

CYCLE SPEEDWAY SPECIFIC REGULATIONS

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CYCLE SPEEDWAY SPECIFIC REGULATIONS

1 REGISTRATION AND MEMBERSHIP

1.1 Registration

1.1.1 For the purposes of club competition, all riders must be registered with a cycle speedway club.

1.1.2 Registration can only be transferred to another club by completion of the approved Cycle Speedway Commission transfer form, endorsed by the clubs concerned and forwarded with the appropriate fee to BC headquarters for approval. However a rider or official whose BC membership under regulation 1.2.1 has lapsed for a minimum continuous period of three years shall be considered a free agent, and may register with a different cycle speedway club without restriction.

1.1.3 Other than in British Championships clubs may register new riders on the day. Club secretaries will be responsible for ensuring that the registration is lodged with British Cycling no later than seven days after the event, together with the appropriate membership and licence fee, if applicable.

1.1.4 It is recognised that in certain team competitions, restrictions apply to transferred riders. The Commission shall publish those conditions and operative dates in advance. Riders who transfer after those published dates will not be able to compete in those team competitions.

1.1.5 Riders who have transferred from one club to another during the year will automatically represent their new club in individual competitions.

1.1.6 A rider may ride for another club under secondary registration in alternative competition to that involving their parent club. Any such arrangement will only be allowed with the prior permission of the secondary league(s) involved and both clubs. Under no circumstances will a rider be allowed to ride for more than one team in the same competition. Riders can not compete under secondary licence in international and national competitions, but may be allowed to compete for secondary clubs in all league competitions, including the Premier and regional leagues, with the express and written consent of the leagues concerned. A secondary registration form must be completed and forwarded to BC headquarters for approval before the published date set by the Commission. Secondary registration shall only apply to the year of competition, and must be renewed in subsequent years, if required.

1.1.7 Foreign nationals are not eligible to compete in British Championship competitions.

1.2 Membership

1.2.1 All riders who compete in official cycle speedway matches must be members of the Federation, holding at least a provisional licence.

1.2.2 Riders registered under regulation 1.1.3 who are not licence holders of the Federation may obtain either a day licence at the prevailing rate, or take out the appropriate licence. In either case, payment must be forwarded to BC headquarters within seven days of the event. This option is not available for National Championship competitions.

1.2.3 Only BC members may attend and speak at the Cycle Speedway Annual Conference. Only official delegates of cycle speedway clubs shall be eligible to vote, on the basis of one vote per club.

2 ELIGIBILITY TO COMPETE

2.1 Both teams must submit their pairings to the referee at least 20 minutes prior to the declared starting time and no alterations shall be permitted thereafter.

2.2 Riders should be in the pits area and ready for racing 20 minutes prior to the declared starting time. Riders who fail to present themselves to the pits at this time will be liable to exclusion from the match. Under exceptional circumstances, referees shall have the authority to delay the start time of the event.

2.3 In individual competitions, any reserves who are present and ready for racing shall take place of riders who are not in the pits area and ready for racing 15 minutes prior to the declared starting time, by drawing of lots. Riders arriving later than 15 minutes prior to the declared starting time, but before the starting time, may only take their place in the programme if there are still vacancies after the inclusion of reserves. In this case the rider must take his original place in the programme and any reserve allocated should be re-allocated to one of the vacant places by the drawing of lots. In the event of late arrivals arriving simultaneously but with less than that number of vacancies available, then the available places will be allocated by the drawing of lots.

2.4 Every competitor shall produce his current racing licence before he is issued with his competitor's number or is allowed to compete.

2.5 For inter-regional competitions, the designation of a rider's entitlement to compete for a region will be dictated by that rider's primary registered Cycle Speedway club.

2.6 All riders agree to submit to Anti-Doping Controls in and out of competition in accordance with the Anti-Doping Regulations and Disciplinary Rules of the British Cycling Federation.

3 OFFICIALS

3.1 Event Director

3.1.1 The promoting club is responsible for the general organisation of the meeting.

3.1.2 The promoting club is responsible for appointment of all match officials unless otherwise directed by the Federation or League.

3.1.3 Each promoting club shall appoint an Event Director (or Clerk of the Course) who shall be responsible for the overall organisation of the event. He shall present himself in a manner likely to enhance the reputation of the club and the sport. He shall ensure that the organisation of the meeting runs in accordance with the standards commensurate for the event, with regards to: punctuality; facilities; equipment; provision of officials; health and safety; promotion. He shall be responsible for the well being of all riders, officials, spectators and guests attending the meeting

3.2 Referee

3.2.1 Referees must be members of the Federation before appointment to any official meeting. It is the responsibility of the host club to ensure the eligibility of the referee.

3.2.2 A grading system shall be in force, using three levels of competence. Referees may be assessed periodically and upgraded or downgraded as considered appropriate.

3.2.3 All nominations/applications shall be reviewed by the Federation and suitable referees shall be graded accordingly.

3.2.4 The Federation will endeavour to provide neutral referees for all its competitions.

3.3 Authority and Status of Referees

- 3.3.1 All racing shall be under the sole charge of the referee whose duty is to ensure that no one indulges in unfair, dangerous or unscrupulous practices. A referee shall enforce the rules and any decisions made in connection with the meeting shall be final. All protests regarding the rulings of the referee in-so-far as the result of a race, match or meeting is concerned shall be deemed out of order and unacceptable.
- 3.3.2 The authority of a referee begins 30 minutes prior to the official start of a meeting and includes any period when racing has been temporarily suspended and ends when he leaves the immediate curtilage of the track. His jurisdiction extends to all registered riders, club officials and club members in attendance whether or not they are taking part in the meeting.
- 3.3.3 The referee has the power to stop a race for any infringement of the rules, caution or exclude any offending rider from a race and ban any rider or official from a meeting in the case of serious offences. He may suspend or terminate a match whenever any reason or conditions, interference by spectators or by any other cause whatsoever he deems it justified. In all such cases, he shall make a full report to the Federation on the matter immediately.
- 3.3.4 Referees are encouraged to wear the official BC approved shirt. Alternatively smart dress shall be worn.
- 3.3.5 Any A grade referee may take into the track, at his discretion, a trainee referee for instruction. The trainee shall wear smart dress but shall not be permitted to make any decisions regarding racing unless the Federation's referee has obtained the permission of both team managers prior to the meeting.

