



*FEDERATION INTERNATIONALE  
DE MOTOCYCLISME*

**FIM SPEEDWAY GRAND PRIX  
WORLD CHAMPIONSHIP**

**REGULATIONS**

**2026**



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## FIM SPEEDWAY GRAND PRIX WORLD CHAMPIONSHIP REGULATIONS

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## 1 GENERAL

All riders, teams, officials and other parties participating in the FIM Speedway Grand Prix World championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the FIM disciplinary code, FIM sporting code, FIM code of ethics, FIM Speedway Grand Prix World championship regulations, FIM Track Racing regulations, FIM Track Racing technical regulations, FIM Track Racing circuit standards, FIM environmental code, FIM medical code, FIM anti-doping code, FIM Speedway Grand Prix World championship operations manual of the current year as supplemented and amended yearly (hereinafter collectively referred to as the “FIM regulations”). The FIM regulations may be translated into other languages, but in case of any dispute regarding interpretation, the English text will prevail. It is the responsibility of each rider to ensure that all persons involved with their entry always observe the FIM regulations. The responsibility of the rider, or any other person having charge of an entered motorcycle at any time during an event, is joint and severally with that of the team. All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the paddock, pit area or on the track must always carry an appropriate pass during the event. Actions judged by the officials responsible to be contrary to the FIM regulations - or judged to be unsportsmanlike or against the best interests of the sport or the event in question - are subject to disciplinary actions as provided by the FIM regulations.

### 1.1 Titles

The FIM recognises the FIM Speedway Grand Prix world championship, hereafter referred to as “SGP” - the FIM Speedway U21 world championship, hereafter referred to as “SGP2”, the FIM Speedway youth world championship, hereafter referred to as “SGP3”, and the FIM SGP4 world championship, hereafter referred to as “SGP4”. The race meetings are the sole prerogative of the FIM and must be organised in accordance with all FIM requirements. The race meetings are run in conjunction with promoter **MSE**.

Free practice hereafter referred to as “FP”.

Qualifying 1, qualifying 2, qualifying 3, hereafter referred to as “Q1, Q2 & Q3”.

Last chance qualifier 1 and last chance qualifier 2, hereafter referred to as “LCQ1 & LCQ2”.

### 1.2 Description

The SGP and SGP2 world championships will be staged as a series of race meetings.

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*Not applicable to SGP3 and SGP4.*

### 1.3 Definitions

Beginning of the race meeting: The race meeting starts with the first machine examinations.

End of the race meeting: The race meeting is not considered to be finished until the time limit for protests has elapsed and all protests have been settled.

2027 qualified rider: A rider who qualifies for the SGP series either by virtue of the top seven position in the final 2026 SGP classification, by finishing in the top four of the 2026 SGP challenge, or by finishing as the winner of the 2026 FIME Speedway European Championship.

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*SGP2: A rider who qualifies for the SGP2 series by finishing in the top four of each qualifying round.*

*SGP3: A rider who qualifies for the SGP3 final by finishing in the top eight of each semi-final.*

*SGP4: A rider who is nominated by their federation for the SGP4 final.*

Permanent wildcard rider: A rider who is selected by the SGP commission to participate in the SGP series (*not applicable to SGP3 and SGP4*).

Permanent substitute rider: A rider appearing on the official list of nominated substitutes approved and published by the SGP commission (*not applicable to SGP3 and SGP4*).

FMNR wild card rider: A rider nominated by the FMNR and approved by the SGP commission to take part as an FMNR wildcard rider in an individual round of the SGP series (*not applicable to SGP3 and SGP4*).

FMNR track reserve rider: A rider nominated by the FMNR and approved by the SGP commission to take part as an FMNR track reserve rider in an individual round of the SGP series.

Race points: The points scored by riders during the SGP race meeting (heat 1-20).

SGP points: The points secured by the riders as a result of their performance during each SGP race meeting and carried forward to the SGP series classification (*not applicable to SGP3 and SGP4*).

#### 1.4 Dates of the race meeting

The SGP calendar will be established pursuant to art. 20.1.2 of the FIM sporting code. Once the allocated date for the race meeting is known, no other Track Racing race meeting(s) or practice sessions of any kind can be staged at the venue for six days prior to that date and until one day after. Unless it's an FIM/MSE promoted event.

To provide for postponements which may be necessary, for example, because of weather conditions, the FMNR or the organiser **must provide for re-staging dates on the following two days** and mention it in the SR's.

Nevertheless, in exceptional circumstances, the FIM international jury of the race meeting, after consultation with the SGP commission, will postpone the race meeting for a maximum of 7 days from the original date.

If the race meeting is postponed again, then it will be abandoned.

In the event that over 50% of the SGP race meeting start list is unable to take part due to "force majeure", the SGP race meeting will be postponed by the SGP commission, who can decide whether the race meeting will be restaged at a later date.

The FIM SGP has precedence over any other Track Racing race meeting.

##### 1.4.1 Re-staging or abandonment of a race meeting

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

1. If the race meeting is interrupted before heat 16 is accomplished and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole race meeting must be re-staged in accordance with art. 1.4.
2. If the race meeting is interrupted before heat 20 is accomplished and the remaining heats cannot be completed, then the heat points scored at the completion of heat 16 will determine the final race meeting classification and SGP points.

In the event of a tie in the heat points scored at the completion of heat 16, the finishing order will be determined by the formula set out in art. 9.3.

3. If the race meeting is interrupted before race 21, race 22, or race 23 is accomplished and the remaining races cannot be completed, then the results will be considered valid, and the following will determine the final race meeting classification and SGP points:

Before race 21 or 22: The rider's total heat points scored at the completion of heat 20 will determine the final race meeting classification and SGP points.

Before race 23: The riders 18<sup>th</sup> - 11<sup>th</sup> will have already been determined from the intermediate classification.

The top two riders after heat 20 will be awarded 1<sup>st</sup> and 2<sup>nd</sup> in the final race meeting classification, with the higher-ranked rider from intermediate classification 1<sup>st</sup> and the lower-ranked rider 2<sup>nd</sup>.

