres will be notified by way of the Event’s Supplementary Regulations.

**20.1.8** HEAT FORMAT (for Qualifying Rounds / Semi-Finals and the Qualifying Heats in the Final)

<table>
<thead>
<tr>
<th>Ht</th>
<th>R</th>
<th>B</th>
<th>W</th>
<th>Y</th>
<th>Ht</th>
<th>R</th>
<th>B</th>
<th>W</th>
<th>Y</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>11</td>
<td>8</td>
<td>9</td>
<td>3</td>
<td>14</td>
</tr>
<tr>
<td>2</td>
<td>5</td>
<td>7</td>
<td>6</td>
<td>8</td>
<td>12</td>
<td>13</td>
<td>4</td>
<td>10</td>
<td>7</td>
</tr>
<tr>
<td>3</td>
<td>10</td>
<td>11</td>
<td>9</td>
<td>12</td>
<td>13</td>
<td>7</td>
<td>12</td>
<td>14</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>15</td>
<td>14</td>
<td>16</td>
<td>13</td>
<td>14</td>
<td>2</td>
<td>13</td>
<td>8</td>
<td>11</td>
</tr>
<tr>
<td>5</td>
<td>13</td>
<td>1</td>
<td>5</td>
<td>9</td>
<td>15</td>
<td>16</td>
<td>3</td>
<td>10</td>
<td>5</td>
</tr>
<tr>
<td>6</td>
<td>14</td>
<td>10</td>
<td>2</td>
<td>6</td>
<td>16</td>
<td>9</td>
<td>6</td>
<td>4</td>
<td>15</td>
</tr>
<tr>
<td>7</td>
<td>11</td>
<td>15</td>
<td>7</td>
<td>3</td>
<td>17</td>
<td>1</td>
<td>8</td>
<td>15</td>
<td>10</td>
</tr>
<tr>
<td>8</td>
<td>4</td>
<td>8</td>
<td>12</td>
<td>16</td>
<td>18</td>
<td>9</td>
<td>2</td>
<td>7</td>
<td>16</td>
</tr>
<tr>
<td>9</td>
<td>6</td>
<td>16</td>
<td>1</td>
<td>11</td>
<td>19</td>
<td>3</td>
<td>12</td>
<td>13</td>
<td>6</td>
</tr>
<tr>
<td>10</td>
<td>12</td>
<td>5</td>
<td>15</td>
<td>2</td>
<td>20</td>
<td>5</td>
<td>14</td>
<td>11</td>
<td>4</td>
</tr>
</tbody>
</table>
Unless the Supplementary Regulations state otherwise, the method for deciding the hierarchy will be as per Art. 15.18, the system that will also be used if a Meeting is abandoned after the completion of Heat 12, and the Meeting is not re-staged, the Results will stand at the last point when all Riders had taken the same number of rides.

20.2 BRITISH YOUTH CHAMPIONSHIP (500cc and 250cc).
20.2.1 Riders must be under 16 years of age as at 1st January in that Season.
20.2.2 Heat Formats at each Meeting is determined by the number of Entries in each class.
20.2.3 Championship Points (18 for 1st place, 16 for 2nd, 14, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, and 1) are awarded at each Championship Meeting in each class. In the event there is a tie on Points for the Championship at the end of the Series there shall be a run-off (at the Final Round if both riders are present otherwise at an alternative venue).
20.2.4 The number of Rounds counting towards the overall Championship will be one less than the number of Rounds taking place, thus allowing a rider who competes in all Rounds to drop the points from one round.
20.2.5 Motorcycles must not exceed 500cc (250cc) and standard SCB Regulations apply.
20.2.6 Rules regarding tyre use will be advised by the GB U-21 Manager prior to each Round.
20.2.7 Each rider will have the opportunity of a 2-lap Practice run before the Meeting at a time that is advised by the Meeting Referee.