3.4 Match Duties of Referees

- 3.4.1 Inspect the ground and equipment to establish that all the required standards are met and that the circuit is in satisfactory condition for safe racing, checking this against the pre season risk assessment of the facility. Only the referee may postpone a match after an inspection has taken place. The referee must ensure that a qualified first aider is present. Racing must not be allowed to start without such a person being present and available.
- 3.4.2 **At least twenty minutes before the start of the match,** contact the promoting club to ensure that the teams are available at the required time and obtain the team pairings and the names of the Team Managers or competition list for the official score-chart.
- 3.4.3 Inspect the riders' licences, race clothing and machines 15 minutes prior to the start of a meeting and ensure that they comply with the rules, ordering any adjustments or suspensions as necessary.
- 3.4.4 Brief the other match officials as to their duties for the meeting and liaise with the promoting club so that the meeting is commenced within the required framework.
- 3.4.5 Having established the starting positions in the case of team events, controls all racing by taking up a position where offences may best be seen.
- 3.4.6 If a public address system is in use, inform the announcer of the reasons for any action taken so that they may be conveyed to spectators.

- 3.4.7 Ensure that no one enters the centre of the circuit other than the Pits Marshal, the Starter and Flag Marshal who shall have access between races.
- 3.4.8 Determine the order in which riders finish each race and keep a true record of the meeting.
- 3.4.9 At the end of the match, check and sign the official score-chart along with the Team Managers, and complete the referee report form. (In individual events, an official of the staging club shall sign the score-chart).
- 3.4.10 The referee shall be responsible for the despatch of the official score-chart and the referee report form to the appropriate officer for the event. **Where a referee has had cause to issue either red or yellow card(s), he shall also forward a copy of the referee's report to BC Headquarters.** These documents must be sent by first class post within 24 hours of the match. Failure to comply may lead to penalties being applied to the appointing club, or in the case of a referee appointed by a league or by the Commission, the withholding of any expenses that may be due for that particular meeting.
- 3.4.11 In the event of an incident involving a third party and/or resulting in medical treatment being administered an incident report form must be completed by the meeting referee and forwarded immediately to BC headquarters.

3.5 Other Match Officials

- 3.5.1 The starter is responsible for the fair starting of all races under the order of the Referee in accordance with the stipulated starting procedure.
- 3.5.2 The Flag Marshal shall count the number of laps completed by all riders and under the direction of the referee.
- 3.5.3 A maximum of two Pits Marshals shall be provided.
- 3.5.3.1 They are responsible for the organisation of the pits and ensuring that the riders are notified of their races.
- 3.5.3.2 They will notify the Referee immediately of any misconduct or breach of the rules in the pits by riders or team managers.
- 3.5.3.3 They will also ensure that riders do not leave the pits without permission and that only competing riders and approved team officials enter the pits.
- 3.5.4 The Announcer is responsible for giving spectators such information as they may reasonably require to understand and enjoy a meeting. He shall make any announcement, in connection with the racing, that the Referee may direct. The announcer shall report racing in an impartial manner.
- 3.5.5 Officials are encouraged to dress smartly at all race meetings.
- 3.5.6 **From half an hour prior to the start of the first match until the completion of the last race in the last match in any one day of competition, a suitably qualified and equipped first aider shall be present. This person shall be identifiable by the wearing of a suitably lettered garment or arm band, or at the very least the name of this person shall be listed in the match programme. This person shall be at the track side at all times during competition and shall preferably not be appointed to any other tasks whilst racing is being run.**

3.5.7 Persons under the age of 18 may only act in any official role within a match with the express permission of the referee in charge.

3.6 Team Manager

3.6.1 In team events, every team shall have a recognised Team Manager. The Team Manager shall be responsible for his team's prompt arrival and behaviour during the meeting and shall be responsible for the correct standard of dress of his team, and the provision of team racing colours. He will ensure the machines of his riders conform to the regulations laid down by the Federation. He will liaise between his riders and the referee when required to do so. He will sign the official programme to signify his agreement with the result. He will be responsible for ensuring that his team observe any by-laws at away grounds.

3.6.2 Team Managers may only enter the race centre at the request of the referee.

3.6.3 In any team match two officials from each team, one to be official Team Manager, shall be permitted to enter and remain in the pits throughout the match.

4 TRACKS AND EQUIPMENT

4.1 Ground

4.1.1 The entire area shall be kept as free as possible from obstruction that may impair a Referee in the performance of his duties.

4.2 Starting Gate

4.2.1 An upward rising gate must be used for all meetings. The gate shall comprise two white uprights spanned by three white cross tapes, 13mm to 26mm in width. When lowered the centre tape shall be between 300mm and 400mm above the track surface and when raised the lower tape shall not obstruct riders passing beneath. The start gateposts shall be positioned not less than 450mm from the track perimeter.

4.2.2 In the event of a breakdown either of the following alternative methods of starting shall be employed:- one fly-across elastic tape fixed to the inside upright and released from the outside of the track or a flag signal given by the starter from a point midway between the starting gate and the first bend.

4.3 Starting Area

4.3.1 All tracks must be equipped with a starting area of concrete or similar material which must be kept free of loose substance. A line shall be marked directly below the cross tapes which will be the official start and finish line.

4.3.2 The concrete area shall be divided into four equal sections. The centre of each section will be marked with two parallel lines 50mm apart running the full length of the starting area and parallel to the inside white line. All lines should be between 25mm and 75mm in width. The rest line shall be at least 1.5m behind tapes. The rear edge of the concrete area may be used as the rest line. All markings shall be in white.

4.4 The Pits

4.4.1 The Pits are an area fenced off for the exclusive use of riders and officials engaged in a meeting and must be provided. During floodlit matches the pits area must be adequately lit.

4.5 The Track

4.5.1 The inner and outer boundaries shall be permanent and marked clearly in white. They shall be of a solid substance, firmly embedded in the ground and shall protrude between 50mm and 100mm above the track surface.

4.5.2 The inner perimeter shall measure between 64 metres and 92 metres. A distinctive marker, clearly visible to the riders and referee, will be positioned on the back straight midway between the bends to signify a half lap. Riders may run or walk with their machines the last half lap from this point.

4.5.3 The width of the tracks shall be between 4.25 metres and 7 metres.

4.5.4 Surfaces should have a base layer of hard-core and a top layer of 6mm to dust graded shale, or similar surface such as limestone or granite. The top layer to be between 25mm and 100mm depth. The surface to be prepared in the form of rolling, watering or brushing, if required, to enable good racing to take place, without adversely affecting the permanence of the top surface.

4.5.5 Safety fences should be provided wherever possible and shall be at least 450mm from the outer boundary of the track. They must be maintained in a safe condition and any damaged section must be made safe before racing is staged. The part of the ground between the outside track boundary and the safety fence shall not slope away from the track. An adverse slope between the outer kerbstone and fence will be permitted in the case of existing tracks.

4.5.6 No obstructions shall exist on a track or within 450mm of the boundaries.

4.5.7 The maximum permitted degree of banking is 1 in 8 from the inner to outer boundaries at the apex of a bend and 1 in 12 along the length of a straight.

4.6 Equipment

4.6.1 The following equipment shall be provided:

4.6.1.1 Either an efficient public address system to announce heat results or a large legible score-board which provides the progressive scores.