**The two riders who finish 1<sup>st</sup> in LCQ1 & LCQ2 will be awarded 3<sup>rd</sup> and 4<sup>th</sup> in the final race meeting classification with the higher ranked rider from intermediate classification 3<sup>rd</sup> and the lower ranked rider 4<sup>th</sup>. The two riders who finish 2<sup>nd</sup> in LCQ1 & LCQ2 will be awarded 5<sup>th</sup> and 6<sup>th</sup> in the final race meeting classification with the higher ranked rider from intermediate classification 5<sup>th</sup> and the lower ranked rider 6<sup>th</sup>. This rule will apply if both riders complete or fail to complete the LCQ1 & LCQ2. If only one of these riders fail to complete the LCQ1 & LCQ2 for any reason, that rider will be placed 6<sup>th</sup> in the race meeting classification. The two riders who finish 3<sup>rd</sup> in LCQ1 & LCQ2 will be awarded 7<sup>th</sup> and 8<sup>th</sup> in the final race meeting classification with the higher ranked rider from intermediate classification 7<sup>th</sup> and the lower ranked rider 8<sup>th</sup>. This rule will apply if both riders complete or fail to complete the LCQ1 & LCQ2. If only one of these riders fail to complete the LCQ1 & LCQ2 for any reason, that rider will be placed 8<sup>th</sup> in the race meeting classification. The two riders who finish 4<sup>th</sup> in LCQ1 & LCQ2 will be awarded 9<sup>th</sup> and 10<sup>th</sup> in the final race meeting classification with the higher ranked rider from intermediate classification 9<sup>th</sup> and the lower ranked rider 10<sup>th</sup>. This rule will apply if both riders complete or fail to complete the LCQ1 & LCQ2. If only one of these riders fail to complete the LCQ1 & LCQ2 for any reason, that rider will be placed 10<sup>th</sup> in the race meeting classification.**

In exceptional circumstances, the SGP commission will authorise a departure from this formula for a specific event. In this event, the changes must be set out in the SR's. Only the SGP commission will approve such changes.

### **SGP3 and SGP4**

*If an SGP3 or SGP4 meeting is interrupted or suspended for any reason whatsoever, the following rules will apply:*

- 1. If the meeting is interrupted before **heat 16** is accomplished and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole meeting must be re- staged in accordance with SGP regulations art. 1.4 - dates of the meeting.*
- 2. If the meeting is interrupted before heat 20 is accomplished and the remaining heats cannot be completed, then the race points scored at the completion of heat 16 will determine the final meeting classification.*

*In the event of a tie in the points scored at the completion of **heat 16**, the finishing order will be determined by the formula set out in SGP regulations art. 9.3.*

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

### **1.5 Supplementary regulations (SR's)**

Supplementary regulations, referred to hereafter as SR's, must be issued in accordance with the FIM regulations.

The SR's are to be published using the SGP template and must be sent to the FIM/CCP administration for approval, two months before the race meeting.

### **1.6 SGP operations manual**

An SGP operations manual will be provided for each SGP organiser and each SGP-appointed FMNR clerk of the course. This manual is the exclusive property of the FIM/MSE and cannot be used in whole or in part for any other category of race meeting. The organisers are required to follow all the detailed instructions contained in this manual.

## **2 OFFICIALS**

### **2.1 FIM international jury**

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

The following persons are entitled to attend the meetings of the FIM international jury but without the right to vote: the members of the FIM board of directors, the directors of the permanent FIM commissions and panels, the FIM chief executive officer, the FIM deputy chief executive officer, the FIM sports director, the FIM medical delegate, the FIM technical director, the FIM sustainability delegate, the FIM administrative staff, the sustainability steward, the chief medical officer, the technical steward, the FMN delegate(s), the team managers and any guests in possession of an FIM licence approved by the jury president.

The FIM international jury will hear any protests that are lodged during the race meeting. No protest can be lodged against the referee or the technical team's statement of facts.

Any neutral or legal person, holder of a FIM licence, who considers themselves to be directly prejudiced, during a meeting sanctioned by the FIM, following dangerous, unsporting or fraudulent behaviour, riding act, which has not been subject to a decision by the disciplinary bodies listed in art. 3 of the FIM disciplinary code has the right to protest against such behaviour, riding, or act.

Any neutral or legal person, holder of a FIM licence, and directly affected by a decision taken during a meeting under the authority of the FIM has the right to lodge an appeal against such a decision.

This appeal must be presented to the CAI within 5 days at the latest after the notification of that decision.

Appeals against a disciplinary decision taken by the international jury will be dealt with by the CAI. The FIM international jury has the competence to pronounce ex officio sanctions against riders, team members, officials, promoters/organisers, and all the persons involved in any capacity whatsoever in a race meeting or in the SGP.

The authority and duties of the FIM international jury are:

- To ensure the smooth and efficient running of the race meeting.
- To approve all the official results of the race meeting.
- To impose penalties for any infringements of the regulations.
- To impose penalties for any voluntary or involuntary action or deed accomplished by a person

or a group of persons during a race meeting, contrary to the current regulations or instructions given by an official of the race meeting.

- To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of persons occurring during a race meeting.
- To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the race meeting or for serious breaches of the regulations.
- To adjudicate on any protest relating to infringements of the regulations.

## 2.2 SGP commission

The SGP commission, established pursuant to art. 30.4.2.1 of the FIM sporting code, is competent to study and approve amendments to the SGP regulations proposed by the CCP or by other parties involved, such as riders, teams, manufacturers, etc.

The SGP commission will consist of:

- **The FIM CCP director**
- **The FIM SGP race director**
- **The MSE CEO**
- **The MSE series director**

The decisions require a simple majority, and in case of a tie, the FIM CCP director will have a casting vote. The FIM CCP coordinator will attend all SGP commission meetings and working groups to record the official minutes, without any voting rights.

## 2.3 Race director

The race director is responsible for the conduct and efficient running of the SGP and is a voting member of the FIM international jury.

The race director is responsible for carrying out regular meetings with the promoter, riders, and their associations in order to obtain good cooperation.

The race director will update the SGP regulations as well as the SGP operations manual.

## 2.4 Club staff uniform

It is compulsory for the club staff to be dressed in the club's uniform. If the organiser does not have a special club uniform, then the club's staff must wear overalls of the same colour.

Chief officials such as the clerk of the course, technical steward, and chief pits marshal, etc. must be clearly identifiable. Their uniform or jacket must contrast with that of the club staff uniform, and their title must be clearly displayed on the back, in contrasting letters.

The colour red is not permitted.

## 3 RIDERS

### 3.1 Licences

Riders will only be permitted to take part in SGP race meetings with a current and valid FIM SGP licence.

The FMNR wild card, a permanently nominated substitute or FMNR track reserve riders must be holders of at least a FIM SGP licence valid for the SGP race meeting in question. They can also be holders of an annual FIM SGP licence.

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*SGP2/SGP3/SGP4: Riders will only be permitted to take part in the race meetings with a current and valid FIM Track Racing world championship annual or one-event licence.*

### 3.2 Checking of the rider's licences

The riders do not have to present a licence.

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*SGP2: The non-permanent SGP2 rider's identification document must be presented to the clerk of the course prior to the first FIM international jury meeting and will be checked by the jury president.  
 SGP3 and SGP4: Identification documents must be presented to the clerk of the course prior to the first FIM international jury meeting and will be checked by the jury president.*

### 3.3 Entries

No entry fee will be charged.