20.3 BRITISH YOUTH CHAMPIONSHIP (150cc (boxed) and 125cc)
20.3.1 Riders must be under 16 years of age as at 1st January in that Season.
20.3.2 Each Championship will be run as a One-off Final, the Meeting Format for each being determined by the number of Entries in each class.
20.3.3 The actual Race Format together with the method for deciding the hierarchy in the event of a tie overall will be stated in the SR's.
20.3.4 Motorcycles for the 150cc must not exceed 150cc and comply with the Boxed (Sealed) engine Regulations circulated separately. Motorcycles for the 125cc must not exceed 125cc and in all cases standard SCB Regulations apply.
20.3.5 Used Tyres must be used.
20.3.6 Each rider will have the opportunity of a 2-lap Practice run before the Meeting at a time that is advised by the Meeting Referee.

20.4 SGB PREMIERSHIP & CHAMPIONSHIP LEAGUE RIDERS
Supplementary Regulations will be issued at least 14 days prior to the event.

20.5 not used

20.6 NATIONAL DEVELOPMENT LEAGUE RIDERS CHAMPIONSHIP
20.6.1 Qualification will be as determined and advised by the BSPA.
20.6.2 as per Art 20.1.2 (as this Championship is determined by the 20 Heat Format only), Art 20.1.6, Art 20.1.7 and Art 20.1.8.
21. DEVELOPMENT LEAGUE REGULATIONS

These rules cover the MIDLAND Development League (MDL), Southern Development League (SDL) and NORTHERN Junior League (NJL).

21.1 Application to use an historical name (i.e. a defunct team) or an alternative team name (other than the name of the Club’s staging track), must be made to the BSPA.

21.1.1 A Club, other than an SGB Premiership and Championship League Promotion that has permission to use an historical name, will be required to have an Associate registered to administer that Club.

21.2 A result may be awarded after the completion of at least 4 heats if necessary.

21.2.1 League points will be 2pts for a win and 1pt each for a draw.

21.3 Teams should have a Regular Squad, although where a Team is short-handed arrangements can be made to loan a rider, as riders are permitted to ride for another team in any fixture.

21.3.1 All riders must hold an SCB Riders Registration (Amateur, Youth etc.)

21.3.2 Being an opportunity for young or inexperienced riders the Leagues are open only to those holding a UK Passport and an ACU Licence provided, at the start of the current season they:

a) have not been declared in a Championship League Teams 1 – 7, prior to 2017 season.

b) do not have a current NDL MA of 4.01 at the start of the 2017 season.

c) have not completed more than 2 full seasons in the NDL

21.3.3 Teams may include 1 current NDL with a MA of 4.01 at the start of the 2017 season and that rider can continue in the current season ONLY, even if their NDL MA rises above 4.01, unless declared in a Premiership or Championship 1-7.

21.4 Staging Track Promotions will underwrite the Insurance costs for each Meeting.

21.5 Team Line-Ups should be in sufficient time to meet programme printing deadlines.

21.6 All riders must wear Team Race-Jackets with correct numbers.

21.7 Team Managers must be the holder of a current SCB Officials Licence and DBS check.

21.8 The respective Leagues shall be administered by a League Co-Ordinator / Administrator.

21.9 To avoid any delays to the Meeting all disputes regarding Line-Ups, Eligibility etc. will be determined by the League Co-Ordinator after the Meeting, including adjustment of points.

21.9.1 Where a rider is used illegally, (i.e. takes more than the permitted number of Rides), those points scored in the additional rides will be deducted.

21.10 Technical Regulations are those applicable as per the National Development League.

21.11 Starting Offences (Art 15.3) are subject to a 15-metre handicap ONLY.

21.12 not used

21.13 not used

21.14 A guest may be used if squad riders are not available.

21.14.1 Riders can compete in all Junior Leagues, NJL, MDL and SDL.

21.14.2 For a rider to participate in the League Riders Championships he must have competed in at least 4 League matches.