4.6.1.2 An adequate first aid kit.

4.6.1.3 Two flags not less than 450 mm square to convey the following information:-

- Yellow flag - one lap to go.
- Black and white chequered flag - race completed.

4.6.1.4 Two brooms.

4.6.1.5 Containers of fresh drinking water, sufficient for the number of competitors present.

4.6.1.6 One whistle for the referee.

4.6.2 **Desirable Facilities** -Where possible the following facilities should be provided:

4.6.2.1 Programmes

4.6.2.2 Seating for spectators and competing riders

4.6.2.3 Refreshments

4.6.2.4 Toilets

4.6.2.5 Car Parking

4.6.2.6 Changing rooms and showers for riders and officials

4.6.2.7 Adequate watering facilities

4.6.2.8 Cover for spectators and riders.

4.7 Approval

- 4.7.1 The Cycle Speedway Commission shall arrange to inspect and perform a risk assessment on all tracks prior to the start of each season, using the BC approved form. The subsequent report should be retained by the club and copied to the Commission. New tracks may only be approved for racing as a result of a satisfactory inspection carried out by the Federation prior to any racing taking place.
- 4.7.2 Existing tracks which have alterations made to them, other than re-surfacing, may only be approved for further racing after a satisfactory inspection and appropriate update of the facility risk assessment has been carried out by the Federation.
- 4.7.3 It is the club's responsibility to notify the Federation of the need for an inspection to be carried out.

5 RIDERS CLOTHING

- 5.1 Members of a team shall be uniformly dressed. Uniform shall be taken to mean that jerseys, race trousers and socks shall be identical in colour. All clothing must be in good condition.
- 5.2 Racing colours must be worn in all events and shall be registered with British Cycling prior to the commencement of the season.
- 5.3 In training and competition, all riders must be covered from the neck down. Some relaxation will however be permitted in respect of those colours worn in certain regional, local or junior competitions at the discretion of the competition organisers.
- 5.4 Jerseys will bear on their backs a distinctive number to coincide with programme details. These shall be of a size 170mm high by 140mm wide. Each jersey will have two parallel Velcro strips across the back. The rider's name can also be displayed.
- 5.5. **Protective Headgear**
- 5.5.1 Protective headgear shall be worn in line with General Technical Regulation 8.6.
- 5.5.2 Helmets must not have peaks, whether detachable or not.
- 5.5.3 Any rider removing his/her helmet during a race shall be immediately excluded.

6 CYCLES

- 6.1 A racing machine shall not be fitted with brakes, brake attachments, mudguards of any size, rat-trap or all metal pedals, toe clips or straps, lamp brackets, wing-nuts, any form of gears or any other fittings considered dangerous by the referee.
- 6.2 Handlebars shall not exceed 750mm in width measured in a straight line from end to end, each end shall be protected by a soft substance, preferably handlebar grips.
- 6.3 Wheel spindles shall not protrude more than 18mm outside the forks. Not more than 6 mm of thread shall be exposed beyond the wheelnut with only one wheelnut allowed each side of the spindle on the outside of the fork.
- 6.4 Chain tensioners will be permitted provided they have no protruding spikes (these must be ground flat) and that the thread does not protrude more than 6mm. Tyres and pedals shall not contain any additional fittings, i.e. studs.
- 6.5 A spare uncovered sprocket on the rear wheel is permitted.
- 6.6 Riders must not change machines during a race excepting that these may be changed for a re-start or a re-run.
- 6.7 All machines to be used at a meeting shall be thoroughly examined by the referee in the pits before the match and briefly checked by the referee at the starting area rest line before each race. Any machine considered

dangerous by the referee shall be banned from the track.

7 RACING REGULATIONS

7.1 Number of Laps

- 7.1.1 All racing shall be in an anti-clockwise direction and shall be over four laps except:
- 7.1.1.1 Racing shall be over 3 laps in events exclusively for under-8 and under-10 riders.
- 7.1.1.2 If there is only one rider starting in a race he will be awarded four points immediately he arrives with his cycle at his starting position at the gate if appropriately dressed and ready to start.
- 7.1.1.3 In a team competition if there are only two riders, both of the same team, one lap only shall be ridden.
- 7.1.2 In second team or combination fixtures where under-10s are riding against older competitors, there shall be no exclusion of under-10s for being lapped provided they are adjudged not to be interfering with the race. Riders must complete the full race laps for points to be awarded. It is the responsibility of the team manager to ensure that the match referee is aware of riders eligible under this provision.

7.2 Flag Signals

- 7.2.1 The yellow flag denotes one lap to go.
- 7.2.2 The black and white chequered flag denotes the race is completed.
- 7.2.3 If the chequered flag is shown at the wrong time during a race the referee shall take the following action:
- 7.2.3.1 After 5 laps - riders' positions after 4 laps to count as a result.
- 7.2.3.2 After 3 laps - race to be re-run with all riders still in the race when the chequered flag was shown to be allowed in the re-run, unless the referee is satisfied that all riders had realised the mistake and carried on racing. The re-run to take place immediately.
- 7.2.4 The Flag Marshal must not stand on the track or impede the course of any riders in the race.

7.3 Method of Scoring

Scoring in all races shall be:

First	- 4 points
Second	- 3 points
Third	- 2 points
Fourth	- 1 point
Non Finishers	- 0 points
Excluded Riders	- 0 points

7.4 Presence in Pits

- 7.4.1 Under no circumstances shall any person be allowed in the Pits other than the competing riders, and approved team and track officials, during the course of the racing. Riders and team officials may not leave the pits during racing without gaining permission from the Pits Marshal.

7.5 Starting Positions

- 7.5.1 In a team competition the two captains shall toss for starting positions, the referee tossing the coin and the visiting captain making the call. The winner shall have a choice of 1 and 3 or 2 and 4 starting positions in the first heat, the positions thereafter alternating throughout the match. The riders starting from positions 1 and 3 shall take up their starting positions first and shall not change them. In individual

matches, and four-team matches, positions shall be depicted on the programme.

7.5.2 Where a run-off proves necessary the starting positions shall be determined as follows:

7.5.2.1 Two riders: by the toss of a coin, the winner choosing any position and his opponent taking the position which leaves one vacant grid between the two riders.

7.5.2.2 Three or four riders: by a draw of four numbered lots.

7.5.2.3 Five or more riders: a series of races shall be run to eliminate the appropriate number of tied riders.

7.5.2.4 In no circumstances shall more than four riders compete in any race.

7.5.2.5 In the event of a re-run of a race all riders must assume their original starting positions of the race.

7.5.3 In league matches, a team 12 or more points in arrears may claim the choice of starting positions until such a time as that team is less than 12 points in arrears whereupon the positions will then revert to the original gate positions. Team managers wishing to claim start positions must notify the referee via the pits marshal before the referee has sounded his whistle to call the riders to the start. No claim for the choice of starting positions will be allowed after the referee's whistle has been blown.