All riders must submit the official SGP entry form to the FIM/CCP administration before the deadline required by the SGP commission.

This entry form must be duly completed and signed by the rider and their FMN. This entry form enters the rider into all the SGP series race meetings of the year mentioned. The FMN is responsible for the completion of this entry form and submitting it to the FIM/CCP administration. For wildcards, see art. 3.5, for track reserve riders, see art. 3.6 and for nominated substitute riders see art. 3.4. Furthermore, the rider commits by signature, to be fully aware of all the FIM regulations; to accept them all and to compete in all the race meetings of the SGP series of that year.

*Withdrawal before an FIM race meeting.*

A rider who has entered the SGP series and refuses to take part will be deemed banned for a minimum period of one day before to **28** days after the race meeting concerned.

Furthermore, the rider will be considered ineligible for the SGP series or any FIM race meeting for the remainder of the season. The FIM and the SGP commission can also pronounce a fine between 10'000 and 100'000 euros.

The rider must participate unless prevented from doing so by injury or illness (certified in writing to that effect by a suitably qualified doctor) or other "force majeure". A decision on the acceptability of other "force majeure" must be taken by the FIM international jury of the race meeting from which the rider is absent or by the SGP commission, if the absence is known before the race meeting.

Any rider who has suffered an injury and who has not since raced in any official race meeting must provide a medical certificate in English confirming fitness to take part in the race meeting. In addition, the FIM international jury will require the rider to submit to a full medical examination by the chief medical officer or the FIM medical delegate before being allowed to take part in the free practice, qualifying, sprint race, or race meeting.

Nothing in this regulation must conflict with the rights of the FIM international jury to act under rule 4.1 of the FIM Track Racing appendices.

In the case of a "force majeure", the FIM international jury of the race meeting will decide on the rider's admission.

If the absence is truly justified and accepted by the FIM international jury, the rider will be reinstated into the SGP series.

No FMN, other body, or person can withdraw a rider from the competition once the rider has entered, without prior confirmation in writing from the FIM/CCP administration.

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*The SGP2 permanent and substitute riders' entry forms from the qualifying rounds will be valid for the final series.*

*The SGP3 entry forms from the semi-finals will be valid for the final.*

*SGP4: All riders must submit the official SGP4 entry form to the FIM/CCP administration within the deadline (10 days before the race meeting).*

**Withdrawal during an FIM race meeting**

A rider entering an FIM race meeting (from the signing on) must race in free practice, qualifying, **sprint race**, all programmed heats, LCQ, final, and run off, unless prevented from doing so by injury or illness (certified by the race meeting doctors) or other "force majeure".

If the race meeting doctor declares the rider unfit, the rider cannot continue racing in that race meeting. The rider will also be banned for the period recommended to the FIM international jury by the doctors of the race meeting. In this case, the rider must undergo a medical examination before the start of their next race meeting.

**A rider refusing to continue racing in an SGP race meeting for a reason not accepted by the international jury will be deemed banned for minimum of 28 days after the race meeting concerned.**

**The SGP commission can also pronounce a fine between 10'000 and 100'000 euros.**

When a rider withdraws for any reason and the withdrawal is accepted by the FIM international jury, the rider is not allowed to re-enter that race meeting again.

The FIM and the SGP commission can withdraw a rider's licence and impose a ban on a rider who refuses to participate in an SGP race meeting.

Once a rider has been entered, no FMN, other body or person can withdraw that competitor from the competition without an authorisation from the FIM. Violations of this provision will be referred to the CAI.

The SGP commission will refer the case to the CAI pursuant to art.3.3.2, last paragraph of the FIM disciplinary code

### **3.4 Nominated substitute riders**

In case of the absence of one or more permanent riders, the first available nominated substitute rider or riders, according to their placing in the official SGP “nominated substitute riders” list, will be elevated for that race meeting and take the place of the relevant missing rider or riders.

The rider can be called up to do so unless prevented from doing so by injury or other “force majeure”. A nominated substitute rider, who, without a reason accepted by the SGP commission, refuses to take part in a race meeting will be removed from the SGP nominated substitute riders list for the rest of the season.

In the event of the withdrawal of a permanent qualified rider from any round, a rider on the list of nominated substitutes will take preference over an existing wild card/track reserve nomination.

If no “nominated substitutes” are available, the SGP commission or the FIM international jury will select one or more substitute riders.

For “long haul” or “out of Europe” race meetings, in the event of absence and non-availability confirmed less than 30 days before the date of the race meeting, the SGP commission will make the selection of substitute riders in collaboration with the FMNR of the race meeting.

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*Not applicable to SGP3 and SGP4.*

### **3.5 Wild card rider**

In each SGP race meeting, 1 FMNR wild card rider will be nominated to take part. In the event of a double SGP on consecutive days at the same venue, one FMNR wild card rider will be used for both SGP rounds.

All FMNRs will propose riders. Proposals must be made in writing to the FIM/CCP administration not later than 30 days before the race meeting.

The SGP commission will make the final approval and nominations.

After nomination, the official SGP entry form for wild card & track reserve riders must be duly completed and signed by the rider and FMN. The FMN is responsible for completing and submitting the entry form to the FIM/CCP administration at least 15 days before the race meeting to which the rider is nominated.

Furthermore, the rider commits by signature to be fully aware of all the FIM regulations; to accept them all and to compete in the SGP race meeting for which the rider is nominated.

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*Not applicable to SGP3 and SGP4.*

### **3.6 Track reserve riders**

In each SGP race meeting, two track reserve riders will be nominated by the FMNR to take part. In the event of a double SGP on consecutive days at the same venue, the two track reserve riders will be used for both SGP rounds. Proposals must be made in writing to the FIM/CCP administration not later than 30 days before the race meeting. The SGP commission will make the final approval and nominations.

After nomination, the official SGP entry form for wild card & track reserve riders must be duly completed and signed by the rider and the FMN.

The FMN is responsible for completing and submitting the entry form to the FIM/CCP administration at least 15 days before the race meeting for which the rider has been nominated.

Furthermore, the rider commits by signature to be fully aware of all the FIM regulations; to accept them all and to compete in the SGP race meeting for which the rider is nominated.

The two track reserve riders will replace, in rotation during heats 1 to 20, any riders disqualified under art. 8.3 or art. 8.4.

Additionally, they will replace, in rotation, any riders injured after the start of heat 1 who are unable to take their places in a race. If a rider gets injured before the start of heat 1, then the first track reserve rider will take all the injured riders' programmed rides.

A track reserve rider cannot ride in more heats than a scheduled rider.