21.15 The meeting format is 4 riders / 6 heats. 4 man teams – 2 senior 500cc riders and 2 youth riders.
The youth riders are to be 2 x 125cc riders that are names in the squad at the start of the season.
If the home team are unable to name 2 x 125cc (squad or non squad) riders for a fixture they must enroll either 2 x 250cc or 2 x 500cc youth riders (14 or 15 years old holding a Youth SCB Registration) and advise the visiting team at least 5 days prior to the fixture to enable the visiting team to enroll 2 riders from the same class for that fixture.

21.15.3 Heat Format

<table>
<thead>
<tr>
<th>HEAT</th>
<th>Red</th>
<th>Gate</th>
<th>Blue</th>
<th>Gate</th>
<th>White</th>
<th>gate</th>
<th>Y/B</th>
<th>Gate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>d</td>
<td>2</td>
<td>b</td>
<td>1</td>
<td>c</td>
<td>2</td>
<td>a</td>
</tr>
<tr>
<td>2</td>
<td>3</td>
<td>d</td>
<td>4</td>
<td>b</td>
<td>3</td>
<td>c</td>
<td>4</td>
<td>a</td>
</tr>
<tr>
<td>3</td>
<td>1</td>
<td>c</td>
<td>2</td>
<td>a</td>
<td>1</td>
<td>d</td>
<td>2</td>
<td>b</td>
</tr>
<tr>
<td>4</td>
<td>3</td>
<td>c</td>
<td>4</td>
<td>a</td>
<td>3</td>
<td>d</td>
<td>4</td>
<td>b</td>
</tr>
<tr>
<td>5</td>
<td>1</td>
<td>b</td>
<td>2</td>
<td>d</td>
<td>1</td>
<td>a</td>
<td>2</td>
<td>c</td>
</tr>
<tr>
<td>6</td>
<td>3</td>
<td>b</td>
<td>4</td>
<td>d</td>
<td>3</td>
<td>a</td>
<td>4</td>
<td>c</td>
</tr>
</tbody>
</table>
22. TRAINEING and AMATEUR MEETING REGULATIONS

Regulations are necessary for all aspects of the sport and the holding of a Training Session or Amateur Meeting is no exception, in fact these Sessions usually include riders of varying capability, so it is vital that riders and officials adhere to these Regulations and those others specifically referred to.

22.1 Training Sessions are defined as one of the following: -
22.1 a. A Closed Training Session
A Session held privately by a licensed Promoter for riders to undergo testing or trial purposes only and at which no member of the general public should be in attendance. Promotions hold these Closed Training Sessions under Health and Safety at Work Regulations, although adherence to the Speedway Regulations should be followed.

22.1 b A Pre-Meeting or After-Meeting Session
A Session held prior to/after an Official Meeting, open to contracted/non-contracted riders. Normal Speedway Meeting Regulations apply for the duration, specifically regarding Medical Staff and Track Officials. These Sessions remain the responsibility of the Meeting Promoter.

22.1 c. An Open Training Session
A Session, whether advertised or not, where participants may be charged and the public may be in attendance, even though no admission charge can be levied.

22.1.1 An Application to stage an OPEN TRAINING SESSION must be made as prescribed in Art. 5.6.2; An Application, on the approved form (available to download from the SCB Website) must be made at least 21 days in advance. It will detail the staging Promotion / Club or Associate, who certifies that it will be held. The issued Permit Number must be quoted on all Documentation. Failure to comply is a mandatory offence.

22.1.2 The minimum attendance requirement for officials is an SCB Licensed Clerk of Course (or Machine Examiner), and an SCB official, one of whom being the Training Instructor, who takes ultimate responsibility for the Session and assumes all of the duties normally carried out by the Staging Promotion and Referee (Art. 14.7 and Art. 14.9). Sufficient Track Marshals and a Clerk (to complete the documentation) are also required. The minimum Medical requirements are as detailed in Art 8.2.

22.2 Amateur Meetings
22.2.1 An Application to stage an Amateur Meeting must be made as prescribed in Art. 5.6.2; An Application, on the approved form (available to download from the SCB Website) must be made at least 21 days in advance. It will detail the Staging Promotion/Associate or Club. The issued Meeting Permit Number must be quoted on all Meeting documentation. Failure to comply is a mandatory offence.