7.6 Time Limits

7.6.1 When the referee is satisfied that the circuit is clear of obstructions and that no additional time allowance is required he shall, by one sharp blast on a whistle, indicate that all riders have one minute in which to reach the starting area rest line. A second blast will denote the expiry of time and the automatic exclusion of any rider(s) not at the rest line. Reserves are not allowed to replace riders excluded from the race for exceeding the time limit.

7.6.2 A rider who has two consecutive races shall be allowed three extra minutes. If, for any valid reason, a rider requires an extension of time, he or his manager, through the Pits Marshal, may contact the referee who may grant one extra minute, always providing he has not given the signal for the start of the final minute.

7.6.3 Where the referee grants an extra minute, he must allow the normal time allowance to elapse before giving the signal for the final minute.

7.6.4 In any cases of extreme machine damage or injury, the referee may extend the time limit at his discretion.

7.6.5 Any rider or manager who purposely delays the progress of the meeting without valid reason shall be excluded from taking any further part in the meeting.

7.7 Starting Procedure

7.7.1 Riders shall leave the pits and proceed to the starting area where they shall come to rest with the hubs of their front wheels over the rest line, in line with their respective starting positions. The starting marshal must not take part in any communication with the riders approaching the grids. Riders shall not encroach the centre green on the way to the start. Riders may not change positions once at the rest line. Brushes, rags, water or other

materials for cleaning tyres shall not be brought to the starting grid.

7.7.2 Under the direction of the referee the riders shall move forward to within 25mm of the tapes, positioning both wheels between the parallel lines in the starting positions.

7.7.3 When the referee is satisfied that all riders are ready he shall ask them to steady themselves and then give the command "under starter's orders". The riders shall then look straight ahead and watch the tapes. The starter shall then, with his back to the gates, release the tapes between 2 and 5 seconds from the referee's command, varying the time from race to race.

7.7.4 When an electrically operated starting gate is being used the starter shall operate the release mechanism, facing away from the competing riders.

7.7.5 A rider shall be excluded if, after the command "under starter's orders", he allows his machine or person to move or deliberately causes a distraction before the tapes rise.

7.7.6 Referees shall use their discretion if there is distinct noise around the starting area or adverse weather conditions.

7.7.7 If two or more riders move before the tapes rise the first to move shall be excluded but if the referee is unable to determine who did so first shall order the riders to re-approach the rest line and give starting orders again.

7.7.8 If, after this procedure the same position arises the referee shall disqualify all riders guilty of the infringement.

7.8 Stopping a Race

7.8.1 A race shall be stopped by one blast of the referee's whistle.

7.8.2 A race may be stopped by the referee in the interest of safety or where a fallen rider has caused other riders to fall and inflicted a positive change in positions. Any rider who is the direct or indirect cause of the stoppage shall be excluded.

7.8.3 A race may be stopped by the referee if two or more riders fall or become entangled during the first half lap. In such an instance, the referee should re-start the race with all riders, except where a deliberate offence is committed when he shall exclude the guilty rider.

7.8.4 A race shall be stopped if, in the opinion of the referee, a breach of the rules has occurred and an advantage is gained either by the rider or his team. In this case he shall exclude the offending rider or riders from the re-run.

7.8.5 If a race is stopped for any reason after the completion of the first half lap, the rider or riders responsible for the stoppage should be excluded or cautioned.

7.9 Completing a Race

7.9.1 A rider is deemed to have completed the race when the front wheel of the bike breaks the perpendicular of the finish line, unless the referee stops the race in the meantime. The rider must be in contact with the bike when it crosses the line.

7.9.2 After completing the race, riders must continue in an anti-clockwise direction to return to the pits.

- 7.10 Awarding a Race**
- 7.10.1 If a race is stopped after three laps have been completed, the referee may award positions to riders in the order they held them at the time of the stoppage, having excluded any rider where necessary through a breach of the rules. In any case of doubt, the race shall be re-run. Riders excluded, lapped or adjudged not to be competing in the original race shall be prohibited from contesting the re-run. The duration of the race completed will be that when the incident occurred and not necessarily when the race was stopped.
- 7.10.2 Should an excluded or lapped rider fail to withdraw from the track in a team event, the referee may award no points to the offending rider's team in that race.
- 7.11 Reserves**
- 7.11.1 Reserve riders may not be submitted in the place of a rider who has been excluded from the meeting by the referee.
- 7.11.2 A reserve rider shall not be substituted in the place of another rider who has been excluded from participating in the re-run of any race.
- 7.11.3 A reserve rider can replace another reserve rider providing that regulations 7.11.1 and 7.11.2 do not apply.
- 7.11.4 If a rider is unable to take part in the re-run of a race, then a reserve rider shall be permitted to deputise in his place, provided that he has not had the maximum number of rides and sub-sections 7.11.1 and 7.11.2 do not apply.
- 7.11.5 Only reserve riders may be used in positions other than those depicted in the programme.
- 7.11.6 In an individual match a reserve may take the place of any rider who withdraws from the match. Having taken the place of the rider he cannot take the place of any other rider in the match.
- 7.11.7 The maximum number of rides that a reserve may take in an 18-heat match is five.
- 7.11.8 The maximum number of rides that a reserve may take in a 12-heat match is four.
- 7.11.9 The maximum number of rides that a reserve may take in a 16-heat four team match is four.
- 7.11.10 When calculating the number of maximum rides, a race in which the reserve is himself replaced shall count as a ride taken for both reserve riders.
- 8 EXCLUSIONS**
- A rider shall be excluded if, during the course of a race, he is considered by the referee to be guilty of:
- 8.1 **Crossing the boundaries** with both wheels, unless through the actions of another rider, or in the interests of safety he is compelled to do so, in which case he must return to the track at the earliest opportunity. A rider shall be excluded if he is deemed to have purposely crossed the inside of the track to gain a rerun or advantage.
- 8.2 **Obstruction.** A rider shall be guilty of obstruction if:
- 8.2.1 He sharply cuts across the path of another rider when he is less than one machine length in front.
- 8.2.2 He deliberately slows down to affect a change in the position of the riders following.
- 8.2.3 He uses his foot as a brake by deliberately placing his foot on his own back tyre to slow his machine.
- 8.2.4 He places himself or his machine in such a position as to impede other riders.
- 8.2.5 He drifts an opponent to the extremities of the circuit by steering a course which in the referee's opinion, is not commensurate with reasonable competitive requirements.
- 8.2.6 He team rides with another rider whether in the same team or not in an individual event. Both riders shall be excluded.
- 8.2.7 He uses the tactics of, boring, hooking or legging.
- 8.2.8 He uses undue force during a race, particularly in that part of the race from the start to the first bend.
- 8.3 **Dangerous riding.** Any rider considered by the referee to be guilty of dangerous riding.
- 8.4 **Remounting** after taking more than two steps with his machine. Only if he is within half a lap of the finish of the race is he permitted to run or walk with his machine, provided he does not obstruct other riders and keeps his machine on the circuit. A rider shall be deemed remounted when he is astride his machine.
- 8.5 **Outside assistance.** Any rider receiving outside assistance during a race shall be excluded.
- 8.6 **Disorderly conduct.** Any rider guilty of disorderly conduct or dissent shall be excluded from the race and full details reported.
- 8.7 **Being lapped.** A rider shall be deemed lapped if he is in last position and, in the opinion of the referee, is interfering with the course of other riders. Excluded or lapped riders must immediately withdraw from the track without impeding other riders.
- 9 MATCH BANS AND PENALTIES**
- 9.1 A match ban comprises the remainder of the match in which the ban is imposed and the next match in the same competition. Where it would not have been possible to have competed or officiated in further rounds of that competition in that year, the ban shall apply to the first potential match in the same competition in the following year. A rider or team official receiving a match ban shall also incur a fine as scheduled in Appendix 1. The rider will continue to be suspended until the fine is paid.
- 9.2 A rider or team official shall receive a match ban if he is considered by the referee to be guilty of one of the following offences:
- 9.2.1 **Persistent exclusion:** Any rider who incurs two exclusions during a meeting for the use of force, obstruction or dangerous riding.
- 9.2.2 **Malicious foul riding:** A rider who uses blatant foul tactics inflicting injury to an opponent or damage to his equipment.
- 9.2.3 **Offensive or foul language:** A rider or team manager judged to be guilty of swearing or using offensive language.
- 9.2.4 **Serious disorderly conduct:** Any rider, team official or club member who repeatedly shows dissent after warning or comes onto the track without permission or instigates any physical threats or fighting. The club shall also receive a fine as scheduled in Appendix 1.
- 9.2.5 **Perverting the course of a race meeting:** Any rider who purposely favours one team to the detriment of another, by adopting tactics that are not commensurate with reasonable competitive requirements in a multi-team match.
- 9.3 A rider, team official or club member who receives a match ban shall leave the area of the track and pits