Track reserve riders are not permitted to take part in races 21, 22, or 23 unless they have qualified

to do so according to their total heat points scored at the completion of heat 20 (not applicable to SGP3 & SGP4).

### 3.7 Rider's briefing meeting

A rider's briefing will be held prior to the race meeting on race day, according to the time schedule. Only riders, the FIM international jury and **MSE's** representatives will be permitted to attend the briefing. The race director can call for additional meetings with the riders if considered such action to be necessary.

It is compulsory for all riders to be present.

### 3.8 Rider's team colours

It is compulsory for all the members of the rider's team to wear their team colours uniform in the pits and on the track during free practice, qualifying, **sprint race** and race meetings. Riders, mechanics, and team members are encouraged to display the SGP logo on shirts/uniforms/clothing.

All persons having duties in the pit area must observe a reasonable dress code.

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*Recommended for SGP2 and SGP3. Not applicable to SGP4.*

## 4 TRACKS / STADIUMS

### 4.1 Tracks

Tracks used for the SGP must be homologated by the FIM and have a current, valid FIM Track licence. The track must comply with "FIM track standards for Track Racing circuits" (STRC) and with the "FIM SGP operations manual."

The FIM has the right to inspect any track intended for the SGP series at any time if it considers such an inspection to be necessary and will order the taking of any measures needed to comply with all the FIM requirements and safety matters for riders, officials, and spectators.

#### Non-permanent tracks:

The FIM international jury and the clerk of the course will carry out a track inspection on all non-permanent tracks before any free practice takes place. If homologated, the FIM track licence will be issued.

Each non-permanent track will be required to have a track test.

**The FIM jury president will apply a one event track licence. This applies to both permanent and temporary tracks, including those used for a series of events.**

### 4.2 Track inspection

**At each SGP meeting, prior to any free practice, qualifying, sprint race or racing taking place, the FIM international jury and the clerk of the course must carry out a track inspection and if necessary, order any measure(s) to comply with every security provision for riders, officials and spectators.**

### 4.3 Stadium facilities

An SGP race meeting is recommended to be held at a stadium having permanently installed flood lighting of a minimum 900 lux, evenly spread out on the track, and 400 lux evenly spread out in the whole pits area and lining-up zone. The lighting must be made according to DIN 67526 or similar standards.

A paddock area, including power supply and water, suitable for the parking of riders' vehicles, must be provided adjacent to the pits and must provide sufficient accommodation for 18 large vehicles.

Furthermore, the stadium must strictly comply with the provisions outlined in the "SGP operations manual", "FIM track standards for Track Racing circuits (STRC)". The start switchboard must have the FIM orange box starting system.

### 4.4 Stadium facilities inspection

The **FIM safety inspector, the FIM** race director **or** the SGP promoter **can** carry out a stadium facilities inspection prior to the SGP race meetings for final approval. If further inspection is needed, the organiser must pay the travel expenses and hotel accommodation costs.

### 4.5 Pits

Entrance to the pits area is authorised for the holders of a valid pass only.

A special adjacent viewing area for 100 people, with direct entrance from the pits, must be provided for the riders, **officials**, mechanics, managers, and other authorised pass holders.

The pits marshal and assistants must be permanently present in the pits area during the SGP race meeting.

The pits' marshal is responsible for ensuring that:

- all necessary equipment, including fire extinguishers and emergency tools, is in order (see FIM STRC regulations).
- riders and machines carry the correct riding numbers.
- riders are equipped with the correct helmet colours before they leave the pits.
- riders are equipped with the correct **race jackets**, fork covers, and transponders.
- nobody smokes/vapes in the pits area.
- during the free practice, qualifying, **sprint race**, and the race meeting, except for the riders, only persons who have reached the age of 16 can enter the pits with a valid accreditation.
- Nobody, except the race director or track staff, goes on the track when track maintenance is in progress.

## 5 MOTORCYCLES AND EQUIPMENT

Motorcycles and all riders' equipment must conform to FIM Track Racing technical regulations.

### 5.1 Machine examination

**At every SGP meeting, a machine examination is compulsory.**

**Official FIM specification declaration forms are provided by the FIM for machine examination at all SGP meetings and must be used.**

**Before free practice, qualifying and sprint race takes place, all machines and equipment must be checked for compliance with the current regulations.**

**Machines and equipment that do not comply are prohibited.**

**The weight of some machines, methanol and engines RPM chosen at random, must also be checked during the race meeting.**

**The jury president or race director can order any parts from the machines to be re-checked or re-tested at any time, during or after the free practice, qualifying, sprint race or the race meeting, as well as engines after the race meeting. The technical team must be prepared for this.**

**The riders' team members must present their rider's machines and equipment at the time stipulated in the SR and according to the time of their individual time schedule.**

### 5.2 Fuel

Only pure methanol must be used during free practice, qualifying, **sprint race** and throughout the race meeting.

It is compulsory for the riders to use the fuel supplied by the organiser, which must be provided free of charge.

The organiser must provide a fuelling area with all the equipment and manpower necessary to refuel the bikes prior to each heat.

Furthermore, the jury president, the referee, the race director, or the FIM technical director can order sampling of fuel during or after the race meeting.

### 5.3 Tyres

Only FIM homologated speedway tyres that comply with FIM technical regulations must be used. The tyres intended for use during the SGP free practice, qualifying, **sprint race**, and race meeting must be presented fitted to the technical staff at the time specified in the published tyre check schedule, if required.

The technical staff can ask for tyres to be unfitted for detailed inspection and can also request deflation and inflation of tyres with air from the event compressor.

The organiser must provide a conveniently located, suitable, covered area, with sufficient equipment for the safe fitting and inflation of tyres. It is not permitted for tyres to be removed from the pits area until the conclusion of the race meeting.

### 5.4 Artificial heating of speedway tyres

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

### 5.5 Front fork covers

The SGP promoter will supply three front fork covers to each rider. It is compulsory to fit these covers on the motorcycles during the machine examination, free practice, qualifying, sprint race, race meeting and opening/prize-giving ceremonies. It is not permitted to cover any part of the front fork cover in any way.

All front fork covers will need to be signed out when received and signed back in when returned by the rider's mechanic or representative to a collection point to be confirmed by the technical staff at each race meeting.

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

### 5.6 Number of motorcycles

Each rider will be permitted a maximum of two motorcycles in the pits before the start of the qualifying and the race meeting.

The two motorcycles must be placed in the rider's allocated pit area immediately after the machines have passed the machine examination. Motorcycles taken outside the controlled pits enclosure or track area will be re-presented for inspection before they can again be placed in the allocated pits area.

Any extra motorcycles can be parked in the specially provided spare bikes area, near the pits.