22.2.1.1 The minimum attendance requirement for SCB Licensed Officials is a Clerk of Course, a Machine Examiner, plus 2 other licensed Track Officials to act as a Pit Marshal and Start Marshal. Additionally, 4 Track Marshals and a Clerk (to complete the documentation) are required. The Staging Promotion / Associate takes ultimate responsibility for the Session. The minimum Medical requirements are as detailed in Art 8.2, (i.e. as for a Meeting)

22.3 All participants must be SCB Registered, (a One-Event Training Registration for British domiciled Nationals only is permitted; a copy of which must be attached to the Amateur Meeting / Training Session Signing-On Form that must be posted to the SCB within 48 hours. The Parent / Guardian of a Youth rider must countersign all documents where appropriate.

22.3.1 When there is competitive racing, Youth riders must only take to the track using the same class (cc) of machinery, 150cc (includes 125cc), 250cc and 500cc. (Art 10.30 is relaxed concerning the use of methanol only).

22.3.2 During a competitive Meeting or Training Session Youth riders are restricted by the engine size (cc) of the Motorcycle (see Art 13.2.1).

22.3.3 When training in a non-competitive manner under the direct supervision of a Training Instructor a Youth may ride a Motorcycle with a larger cc.

22.4 When a Training Session takes place under the auspices of the British Youth Speedway Management it may also incorporate a racing programme.
23. Appendices

A. Penalty Guidelines for Meeting Referees

Depending upon the type and severity of an offence, a Referee has the option to issue a Warning, Disqualification of a rider (or Official) from a heat or a meeting (or the remainder thereof), impose a Fine and/or make a report to the SCB. As permitted by Art. 3.4.1.2 a Referee may impose a penalty and also refer the matter to the SCB Co-ordinator, if a higher penalty appears appropriate. Should the Referee consider an immediate period of suspension is appropriate, it is essential the SCB Co-ordinator is contacted as soon as practical, furnishing all the necessary information; notwithstanding the final decision rests solely with the SCB Co-ordinator. The Referee may also report other non-disciplinary matters to the SCB for further investigation.

When a rider, Official or Motorcycle is unfit (including failing a drug or alcohol test), suspended, unlicensed or does not comply with the Regulations, then disqualification of the rider / Motorcycle from the Meeting may be mandatory. When a rider is disqualified from a Team Event due to failing a pre-meeting Alcohol or Drug test, or non-compliance to the Silencer, Tyre or Carburettor Regulations, then no Facility nor replacements are permitted in any Programmed rides.

Fines, will be imposed as “points” that will be calculated to a financial sum calculated to relate to the Rider’s approximate Points Payment; therefore, a fine will be commensurate with a rider earning potential.

Certain offences, result in a mandatory disqualification from a re-run, whilst others, in particular those listed in Art.15.3 gives the Team Manager an option of either a Reserve Replacement or the possibility of the guilty rider re-starting, albeit on a handicap, whilst other offences noted in Article 15 (Racing Rules) specifically Art 15.3., may be a Warning or a Fine, although the Referee has discretion to impose an alternative or additional Penalty.

B. Schedule of Fees and Payment Terms

**Individual Applicants:** (All fees, except those made by SGB League & NDL Clubs are payable upon application)

| Professional Rider Registration | £88  | Amateur/Youth Rider Registrations | £63  |
| One Event Registrations          | £15  |                                   |      |
| Promoters SGB Premiership and Championship Leagues | £250  |
| Promoters NDL                    | £100  |
| Track Official                   | £42  | Referee                           | £65  |
| One Event Licence                | £15  | Associate                         | £300  |

**Miscellaneous Fees**

- Out of Season Meeting: £ upon application
- Circuit Inspection: £300
- SCB Regulations: £15 (free to riders and Officials and as a download)
- Upgrading Assessment: £70 (free to riders in the British Youth Championships)