- immediately and take no further part in the meeting whatsoever.
- 9.4 A rider team official or club member in receipt of a match ban, and/or his club, may be subject to further disciplinary action in accordance with the Bye-Laws of the British Cycling Federation.
- 9.5 In cases of dissent or abuse towards match day officials, the referee is empowered to operate a red and yellow card penalty system. When operating the system, the referee shall raise the appropriate card in a single gesture in the direction of the offending individual.
- 9.6 The issuing of a yellow card shall be regarded as a warning, and shall also incur a fine as scheduled in Appendix 1. A single yellow card issued to an individual in a match shall not be carried over to the next match. A second yellow card issued to an individual in the same match shall be the equivalent of a red card.
- 9.7 In the case of a more serious incident of dissent or abuse, or when two yellow cards are issued to an individual in the same match, a red card shall be issued. An individual in receipt of a red card shall be subject to a match ban, and the provisions of regulation 9.1 shall apply.
- 10 DISCIPLINE AND DISCIPLINARY PROCEDURES**
- 10.1 Disciplinary matters relating to the management of Cycle Speedway Competition under these regulations shall be subject to the decision of the match referee, which shall be final.
- 10.2 Where the scale of penalties and fines listed in Appendix 1 apply, a rider or club may appeal in writing to the BC Cycle Speedway Commission, whose decision shall be final. Any such appeal must be received within 14 days of the date of the infringement. The Commission has the authority to impose harsher fines/penalties than those indicated.
- 10.3 All other matters will be dealt with in accordance with the Bye-Laws of the British Cycling Federation.
- 11 BRITISH CHAMPIONSHIP REGULATIONS**
- 11.1 Only British Nationals who are members of British Cycling shall be permitted to compete in British Championships. In the case of Club and Team Championships they must be registered with the competing club by the published deadline. In all British Championships, a rider may only compete on behalf of, or in the name of that rider's primary registered Cycle Speedway club as shown on their BC licence.
- 11.2 Qualifying age bands for British Championships are as follows:
- | | |
|---------------|---|
| Under 10 | Up to 31 st December of year in which 10 th birthday falls. |
| Under 13 | Up to 31 st December of year in which 13 th birthday falls. |
| Under 16 | Up to 31 st December of year in which 16 th birthday falls. |
| Under 19 | Up to 31 st December of year in which 19 th birthday falls. |
| Senior | open age group |
| Veteran | From 1 st January of year in which 40 th birthday falls. |
| Grand Veteran | From 1 st January of year in which 50 th birthday falls. |
| Super Veteran | From 1 st January of year in which 60 th birthday falls. |
- 11.3 Riders may compete in any championships for which they are eligible by age.
- 11.4 Every rider, club or team entering a British Championship competition shall pay the appropriate entry fee as determined annually by the BC Cycle Speedway Commission. All entries shall be on the appropriate official entry form.
- 11.5 Entries for all British Championship competitions shall close one calendar month before the date of the competition or first qualifying round, unless an alternative deadline is published on the entry form.
- 11.6 The BC Cycle Speedway Commission may, at its discretion, cancel the running of a British Championship where there are less than 8 entries for an individual event, or less than 4 entries for a club or team event at the closing date.
- 11.7 The BC Cycle Speedway Commission shall determine the method of qualifying in each Championship, depending on entries received.
- 11.8 All competition draws shall be random and unseeded, and shall be witnessed by at least two members of British Cycling who shall be from different clubs and shall be named on the official draw sheet.
- 11.9 Late entries for any British Championship will not be accepted after the draw for the first round has taken place, other than under the provisions of regulation 12.3.
- 11.10 British Cycling shall give a minimum of two weeks notice of the draw to all clubs that have entered a British Club or Team Championship event, and to all riders who have entered a British Individual Championship event.
- 11.11 Starting times for all British Championship matches shall be decided by the BC Cycle Speedway Commission, after consultation with the promoting clubs.
- 11.12 Printed programmes and public address systems, subject to local authority bye-laws, must be provided at all stages of British competitions.
- 11.13 The winners of each Championship will hold the appropriate trophy for one year, shall be responsible for keeping it in good order and shall return it when requested. Permanent awards to competing riders will be at the discretion of the Federation.
- 11.14 Pit Marshals for the finals of British Championships shall be appointed from the Federation's member Referees.
- 11.15 In all competitions the home/promoting club must arrange for a copy of their printed programme to be forwarded by the Referee with the official documents.
- 11.16 In all competitions the home/promoting club must communicate the results to BC headquarters immediately after the match has ended.
- 11.17 Tracks not considered suitable by the Federation will not be used for national competitions.
- 11.18 A club entering any British Club or Team Championship must be affiliated to British Cycling prior to the closing date for entries. Riders must be registered with a competing club or team before riding, but riders transferring to a competing team after 31st March will not be eligible to compete for that team in any British Club or Team Championship event in that year, with the exception of the Indoor Championships."
- 11.19 In Club and Team Championships, clubs may change their original team line-up, both in terms of riders used and riding order, for subsequent rounds including the final.
- 11.20 Any club or team failing to turn up for any match in the British championships will be disciplined as appropriate by the Cycle Speedway Commission in line with regulation 10.2 and may be barred from taking part in the corresponding championship the following season, unless an acceptable reason, in writing, is given to the Competitions Manager at least seven days prior to the event.
- 11.21 Any rider failing to turn up for any match in the British individual championships will be disciplined as appropriate by the Cycle Speedway Commission in line with regulation 10.2 and may be barred from taking part in the corresponding championship the following season, unless a satisfactory explanation is lodged with the Federation within 14 days of the absence. Where the withdrawal is due to injury or illness, a professionally certified note will normally be required.