### 5.7 Motorcycle side number

For the SGP machines, the number must be displayed on the right side of the motorcycle while travelling forward. Each number must be marked in such a manner as to be clearly visible and must not be masked by any part of the motorcycle or by the rider when seated in riding position. See FIM technical regulations, art. 01.55.

#### 5.7.1 Position

The numbers must fit in the space between the upper part of the rear sub-frame, the bottom edge of the rear mudguard/wheel cover, and the lifting handle (see diagram 0).

The rider's personal number must be fitted to all machines from the first machine examination until the opening of the parc fermé. **It is not applicable to SGP/SGP2 FMNR wildcard and reserve riders.**

#### 5.7.2 Figures and sizes

The figures must be clearly visible, legible, and in contrast with the background. The English form for numbers must be used. That is, a single vertical line for the "one" and a simple sloping line without a horizontal line for the "seven".

Numbers shall not overlap. The minimum height of the figures is 100 mm.

No other number plates or markings on the motorcycle, liable to cause confusion with the number, will be permitted. **It is not applicable to SGP/SGP2 FMNR wildcard and reserve riders.**

### 5.8 Race jackets

Each rider accepted for the SGP series will be allocated an SGP number between 1 and 15, which will be allocated from the previous season's SGP results.

In each SGP race meeting, riding number 16 will be allocated to the FMNR wild card rider and riding numbers 17 and 18 to the FMNR track reserve riders. Riding numbers 19 and 20 can be used in "force majeure" circumstances if extra riders are needed at short notice.

Additionally, the 15 permanent and 5 substitute SGP riders can apply to use their own personal racing numbers on their race jackets and bikes. They can choose any riding number with a maximum of 3 digits, provided that it has not previously been used by another SGP rider over the past two seasons. The number cannot start with a 0. Riding numbers 1 to 20 are reserved for the use of FIM only.

To request a specific personal racing number, the rider must send an application to the FIM/CCP administration within the entry form. Should more than one rider request the same number, preference will be given to either the rider who has a clear history of adopting that number, or if this is not the case for either rider, then the higher-ranked rider will be allocated this number. Other riders will then need to select an alternative number. Riders who have not requested a specific personal riding number within the deadline will be required to use their allocated SGP number.

**The SGP promoter will supply the race jackets to the 15 permanent SGP riders, FMNR wild**

card, FMNR track reserves and any SGP substitutes.

**MSE will supply each rider with one race jacket. It is compulsory for each rider to wear their race jacket at all times during free practice, qualifying, sprint race, the parade, TV interviews, press conferences, racing, prize-giving ceremony, draws and in the pit area.**

Shoulder lapels are permitted but cannot cover any **race jacket** logos or adverts.

Where a rider wears a neck brace, the neck brace must be free of any personal advertisements and must not cover any element **of the race jacket**. The SGP promoter reserves the right to supply stickers to be used on the neck brace if any elements **of the race jacket** are covered.

Each rider is responsible for their race jackets and the cost of any race jacket not returned will be charged to the rider.

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*The structure of the allocated SGP2 numbers is based on the ranking list produced after the conclusion of the qualifying rounds.*

*The structure of the SGP3 final numbers is based on the ranking list produced after the semi-finals. Each rider nominated for the SGP4 final will be allocated a number between 1 and 18. The structure of the SGP4 final riding numbers is based on the ballot made by the FIM CCP administration.*

## 5.9 Helmet colours

Every rider must have at least one coloured helmet or one helmet cover produced in each of the prescribed colours ready for use in accordance with the rules in force for the **sprint** race and race meeting.

The technical team reserves the right to confiscate the helmet if it is risking the riders' safety.

In every heat/race and according to the allocated gate position, the riders must use the coloured helmet or the helmet cover in the corresponding colour.

The prescribed helmet colours used are (RAL traffic colours):

Red	3020
Blue	5017
White	9016
Yellow	1023

The rider's helmets or covers used must be coloured or produced in these prescribed colours.

The coloured area on helmets must correspond to the area indicated on diagram 2.

On the coloured area, it is permitted to have three adverts (two for SGP2 and SGP3) with a maximum area of 50 cm<sup>2</sup> for each advert. Every rider's helmet or helmet cover is considered part of the rider's personal equipment.

## 6 FREE PRACTICE, QUALIFYING AND SPRINT RACE

### 6.1 Signing on

All riders who take part in an SGP race meeting must sign on at the date and time stipulated in the SR's. When a rider has signed on, the rider is deemed to have entered the race meeting and is not permitted to take part in any other motorcycle race meeting until the completion of the SGP race meeting.

### 6.2 Free practice, qualifying, and sprint race

Date and time of FP will be clearly stated in the SR.

Q1 & Q2 (Q3 when applicable) and sprint race will follow FP.

FP, Q1, Q2 (Q3 when applicable) and the sprint race are compulsory for all riders.

Riders taking part in **FP** must do so within the official time schedule for each SGP race meeting.

Riders will be divided into groups of 4. Each rider will have **one** run of a maximum of two minutes.

A draw made before FP will determine the order for FP, and Q1.

Riders must practice and qualify according to the official draw order. However, if the rider is not ready, the rider will miss that run. Each rider must be ready in the lining-up zone, within the time limit of the rider's group. At the order of the race director, the rider will be permitted to enter the track.

The race director can change the FP, Q1, and Q2 (Q3 when applicable) schedule according to the

circumstances if this is necessary.

Managers, team members, mechanics of machines, etc., are not permitted on the centre green.

It is forbidden to make a practice start at the starting gate straight.

The race director will decide on watering, grading, etc., of the track according to the schedule. The weather conditions, the conditions of the track surface, or other circumstances can dictate alterations to this procedure.

FP, Q1, and Q2 (Q3 when applicable) can be partly or totally cancelled, which can be decided only by the FIM international jury.

Q1 & Q2 (Q3 when applicable) results will be determined by the fastest lap time.

If two or more riders are tied on time, the second fastest time will be taken in consideration to determine the best placed rider. If the tie persists, the third fastest time will be taken into consideration.

Q1: **Sixteen** riders will be divided into **eight** pairs as per the draw. Two riders will be on track at the same time for a 60-second duration. The fastest rider of each Q1 pair will advance to Q2.

The riders not advancing to Q2 will be classified 9<sup>th</sup> to 16<sup>th</sup> according to their Q1 fastest time.

Q2: **Eight** qualified riders will be divided into **four** pairs as per the draw. Two riders will be on track at the same time for a 60-second duration. The fastest rider of each Q2 pair will advance to Q3 (when applicable) or the sprint race.

The riders not advancing to Q3 (when applicable) or the sprint race will be classified 8<sup>th</sup> to 5<sup>th</sup> according to their Q2 fastest time.

Q3 (when applicable): **Four** riders will be on track at the same time for a 60-second duration.