**League Club Applications (inclusive fee for the Circuit Licence, 2 Promoters and 15 Officials)**

| SGB Premiership & Championship Leagues Teams | £2200  |
| National Development League Teams           | £1020  |
| Training Track (NB: including 5 Officials)  | £ 400  |

**PAYMENT TERMS (#1 with Application), # 2 due by 31st May and # 3 by 31st July.**

- SGB League: £575
- NDL: £260
- Training Track: £150

- £1050 + £210 (VAT) ($575)
- £ 500 + £100 (VAT) ($260)
- £ 100 + £ 20 (VAT) ($150)

NB. The portion of the inclusive fee for the Circuit Licence (£1050 for SGB Premiership and Championship League teams, £500 for NDL teams and £100 for Training Tracks) is subject to VAT at the prevailing rate.
Payments not made on or before the due date will incur a 10% penalty charge for each month it remains unpaid. Supplementary Invoices (additional Licences, Registrations etc.) are as per standard Invoice Terms

C. Track Standards

APPROVED ADDITIONAL PROTECTIVE DEVICES (Art 9.2.1)

Inflatable fences are:  
- Air Net: AN/06/04  
- Airtek: A/04/02  
- Catching Air: CAIF/06/03  
- Janare (Version B): JAN13/09B  
- Janare (Version I): JAN13/09I  
- No Pain Barrier: NPB/02/01  
- Tracksafe Inflatable Barrier System: TIBS/10/05

Non-Inflatable Fence:  
- Airfence: APB/07/04  
- Tracksafe Polyfoam Barrier System: TPBS/11/06

An APD must be inspected, 6 years after installation to certify that it remains fit for purpose.

D. Motorcycle Technical Standards

Art 10.4 DETAILED ENGINE CHECKS

These will be supervised by a Referee, Technical Steward, an SCB appointed Officer or Official. The measurement of an Engine is a relatively simple process involving the use of Lamp Oil, but requires the removal of the Engine Rocker cover or Exhaust Valve Rockers and this should be carried out by the rider or the riders Pit Crew, although a rider may request and sign an indemnity for one of the persons making the checks to carry out that task, solely at the riders risk.

Should a detailed examination of a motorcycle or component be required, then where practical the examination should take place at the Track immediately following the Meeting.

If a check at the track is not possible the Motorcycle (or its components) must be marked for identification and impounded. If it is the engine that has been impounded then it must, where possible, also be sealed in an appropriate manner.

An item impounded for examination, including an engine that cannot be sealed (as above), must have a separate “Chain of Custody” raised for each item.

The presence of the rider (or the riders nominated representative) is necessary at all times a Motorcycle or component is marked if being impounded or inspected.

The rider (or the riders nominated representative) is responsible for any dismantling etc. that may be required in order for an item to be tested.

If an item(s) is impounded for subsequent inspection at another place then all additional costs incurred in the examination, regardless of the findings must be borne by the rider.

If during the course of inspection an item is destroyed or needs re-building, provided that the said item conforms to the Regulations then the rider shall be reimbursed an agreed amount, not exceeding £200 less any additional costs incurred as above.

Art 10.9 CARBURETTORS
Art 10.14  HOMOLOGATED SILENCERS

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>FIM Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>KING</td>
<td>FIM TRS 2010/11 (NL, MDL, SDL, NJL &amp; Amateur Only)</td>
</tr>
<tr>
<td>DEP T10</td>
<td>FIM TRS 2015D</td>
</tr>
<tr>
<td>DEP T15 Free Flow</td>
<td>FIM 26 AY 15</td>
</tr>
<tr>
<td>KING “2015”</td>
<td>FIM 071 Y 15</td>
</tr>
<tr>
<td>MOTAD</td>
<td>FIM 091 T46</td>
</tr>
<tr>
<td>POLDEM 2</td>
<td>FIM 06 BP 78</td>
</tr>
<tr>
<td>REMUS V4</td>
<td>FIM 10 CT15</td>
</tr>
<tr>
<td>REMUS V7</td>
<td>FIM 11 V15</td>
</tr>
</tbody>
</table>
Clarification of Drawing Detail
1: 1st Exhaust clamp, mounting exhaust pipe to cylinder head.
2: 2nd Exhaust clamp (Mandatory).
3: 3rd Exhaust clamp. (Mandatory)
4: Silencer mounting bracket
5: Silencer mounting bracket (flexible coupling) to be fixed from the first third of the Silencer.
E. **Banned Substances**