11.22 Riders who present themselves without their club's registered colours will not be allowed to take part in British competitions.

12 BRITISH INDIVIDUAL CHAMPIONSHIPS

- 12.1 The Federation shall arrange the following competitions:
- British Individual Championship
 - British Veterans Individual Championship
 - British Grand Veteran Individual Championship
 - British Women's Individual Championship
 - British Under-19 Individual Championship
 - British Under-16 Individual Championship
 - British Under-13 Individual Championship
 - British Under-10 Individual Championship
 - British Indoor Riders Championship
 - British Indoor Veterans Riders Championship
 - British Indoor Under-19 Riders Championship
 - British Indoor Under-16 Riders Championship
 - British Indoor Under-13 Riders Championship
- 12.2 The official 16 rider 20 heat formula shall be used for all Individual finals, where numbers permit. Qualifying rounds should be run under the same 20 heat formula where numbers permit (i.e. multiples of 14 riders per round). Where multiples are 13 or less, then the pre-qualifying method should be used. The Competitions Manager has the discretion to decide which format to use.
- 12.3 The BC Cycle Speedway Commission may, at its discretion, accept late entries into any individual championship after the draw for the first round has taken place, but only where such entries are to fill vacant spaces in a draw to bring a match up to the full rider strength for the formula used. Late entries will not be accepted to replace withdrawals or non-arrivals in pre-qualifying rounds. Where a rider or riders enter late or on the day to replace a rider or riders who have withdrawn or failed to appear within 20 minutes of the start of the match, a draw shall take place to determine which vacant place shall be filled by which substitute rider.
- 12.4 In the event of a withdrawal or non-arrival for a pre-qualifying round, those drawn below the missing rider shall move up the draw, and the appropriate pre-qualifying formula for the number of riders present shall be used. Should the number of riders fall to sixteen or less, the pre-qualifier shall be cancelled and the remaining riders shall proceed directly to the final, which shall be run at the pre-arranged time.
- 12.5 Riders may only compete in the round in which they were originally drawn. In no circumstances may they compete in a subsequent round.
- 12.6 In the event of two or more riders tying on the same number of points for the last qualifying place, then that place will be decided by a run-off. The Commission will decide the method of selecting reserves in subsequent rounds.
- 12.7 When a run-off is required to determine qualifiers and/or reserves for the next stage, all such riders must participate and not withdraw from the competition.
- 12.8 No official reserve may leave a meeting before its completion.
- 12.9 No rider may withdraw from any stage of the meeting, other than for medical reasons and only then by authority of the Referee.

13 BRITISH CLUB CHAMPIONSHIPS

- 13.1 The BC Cycle Speedway Commission shall authorise the following club championships:
- British Open Club Championship
 - British Veteran Club Championship
 - British Women's Club Championship
 - British Under-19 Club Championship

British Under-16 Club Championship
British Under-13 Club Championship
British Under-10 Club Championship
British Open Indoor Fours Championship
British Junior Indoor Fours Championship

13.2 The official 4-team 16 heat formula shall be the preferred formula for all Club Championship and Indoor Fours Championship finals. However, the Competitions Manager has the discretion to use other formulae when the number of entries is insufficient to warrant a suitable qualifying procedure, e.g. 5-team 20 heat formula, 6-team 30 heat formula. Formulae other than the 4-team 16 heat formula may also be used in qualifying rounds to produce a four team final.

13.3 In the event of a withdrawal after a competition draw has been made, or in the case of a club failing to arrive by the stipulated time, the remaining clubs drawn below the missing club shall move up the draw order. However should one or more withdrawals result in an inequitable or unworkable qualifying procedure, the Competitions Manager has the discretion to amend or redraw the competition.

13.4 In the event of a draw, the teams concerned shall each nominate one rider from the declared team for that day of competition to represent them in a one race run-off.

13.5 The various outdoor Club Championship competitions shall be combined to produce an overall annual Club Champion. Points shall be awarded in each competition on the basis of 25 points to the winner, 20 points for second place, 18 points for third place, 16 points for fourth place, 14 points for fifth place, then reducing by one point per place to 1 point for 16th place. Clubs failing to reach the final shall receive equal points according to their finishing position in the qualifying rounds, e.g. first non-qualifiers in two semi-finals – joint fifth, second non-qualifiers – joint seventh etc.

13.6 In the event of two clubs finishing level on overall points after all Club Championship competitions, the following tie-break criteria will apply in order: most first places, most second places, most third places, most fourth places, and if there is still equality, highest placed in the final Championship competition.

14 BRITISH TEAM CHAMPIONSHIP

- 14.1 The BC Cycle Speedway Commission shall authorise the staging of a British Team Championship, organised on a knockout basis.
- 14.2 The official Federation 8-man, 18 heat formula shall be used for all matches.
- 14.3 Matches prior to the semi-finals will be ridden on the track of the first-named club except where the track, in the Federation's opinion, is not in a suitable state 14 days in advance of the fixture date. In such circumstances the match will be ridden on the track of the second named club. From the semi-finals matches will be ridden on neutral tracks.
- 14.4 In the event of a draw, the result must be decided by the following method: The first three heats shall be re-run and if the match is still drawn, the races shall be run again and again until a decision is reached. Prior to the first heat the two captains shall toss for starting positions; the positions shall be reversed if it is necessary for the three heats to be run a second time. If a third set of races is required the starting positions will be determined by the toss of a coin, which will be reversed in the fourth set of three races. In each set of three races teams may use each reserve once only.

15 BRITISH PREMIER LEAGUE

- 15.1 The Federation shall organise a British Premier League, open to all interested member clubs or county associations. The BC Cycle Speedway Commission may also apply further conditions for admission to the Premier League.