Sprint race: the gate selection order for the sprint race will be determined by Q2 fastest times.

The fastest rider will choose 1<sup>st</sup> and so on.

The result of the sprint race will determine the order for SGP points and the race day gate selection order.

When there is no sprint race, Q3 will determine the order for race day gate selection. The fastest rider will choose 1<sup>st</sup>, and so on.



**If a rider crashes and causes the stoppage of the session during Q1, Q2, or Q3, they will be excluded from that session and will not be allowed to continue in that run.**

If the qualifying is interrupted before all runs are accomplished and the remaining runs cannot be completed, then the results of the last fully completed round of runs will decide the order.

If Q1 is interrupted for any reason, the FIM international jury will invalidate the session and revert to the draw.

If Q2 is interrupted for any reason, then the results of Q1 will decide the order.

If Q3 (when applicable) is interrupted for any reason, then the results of Q2 will decide the order.

After Q3 or sprint race, the riders will be called to make the starting number selection to determine the race day starting number draw.

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*SGP3 and SGP4: Riders will be divided into groups of four. Each rider will have two runs.*

### 6.3 Starting number selection

The rider's starting number selection for each SGP and SGP2 race meeting will be held after the end of qualifying.

When there is a sprint race, the starting number selection will be held after the end of the sprint race.

All riders are required to gather at the line-up zone to select their start number. The riders are required to be fully suited or in team clothing for the starting number selection. Any rider who does not register a lap time will be allocated one of the remaining starting positions by ballot. The jury president must be present to witness the start number selection.

For the starting number selection, a 2-minute countdown clock will be displayed in the pits near the line-up zone. Upon the order from the race director, the 2-minute countdown time will start, and the riders must be present at the line-up zone in a designated area before the time expires. Any rider not present at the line-up zone within this time limit will lose their allocated turn and will be given the last starting number selection.

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*Not applicable to SGP3 and SGP4.*

### 6.4 Transponders

A transponder/decoder system will be the main timekeeping equipment and an auxiliary apparatus functioning automatically, synchronised with real-time and registering time to 1/100 second.

A digital display panel linked directly to the timekeeping system shall indicate:

- The time registered by the rider as they cross the finish line.
- The number of the rider.
- The name of the rider.

A monitor must supplement the display of the **free practice, qualifying and sprint race** classification in the pits.

An apparatus functioning automatically and placed on the starting line will take the exact time of the passage of riders of the starting line.

During the race meeting, the tape release signal from the FIM orange box on the referee's control panel will be the official start of the timing system. The completion of the race will automatically be determined once the first rider crosses the finish line.

In the event of a "result review", images will be accessible to the referee.

For such types of apparatus, the certificate must guarantee not only the accuracy, but also the efficiency of the apparatus, working under the conditions for which it is to be used.

Riders must accept any type of timekeeping system approved by the SGP commission, including transponders. During the machine examinations, the three transponders will be given to the rider.

The technical staff will refuse any machine that does not have a correctly positioned positive transponder attachment. The transponder must be fixed to the motorcycles used for the race meeting in the position and orientation as shown in the timekeeping information given to the riders. The rider is the sole person responsible for the above-mentioned proceedings. The transponder loop will transmit on the start line.

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*Not applicable to SGP3 and SGP4.*

## 7 Opening ceremony

An opening ceremony must be organised prior to the start of the first heat. During this opening ceremony, the announcer must present all the riders to the public. The time limit for the whole opening ceremony must under no circumstances be longer than 10 minutes in total unless permission is granted by the SGP commission.

The race director can, after consultation with the SGP promoter, give permission for one opening speech.

## 8 RACES

### 8.1 Punctuality in starting

All races must start at the time stipulated in the SR. All officials and riders must hold themselves ready for the start when called upon to do so by the race director.

Only the race director can make alterations or changes to the starting time of the races. The race director will give the order that the opening ceremony of the riders will enter the track.

### 8.2 Start time allowance

Upon the order from the race director, the pits gate will be opened; the referee will start the 90-second time allowance for that heat/race, and riders will have access to the track. The race director has the option to use a 1-minute time allowance for a restart after an unsatisfactory start.

A mechanical control white line will be made across the width of the track (a maximum of 5 metres from the pit gate in race direction). During the time allowance, the mechanics must only work on their rider's bike within the controlled area. Mechanics can only leave the controlled area to assist their rider in an emergency.

Riders must proceed as directly as possible up to the starting tape and be ready to start within the time allowance.

In front of the starting tape, a countdown clock is placed on the infield indicating the remainder of the time allowance. If, in the opinion of the referee, any rider or riders are not ready to start when the time allowance has expired, they will be disqualified from the heat.

The disqualified rider or riders will be replaced by the track reserve riders (except for races 21, 22 and 23).

### 8.3 Unsatisfactory start

Where, in the opinion of the referee, a start has been incorrect, the heat/race can be immediately stopped, and a restart can be ordered.

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

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

In circumstances where the referee believes that an offence has been committed but the offending rider has gained no advantage and is deemed not to have interfered with any other rider in the same heat/race, the referee can allow the heat/race to continue and issue the warning after the heat/race is completed. In these circumstances, the offending rider must be informed before leaving the pits for the next heat.

Any starting offence committed after a warning has been given in the same race meeting under this regulation will result in the disqualification of the rider from that heat/race. This will be signified by the showing of the disqualification light by the referee. The place of any rider disqualified under this regulation will be taken by a track reserve rider in accordance with regulation 3.6 (except for races 21, 22, and 23).

**A sprint race warning does not carry into the SGP meeting.**

### 8.4 Timekeeping

Race times of each heat/race must be taken and announced at every SGP race meeting.

### 8.5 Race format

Competition for individual riders: **Sixteen** riders plus two track reserves will compete in each race meeting.

When there is no sprint race:

Each race meeting will be composed of 20 heats, 2 LCQ races, and 1 final race:

- Main event - 20 heats (heat 1-20)
- 2 LCQ (race 21-22)
- The final - 1 final (race 23)
- When there is a sprint race: Sprint race (heat 0)
- Main event - 20 heats (heat 1-20)
- 2 LCQ (race 21-22)
- The final - 1 final (race 23)

All heats and races will be run with a maximum of 4 riders over 4 laps.

Riders taking part in the sprint race (heat 0) will be awarded SGP points according to their finishing position: 4 points for first place, 3 points for second place, 2 points for third place, and 1 point for fourth place. These points will be added to the riders' SGP classification.

Riders in heat 1-20 will be awarded heat points according to their finishing position in each heat: 3 points for first place, 2 points for second place, 1 point for third place, and 0 points for fourth place. After heat 20, there will be an intermediate classification showing the 1<sup>st</sup> to 18<sup>th</sup> place according to the total heat points each rider has scored during the main event.