*Banned Substances (Alcohol, Doping and Drugs) refer to Article 3.2.12*

**WORLD ANTI-DOPING AGENCY (WADA)**

The ACU (SCB) has adopted the WADA Code (www.wada-ama.org) under the auspices of the UK Anti-Doping in Sport body (UKAD) and have granted jurisdiction in all cases arising under these WADA anti-doping rules to the UKAD’s National Anti-Doping Agency including the Case management. UKAD Rules, Policies and Codes, including up to date Prohibition Lists are available on www.ukad.org.uk/resources/documents. To establish the status of “over the counter” and “prescription only” medicine visit the website www.globaldro.co.uk

**SCB ALCOHOL and DRUG TESTING**

In addition to Testing carried out by UKAD, which will fall under the scope of WADA, The SCB, pursuant to the Health and Safety at Work Act 1974, that places a duty of care for Workplace health, safety and welfare, the SCB may order Drug and/or Alcohol Testing to take place before, during or after a Meeting of any Officials or riders. These tests (and the subsequent results and penalties) do not fall under the scope of the WADA.

NB. Tests conducted by a UKAD DCO, under the scope of the WADA regulations will differ from those listed below and the DCO (Doping Control Officer (s) will explain the full approved procedure.

**TESTING PROCEDURES**

Riders and Officials may be balloted, nominated or selected for testing. These persons will be notified of a time and place to report to and may be accompanied by one other person. They will be required to prove identification by showing an acceptable document (Passport, Driving Licence (that includes a photo), an FMN Competition Licence or SCB Registration/ Licence.

Person(s) conducting these tests, hereinafter referred to as the Testing Official, may be either the Meeting Referee, another SCB licensed Official specifically appointed by the SCB for this purpose or a representative of an SCB approved 3rd Party Organisation.

A suitable area, well away from the Pits Area, to avoid any possible influence of Methanol is recommended as a place to carry out the tests.

For tests conducted by a UKAD DCO then the Officer (s) will explain the full procedure.

Testing carried out by an SCB Official or nominated 3rd Party will adhere to the following procedures;

The Rider / Official will choose a “test instrument attachment” and under the direction of the Testing Official, will supply either:

a) a sufficient quantity of breath to ensure that an Alcohol Test reading can be taken; repeating as necessary until such time as sufficient breath is provided or

b) the appropriate quantity of saliva (or urine) to enable the equipment to perform the tests.

Upon completion of this initial Test, the rider or Official will be notified of the result. Where the result (being either the 1st or 2nd test) is positive, a further test must be undertaken after a suitable delay period. If a 3rd test is necessary, this must be held no less than 30 minutes prior to the Meeting start time and two independent Witnesses must be present.

The result of a 3rd test is Final; and should an Officials’ test be positive, s/he will be immediately disqualified from the Meeting and reported to the SCB Co-ordinator.

In the case of a rider providing a positive result at the 3rd test, then s/he will be disqualified from the meeting, (if this be at a Team Event then no Facility nor replacements are permitted in any Programmed rides). The rider will be reported to the SCB Co-ordinator for further sanctions to be put in place. In addition to the penalties outlined in these Regulations, the SCB may order further testing, at the defendant’s own expense.
A rider or Official, who refuses to undertake testing, shall automatically be disqualified from the Meeting and reported to the SCB Co-ordinator.