16 BRITISH YOUTH AND JUNIOR LEAGUE

16.6.2.5 Under-8 and Under-10 races will be held over three laps only

16.1 The Federation shall organise a British Youth and Junior League, open to all interested member clubs.

16.2 Rounds shall be staged using different venues on separate dates, all participating teams are eligible to compete in each round. Teams can field as many or as few eligible riders as they wish. Teams do not have to compete in every round. Teams can vary the numbers of riders fielded from round to round. There is not a limit as to the number of teams and eligible riders who can compete in each round.

16.3 Age Categories

16.3.1 Age categories in the British Youth & Junior League are as follows:

CATEGORY	QUALIFICATION	QUALIFICATION FOR 2010
	<i>Until 31st December of:</i>	<i>Born on or after:</i>
YOUTH E/UNDER-8	Year in which 8 th birthday falls	1 st January 2002
YOUTH D/UNDER-10	Year in which 10 th birthday falls	1 st January 2000
YOUTH C/UNDER-12	Year in which 12 th birthday falls	1 st January 1998
YOUTH B/UNDER-14	Year in which 14 th birthday falls	1 st January 1996
YOUTH A/UNDER-16	Year in which 16 th birthday falls	1 st January 1994
JUNIOR/UNDER-18	Year in which 18 th birthday falls	1 st January 1992
YOUTH A,B & JUNIOR GIRLS/UNDER-14,16,18	From 1 st January of year in which 13 th birthday falls until 31 st December of year in which 18 th birthday falls	Born between 1 st January 1992 and 31 st December 1997

16.3.2 Riders may only ride in ONE age category at any event. Normally this will be the youngest age group they qualify for but they may ride in an older age group (i.e. if arriving late).

16.4 Starting Times

All regional events start at 1 p.m. with the U8 matches first, followed by U10, U12, U14, U16 and U18 matches. All national rounds will start at 1 p.m. Where 12 or less riders are present for any age group the races for this age group should run simultaneously with the next age category. Clubs should book all their riders in with the event co-ordinator 30 minutes prior to the start time using the official application form.

16.5 Formulae

Depending on the number of riders for each age category, the official British Junior League formulae will be used - 4, 5, 8, 12, 16, 20, 24 or 28 riders (or if more than 28 a combination of formulae). All matches for each age group should take place simultaneously. All formulae give each rider four races.

16.6 Rules

16.6.1 Riders should wear an identifiable club shirt and full safety dress (helmets, gloves).

16.6.2 For inexperienced riders referees are expected to make the following allowances:-

16.6.2.1 No exclusion on starting gates except where clear cheating takes place

16.6.2.2 No exclusion for lapping provided no interference with race - rider must complete the full race laps for a point to be awarded

16.6.2.3 No exclusion for crossing boundaries or remounting with steps unless any advantage is gained

16.6.2.4 Under-8 and Under-10 riders may use machines which do not fully comply with regulations

16.7 Team Points

All individual scores across the age categories count towards the team total. League points are awarded in respect of team points with the highest scoring team getting league points to the value of the number of teams competing. The remaining teams get points in order with the lowest scoring team receiving one league point.

16.8 Individual Grand Prix Series

16.8.1 Immediately after each age category the top 16 scorers in that age category will contest A-D Finals. Places in the A-D finals will be decided as follows:-

- points scored in the current British Junior League match, or if level
- current Grand Prix Series points, or if level
- points scored in the British Junior League that year to date, or if level
- points scored in the British Junior League the previous year, or if level
- toss of coin or draw of lots

16.8.2 Starting positions for each final will be drawn.

16.8.3 Grand Prix Points

FINAL	1st	2nd	3rd	4th
A	25	20	18	16
B	14	13	12	11
C	9	8	7	6
D	4	3	2	1

The overall series winner for each age category will be the rider with the highest number of Grand Prix Points accumulated over all eight rounds.

16.9 Regional & National Rounds

16.9.1 The top team on league points from each region, and the next top two teams on race points across the country after the four rounds will be invited to compete in the four national rounds. This is not compulsory. Points scored in the regional round will not be carried forward and the national rounds will be scored separately.

16.9.2 In the Grand Prix series the top six scorers per age category from each region after the four rounds will be allowed to continue racing in the national rounds even though their team has not qualified - their points will not count towards a team total in the national rounds. Grand Prix points scored in the regional rounds will be carried forward to the national rounds.

17 INTERNATIONAL CHAMPIONSHIPS

17.1 Overseas Tours

The National Team Manager(s) shall be appointed by the Commission. The Commission shall rule on the selection method of team representation.

18 SPONSORSHIP

18.1 All sponsorships shall be conducted in accordance with General Technical Regulation 9.

19 MISCELLANEOUS

- 19.1 A maximum interval (of 10 minutes) shall be granted at the halfway point of a match unless the referee decides otherwise.
- 19.2 Any official fixture not completed owing to weather conditions or other unavoidable circumstances, shall be null and void and shall be re-run, excepting that, if at the time of the abandonment of an official fixture the score was such that if the fixture had run the full number of heats, and that the result could not have been altered, such a fixture shall be considered complete.
- 19.3 Under normal circumstances, no changes will be made to the official league fixture list after it has been published but where a club may wish to make a change due to unforeseen circumstances, a written request must be made at least four weeks before the scheduled date of the fixture. If the reasons given are satisfactory, and the other club involved is agreeable, an alternative date may be arranged.
- 19.4 For events exclusively featuring young riders, eg. under-8s, under-10s, rules may be relaxed, eg. races to be held over three laps, riders moving at the start without exclusion, with prior agreement of all competing parties present at the event.
- 19.5 No betting of any kind shall be allowed at the track or in conjunction with the track and any rider or official found to be connected with such betting shall be liable to permanent suspension.
- 19.6 Invitations from member clubs to other riders for open events should always be approved by the riders' clubs.
- 19.7 The BC Cycle Speedway Commission will invite clubs to stage events on their behalf. Any terms or conditions appertaining to the staging of any event will be clearly laid out in the invitations. Acceptance of the invitation would signify agreement to said terms and conditions, which can in not be changed after acceptance of the invitation.
- 19.8 Other leagues may amend and approve a set of additional rules, such as may be deemed necessary for the implementation of regional & local competitions. Such additional rules should not contravene BC Technical Regulations and Bye Laws. A copy of such rules should be forwarded to the Federation.
- 19.9 The drinking of alcohol and smoking shall be forbidden in the pit area and within the track perimeter.