The 2 top-scoring riders from the main event intermediate classification will qualify for the final.

Riders placed 3<sup>rd</sup> to 10<sup>th</sup> will qualify for LCQ1 & LCQ2.

Riders placed 3<sup>rd</sup>, 6<sup>th</sup>, 8<sup>th</sup>, and 9<sup>th</sup> in the intermediate classification will take part in LCQ1 (race 21).

Riders placed 4<sup>th</sup>, 5<sup>th</sup>, 7<sup>th</sup>, and 10<sup>th</sup> in the intermediate classification will take part in LCQ2 (race 22).

LCQ1 & LCQ2 winners will qualify for the final.

Positions 1 to 4 in the final classification will be determined according to the result of the final (race 23).

Rider's gate positions for LCQ1 & LCQ2 (races 21 and 22) will be chosen by the riders, in the order determined by their position in the intermediate classification. In race 21, the rider in 3<sup>rd</sup> position will have first choice of gate position, followed consecutively by the riders in 6<sup>th</sup>, 8<sup>th</sup>, and 9<sup>th</sup> positions. In race 22, the rider in 4<sup>th</sup> position will have first choice, followed consecutively by riders in 5<sup>th</sup>, 7<sup>th</sup>, and 10<sup>th</sup> positions.

Rider's gate positions for the final (race 23) will be chosen by the participating riders prior to the heat.

The top 2 riders after heat 20 will have first and second choice, and the LCQ1 & LCQ2 winners will have third and fourth choice.

The selection order of the top 2 riders will be determined by the intermediate classification. The rider with the highest intermediate classification has the first choice, and so on.

The selection order of the two winners of LCQ1 & LCQ2 will be determined by their position after heat 20 intermediate classification. For the selections, a 2-minute countdown clock will be displayed in the pits near the line-up zone. Upon the order from the jury president, the 2-minute countdown time will start, and the riders must be present by the line-up zone before the time expires.

Any rider not present at the line-up zone within this time limit will lose their allocated turn to choose a gate position.

All other heats have pre-fixed starting positions in accordance with the race format.

SGP points are awarded according to the finishing order of the race meeting.

	GATE 1	GATE 2	GATE 3	GATE 4
Sprint race				
The 4 winning riders from Q2.				

**SGP/SGP2 RACE FORMAT**

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

Track grading				
Heat 13	7	12	14	1
Heat 14	2	13	8	11
Heat 15	16	3	10	5
Heat 16	9	6	4	15
Track grading				
Heat 17	1	8	15	10
Heat 18	9	2	7	16
Heat 19	3	12	13	6
Heat 20	5	14	11	4
Track grading				
Rider's gate positions for races 21, 22, and 23 will be selected according to art. 8.5				
LCQ1 & LCQ2	Race 21	Riders placed 3 <sup>rd</sup> , 6 <sup>th</sup> , 8 <sup>th</sup> and 9 <sup>th</sup> in the intermediate classification		
	Race 22	Riders placed 4 <sup>th</sup> , 5 <sup>th</sup> , 7 <sup>th</sup> and 10 <sup>th</sup> in the intermediate classification		
Final	Race 23	Top 2 riders after heat 20 + LCQ1 & LCQ2 winners		

### SGP3 and SGP4 RACE FORMAT

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

SGP3 and SGP4: the race meeting will comprise 20 heats with no semi-finals or final.

## 9 RESULTS

### 9.1 Rider's scores

At the conclusion of each race meeting, an SGP race meeting classification will be produced, showing the SGP points achieved by each participating rider.

After heat 20, there will be an intermediate classification showing the 1<sup>st</sup> to 18<sup>th</sup> place according to the total heat points each rider has scored during the main event.

Positions 1<sup>st</sup> to 4<sup>th</sup> in the race meeting classification will be according to the result of the final (race

23).

Positions 5<sup>th</sup> to 10<sup>th</sup> in the race meeting classification will be according to the results from LCQ1 & LCQ2 (races 21 & 22).

**The two riders who finish 2<sup>nd</sup> in LCQ1 & LCQ2 will be awarded 5<sup>th</sup> and 6<sup>th</sup> in the final race meeting classification with the higher ranked rider from intermediate classification 5<sup>th</sup> and the lower ranked rider 6<sup>th</sup>. This rule will apply if both riders complete or fail to complete the LCQ1 & LCQ2. If only one of these riders fail to complete the LCQ1 & LCQ2 for any reason, that rider will be placed 6<sup>th</sup> in the race meeting classification.**

**The two riders who finish 3<sup>rd</sup> in LCQ1 & LCQ2 will be awarded 7<sup>th</sup> and 8<sup>th</sup> in the final race meeting classification with the higher ranked rider from intermediate classification 7<sup>th</sup> and the lower ranked rider 8<sup>th</sup>. This rule will apply if both riders complete or fail to complete the LCQ1 & LCQ2. If only one of these riders fail to complete the LCQ1 & LCQ2 for any reason, that rider will be placed 8<sup>th</sup> in the race meeting classification.**

**The two riders who finish 4<sup>th</sup> in LCQ1 & LCQ2 will be awarded 9<sup>th</sup> and 10<sup>th</sup> in the final race meeting classification with the higher ranked rider from intermediate classification 9<sup>th</sup> and the lower ranked rider 10<sup>th</sup>. This rule will apply if both riders complete or fail to complete the LCQ1 & LCQ2. If only one of these riders fail to complete the LCQ1 & LCQ2 for any reason, that rider will be placed 10<sup>th</sup> in the race meeting classification.**

Positions 11<sup>th</sup> to 18<sup>th</sup> will be according to the intermediate classification after 20 heats.

Heat points scored during the main event (heats 1-20) will be awarded on the following basis:

- For first place - 3 points
- For second place - 2 points
- For third place - 1 point
- For fourth place - 0 points
- Riders score no points for M-R-F-T-d-N.

In the case of a dead heat, combined points for the places must be shared equally between the riders concerned.

The sprint race classification will determine SGP points in the overall SGP series classification that will be awarded on the following basis:

- For first place - 4 points
- For second place - 3 points
- For third place - 2 points
- For fourth place - 1 point

All riders who qualified for the sprint race will receive points.

The race meeting classification will determine SGP points in the overall SGP series classification.

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

If two or more riders cannot take part in the sprint race (heat 0) for which they had already qualified, the positions will be determined by the order in which the participating riders cross the finishing line, then by the order in which each of the other riders was disqualified or withdrew. If this fails to determine a result, then their relative positions in the qualifying practice will apply, with the higher-ranked rider taking precedence.

The referee is the only person authorised to make decisions in case of any doubt regarding a rider's placing if disqualified, injured, etc., during the sprint race. These decisions must be communicated to the person in charge of the official results.