F. Meeting Documents and Result Sheet Marking

Speedway Meeting Documents

<table>
<thead>
<tr>
<th>Document</th>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alcohol Control Form</td>
<td>R</td>
<td>Drug Check Control Forms</td>
</tr>
<tr>
<td>Circuit Licence</td>
<td>T</td>
<td>FMN Competition Licence</td>
</tr>
<tr>
<td>Green Sheet Averages (MA’s)</td>
<td>T/R</td>
<td>Incident Report</td>
</tr>
<tr>
<td>Incident Summary Form</td>
<td>T</td>
<td>Injured Rider Certificate</td>
</tr>
<tr>
<td>Meeting Certificate</td>
<td>T</td>
<td>Meeting Certificate (Training Session)</td>
</tr>
<tr>
<td>Meeting Programme</td>
<td>T</td>
<td>Meeting Report</td>
</tr>
<tr>
<td>Meeting Signing-On Form</td>
<td>T</td>
<td>One Event Applications</td>
</tr>
<tr>
<td>One Event Training Registration</td>
<td>T</td>
<td>SCB Officials Licence</td>
</tr>
<tr>
<td>SCB Riders Registration</td>
<td>Ind</td>
<td>Speedway Regulations</td>
</tr>
<tr>
<td>Supplementary Regulations (SR’s)</td>
<td>All</td>
<td>Team Declarations</td>
</tr>
<tr>
<td>Technical Control Form</td>
<td>T</td>
<td>Track Homologation Certificate</td>
</tr>
<tr>
<td>Track Log Book (H &amp; S / Environmental)</td>
<td>T</td>
<td>Riders Information Sheet</td>
</tr>
</tbody>
</table>

Responsibility for having these documents:
Ind = Rider / Official  
R = Referee  
T = Track

Speedway Meeting RESULT Sheet Marking

<table>
<thead>
<tr>
<th>Finisher</th>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Finishers</td>
<td>3</td>
<td>for a win</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>for a second place</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>for a third place</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td>for a fourth place</td>
</tr>
<tr>
<td></td>
<td></td>
<td>* for a Bonus Point (where applicable)</td>
</tr>
<tr>
<td>Non-Finishers</td>
<td>F</td>
<td>for a fall</td>
</tr>
<tr>
<td></td>
<td>FD</td>
<td>for a fall and disqualification from the re-run of the Heat</td>
</tr>
<tr>
<td></td>
<td>FN</td>
<td>for a fall and non-starter in the re-run of the Heat</td>
</tr>
<tr>
<td></td>
<td>R</td>
<td>for a retirement</td>
</tr>
<tr>
<td>Disqualifications</td>
<td>E</td>
<td>for a Starting Offence (Art 15.3)</td>
</tr>
<tr>
<td></td>
<td>EH</td>
<td>where handicap is used for a Starting Offence (Art 15.3)</td>
</tr>
<tr>
<td></td>
<td>N2</td>
<td>for exceeding the “two minute” allowance</td>
</tr>
<tr>
<td></td>
<td>XD</td>
<td>for Dangerous or Foul Riding</td>
</tr>
<tr>
<td></td>
<td>XO</td>
<td>for other reasons (not considered Dangerous or Foul Riding)</td>
</tr>
<tr>
<td>Rider replaced</td>
<td>RR</td>
<td>when a Rider Replacement is used (NL only)</td>
</tr>
<tr>
<td></td>
<td>ARR</td>
<td>when an Absent Rider Replacement is used (SGBP &amp; SGBC only)</td>
</tr>
<tr>
<td></td>
<td>IRR</td>
<td>when an Injured Rider Replacement is used (SGBP &amp; SGBC only)</td>
</tr>
<tr>
<td></td>
<td>RS</td>
<td>when a Reserve Switch is used</td>
</tr>
<tr>
<td></td>
<td>NS</td>
<td>When a Team Member or Reserve is not replaced</td>
</tr>
</tbody>
</table>

In all cases, the Staging Promotion must be advised, other than by way of the Meeting Report, of all Fines and / or Defects arising from the Meeting.