20 INDOOR AND TEMPORARY TRACKS

The preceding rules shall apply at racing held at indoor and temporary tracks with the following exceptions:

- 20.1 The match referee or appointed Safety Officer shall perform a risk assessment of the track and associated facility prior to the commencement of the match.
- 20.2 Alternative starting methods may be used provided that all officials and riders are made aware of these methods prior to the start or racing.
- 20.3 A continuous, clearly defined finishing line shall be present for the full width of the track. All other markings shall be at the discretion of the promoters in liaison with managers of the venues.
- 20.4 Lanes may be marked out from the start line towards the first bend. All officials and riders are to be made aware that failure to keep within their particular lane when leaving the start will result in an exclusion for the offending rider(s).
- 20.5 The inner boundary shall be clearly defined and shall provide sufficient deterrent to riders from entering the centre area without presenting a safety hazard. An outer boundary need not be marked if natural or temporary barriers already exist.
- 20.6 The inner perimeter shall not exceed 90 metres but there shall be no minimum length.
- 20.7 The width of the track shall be a minimum of 2.8m but there shall be no maximum width.
- 20.8 Safety barriers shall be provided to protect spectators from the extremities of the racing circuit.

- 20.9 Any obstruction within one metre of the extremities of the racing circuit shall be suitably protected in the interests of safety.
- 20.10 Riders are also recommended to wear arm pads and knee pads.
- 20.11 Additional restrictions, such as covering wheel nuts with plastic caps, may be imposed by promoters after consultation with the managers of the venues. Any such additional restrictions must be conveyed to the riders in advance of the meetings.
- 20.12 The application of any substance on tyres at any indoor event shall be banned.
- 20.13 Any rider considered by the referee to be using excessive bodily contact which is not commensurate with the racing and safety conditions of the circuit shall be excluded.

Appendix 1:

SCALE OF PENALTIES AND FINES

All Competitions

- Riders receiving a match ban under regulation 9.1, 9.2 or 9.7 shall also receive a fine of £20
- Individuals receiving a yellow card under regulation 9.6 shall also receive a fine of £10, unless they subsequently receive a match ban in the same match, in which case the higher penalty only shall apply, and the two will not be aggregated.
- A club penalised under regulation 9.2.4 shall receive a fine of up to £100 and may be subject to further disciplinary action in accordance with regulation 9.4 and the Bye-Laws of the Federation.
- Teams that withdraw / walkout of any fixtures from Regional Level upwards will automatically receive a fine of £25.

British Individual Championships

- Not fulfilling obligation to compete - £20 fine
 - Late arrival - £10
- These standard fines will apply in senior, veterans and under-19 championships. No financial penalties will be imposed upon riders competing in under-16, under-13 and under-10 championships.
- The only justifiable reasons for non-attendance will be bereavement of a close family member or a doctor's certificate.

British Team and Club Championships

- Withdrawing from fixture more than 7 days before date of scheduled fixture – fine of £25
- Withdrawing from fixture less than 7 days before date of scheduled fixture – fine of £50 with half going to their opponents to compensate for the loss of the fixture.

British Premier League

- Teams that fail to honour a British Premier League fixture will automatically receive a fine of £100, with half going to their opponents to compensate for the loss of the fixture. Teams that fail to honour a combination match will automatically receive a fine of £25.

Regional Leagues

- Teams that fail to honour a Regional League fixture should have the points available for a win deducted, plus have to rearrange and race the meeting at a later date.

Payments: All payments must be made to British Cycling within fourteen days of the event, A rider, official or club failing to meet this deadline shall be suspended from all activities until the fine is paid.

Note: For international events run within Great Britain, British Championships, British National Leagues and other similar levels of competition, BCHQ will be responsible for the collection and retention of fines. For all other 'lower' categories of match, the governing region in the case of regional competitions and promoting clubs in the case of local events shall be responsible for the collection and retention of fines.

Appendix 2:**RACING FORMULAE****18 Heat** (Official Federation Formula) – Team Event (8 man team)

Heat	Home	Away	Heat	Home	Away
1	1 & 2	1 & 2	10	6 & 8	4 & 8
2	3 & 4	3 & 4	11	3 & 4	5 & 6
3	5 & 6	5 & 6	12	1 & 2	3 & 4
4	1 & 7	1 & 7	13	5 & 6	1 & 2
5	2 & 8	2 & 8	14	4 & 7	5 & 8
6	5 & 6	3 & 4	15	3 & 8	6 & 7
7	1 & 2	5 & 6	16	2 & 5	1 & 4
8	3 & 4	1 & 2	17	1 & 4	3 & 6
9	5 & 7	3 & 7	18	3 & 6	2 & 5

Nos.7 and 8 will be reserve riders and shall be permitted only two replacement rides each in addition to their three allocated rides, providing all other conditions concerning replacement rides are strictly adhered to.

13 Heat (League Combination Formula) – Team Event (8 man team)

Heat	Home	Away	Heat	Home	Away
1	1 & 2	1 & 2	8	2 & 5	3 & 4
2	3 & 4	3 & 4	9	3 & 4	5 & 6
3	5 & 6	5 & 6	10	5 & 6	1 & 2
4	1 & 3	1 & 2	11	1 & 2	3 & 4
5	5 & 6	3 & 4	12	4 & 6	5 & 6
6	1 & 2	5 & 6	13	Nominated riders	
7	3 & 4	1 & 2			

No 7 shall be a reserve riders and shall be permitted a maximum number of four replacement rides.

20 Heat (Official Federation Formula) – Individual Event (16 competitors)

Heat	Grid 1	Grid2	Grid 3	Grid 4	Heat	Grid 1	Grid 2	Grid 3	Grid 4
1	1	2	3	4	11	9	3	8	14
2	5	7	6	8	12	7	4	10	13
3	10	12	9	11	13	7	14	1	12
4	13	14	15	16	14	8	11	13	2
5	13	1	5	9	15	3	16	5	10
6	14	10	2	6	16	15	4	6	9
7	11	15	7	3	17	15	10	8	1
8	16	8	4	12	18	2	9	16	7
9	16	6	11	1	19	6	13	12	3
10	12	5	2	15	20	4	11	14	5

16 Heat (Official Federation Formula) – Four a side event.

Heat	Grid 1	Grid2	Grid 3	Grid 4	Heat	Grid 1	Grid 2	Grid 3	Grid 4
1	D1	A1	B1	C1	9	C4	B3	D2	A1
2	D2	A2	B2	C2	10	C3	B4	D1	A2
3	D3	A3	B3	C3	11	C2	B1	D4	A3
4	D4	A4	B4	C4	12	C1	B2	D3	A4
5	B2	C3	A1	D4	13	A1	D3	C2	B4
6	B1	C4	A2	D3	14	A2	D4	C1	B3
7	B4	C1	A3	D2	15	A3	D1	C4	B2
8	B3	C2	A4	D1	16	A4	D2	C3	B1

No 5 shall be a reserve rider and shall be permitted a maximum of four replacement rides providing all other conditions concerning replacement rides are strictly adhered to.