Whenever possible the Meeting Result Sheet must be e-mailed, preferably as soon as the Meeting is over to the BSPA Press Office (pressoffice@speedwaygb.co)

In all cases, as soon as possible, but no later than 14.30 hours the next working day the Meeting Referee must e-mail the Meeting Result Sheet and Meeting Report to the following: SCB office, SCB Co-ordinator, SCB Track Inspectors, the Staging Promotion and if known the Referee scheduled to officiate at the next Meeting at the staging track.
## USEFUL ADDRESSES

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Address</th>
<th>Phone</th>
<th>Email</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACU</td>
<td>The Auto-Cycle Union, ACU House, Wood Street, Rugby CV21 2YX</td>
<td>01788 566400</td>
<td><a href="mailto:admin@acu.org.uk">admin@acu.org.uk</a></td>
<td><a href="http://www.acu.org.uk">www.acu.org.uk</a></td>
</tr>
<tr>
<td>BSPA</td>
<td>British Speedway Promoters' Association, ACU House, Wood Street, Rugby CV21 2YX</td>
<td>01788 560648</td>
<td><a href="mailto:office@bspa.com">office@bspa.com</a></td>
<td><a href="http://www.speedwaygb.co">www.speedwaygb.co</a></td>
</tr>
<tr>
<td>Integro Sport</td>
<td>Century House, Pepper Road, Hazel Grove, Stockport SK7 5BW</td>
<td>0161 419 3000</td>
<td>0161 419 3030</td>
<td><a href="mailto:info@integrogroup.com">info@integrogroup.com</a></td>
</tr>
<tr>
<td>FIM</td>
<td>Fédération Internationale Motocyclisme, 11, route Suisse, 1295 Mies, Switzerland</td>
<td>0041 22 950 9500</td>
<td>0041 22 950 9501</td>
<td><a href="http://www.fim-live.com">www.fim-live.com</a></td>
</tr>
<tr>
<td>H&amp;SE Books</td>
<td></td>
<td>01787 881165</td>
<td></td>
<td><a href="http://books.hse.gov.uk">http://books.hse.gov.uk</a></td>
</tr>
<tr>
<td>SRBF</td>
<td>Speedway Riders Benevolent Fund, ACU House, Wood Street, Rugby CV21 2YX</td>
<td>01992-470490 ext: 218</td>
<td></td>
<td><a href="http://www.srbf.co.uk">www.srbf.co.uk</a></td>
</tr>
<tr>
<td>UK Anti-Doping</td>
<td>UK Anti-Doping, Fleetbank House, 2-6 Salisbury Square, London EC4Y 8AE</td>
<td>020 7842 3450</td>
<td><a href="mailto:ukad@ukad.org.uk">ukad@ukad.org.uk</a></td>
<td><a href="http://www.ukad.org.uk">www.ukad.org.uk</a></td>
</tr>
<tr>
<td>WSRA</td>
<td>World Speedway Riders Association</td>
<td>01992-470490</td>
<td></td>
<td><a href="http://www.world-sra.co.uk">www.world-sra.co.uk</a></td>
</tr>
</tbody>
</table>

A publication “Health and safety at motor sport events: A guide for employers and organisers” is available as a free download at http://www.hse.gov.uk/pubns/priced/hsg112.pdf

### Suppliers of Approved / Homologated Products

#### Inflatable Fences:
- Airtek: info@airteksafety.com, 01252 360550
- Tony Briggs: t.briggs@nopainbarriers.com, 07768 438233
- Janare: janare@hotmail.co.uk, 07814 877917

#### Inflatable & Non:
- Champion Products: champion.products@hotmail.co.uk, 02476 325799

#### Non-Inflatable:
- Airfence Safety: europe@airfence.com, 07802 549151

### Silencers
Various trackside distributors – if you require a specific manufacturer’s contact details please ask either the BSPA or SCB Office for details.

### Tyres
- CGS Tyres UK Ltd (Mitas): sales@cgstyres.co.uk, 01553 817740