If two or more riders cannot take part in LCQ1 & LCQ2 or final (race 21, 22, or 23) for which they had already qualified, the positions will be determined by the order in which the participating riders cross the finishing line, then by the order in which each of the other riders was disqualified or withdrew. If this fails to determine a result, then their relative positions in the intermediate

classification (after heat 20) will apply, with the higher-ranked rider taking precedence. The referee is the only person authorised to make decisions in case of any doubt regarding a rider's placing if disqualified, injured, etc. during the LCQ & final. These decisions must be communicated to the person in charge of the official results.

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*SGP3 and SGP4: After heat 20, there will be a championship classification from 1<sup>st</sup> to 18<sup>th</sup> place according to the total heat points each rider has scored during the race meeting. All heats have pre-fixed starting positions in accordance with the race format.*

## 9.2 SGP classification system

The total SGP points scored by each rider having taken part in the SGP series during the season will be shown on the final overall SGP series classification of that year.

The current year's final overall SGP series classification, after removing any rider who has finished in the top 7 but has withdrawn from the SGP for the following year, before the following year's line-up has been published, shall determine the rider's qualifications for next year's SGP series as follows:

- The top 7 riders of the final overall SGP series classification (including any nominated substitute rider) will be directly qualified for the next year SGP series.
- The top 4 riders from the same year SGP challenge (art. 1a of the FIM Track Racing appendices) will be directly qualified for the next year SGP series. Should a rider who has qualified from the SGP challenge also be in the top 7 of the final overall SGP series classification, the next available rider from the SGP challenge will be selected.
- The winner of the FIME Speedway European championship will be directly qualified for the next year SGP series. Should the FIME Speedway European champion also be in the top 7 of the final overall SGP series classification, or the top 4 riders from the SGP challenge (**appendix 1a** of the FIM Track Racing appendices), then an additional rider will be nominated by the SGP commission.
- 3 additional riders will be nominated by the SGP commission.
- 1 FMNR wild card rider per race meeting decided in accordance with art. 3.5.
- Should a rider withdraw after the publication of the official rider line-up for the SGP season, then the first rider available on the official SGP-nominated substitute list shall replace him.
- 7 riders will be nominated by the SGP commission for the official SGP-nominated substitute list.

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*Not applicable to SGP2/SGP3/SGP4.*

## 9.3 Ties

After the completion of heats 16 or 20:

When establishing the order between the riders tied in the list of intermediate classification at the conclusion of heat 16 or 20, and for the purposes of establishing the qualifying riders for the LCQ1 & LCQ2, and the order of starting gate selection:

- a) Precedence will be given to the riders (tied on heat points) having the most number of 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, or 4<sup>th</sup> placings (a "0" for last placing is better than M-R-F-T-d-N).
- b) If the tie persists, precedence will be given according to each rider's fastest race time during the race meeting concerned.
- c) If solutions a) and b) cannot resolve the tie, the lowest SGP ranking number will be deemed the better placed rider.

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

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

In the event of transponder/timing failure, then clause b) could not be applied, and clause c) will be applied.

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## SGP3 & SGP4

***After the 20 heats have been finished, should there be a tie for the first 3 places, there will be a run-off to resolve the tie.***

The starting positions at the gate will be chosen by the riders in presence of the jury president.

#### **Starting area**

If only two riders take part in the runoff, the starting area must be divided into two equal parts (outer and inner start positions). The inner position has a red helmet, and the outer has a white helmet.

If three riders take part in the runoff, the starting area must be divided into three equal parts. The inner position with a red helmet, the middle with a blue helmet, and the outer with a white helmet.

The highest placed rider in the intermediate classification has first choice of starting position, which is determined according to the following criteria:

- a) Precedence will be given to the riders (tied on points) having the most number of 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> placings. (a "0" for last placing being better than M-R-F-T-d-N).
- b) If the tie persists, providing riders have met equal times, and involves:
  - 2 riders - precedence to the best placed when the 2 riders met. If still tied as a non-finisher when met, move to point c).
  - 3 riders - if 1 rider beats the other 2, they are deemed best placed, and the best placed when the other 2 meet is deemed the higher of these 2. If still tied as no precedence as described, or non-finishes when met, move to point c).
  - 4 riders tied - the one who beat the other principal within the group of tied riders, totaling wins vs. losses when the riders met. If riders are still tied in the number of wins within the group, they can be split into subgroups and use the same procedure above for splitting 2 or 3 riders, if necessary. If all 4 riders are still tied move to point c).
- c) If solution a) and b) cannot be used the order will be determined based on the ranking number for SGP3 and the lowest riding number for SGP4.

#### **Run-off for 5 riders and more :**

Tied riders will be ranked for the run-offs according to their intermediate classification after heat 20, taking into account:

- a) Precedence will be given to the riders having most number of 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> places (a "0" being better than M-R-F-T-d-N).
- b) If the tie still persists and involves 2 riders, precedence will be given to the best placed rider in the heat where the two riders met.
- c) If a tie still persists and it is not possible to determine a proper precedence (i.e. 3 riders tied on points: A, B, C): Rider A has beaten rider B, rider A has beaten rider C, rider B has beaten rider C, then precedence will be: best position for rider A, rider B and rider C.
- d) If solution a), b) and c) cannot be used the order will be determined based on the ranking number.

Riders will be placed in run-off 1 and 2 with following system: Run-off 1: 1<sup>st</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 8<sup>th</sup> / Run-off 2: 2<sup>nd</sup>, 3<sup>rd</sup>, 6<sup>th</sup>, 7<sup>th</sup>

The riders choose their gate positions in their respective run-off 1 or 2 according to the intermediate classification after heat 20 starting with the best placed rider.

In the following run-offs riders choose their gate position in the order they have qualified for the relevant run-off heat. If tied (i.e. the 2 first placed riders from run-off 1 and 2) the ranking number for SGP3 and the lowest riding number for SGP4 will decide.

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

For all other cases, ties will be solved as follows:

**a) Precedence will be given to the riders (tied on points) having the most number of 1st, 2nd, 3rd, and 4th placings.**

**(A "0" for last placing is considered better than M-R-F-T-d-N).**

**b) If the tie persists, and providing riders have met during the meeting:**

- **2 riders: precedence is given to the better placed when the two riders meet. If both were non-finishers when they met, move to point c).**
- **3 riders: if one rider beats both others, he is deemed best placed; between the other two, precedence goes to the winner of their head-to-head. If no precedence is found**

*or all were non-finishers, move to point c).*

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

**c) If a) and b) cannot be used, the classification will be determined by ranking.**

#### The overall SGP series classification

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

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

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*Not applicable to SGP3 & SGP4.*

#### **9.4 Run off heats**

In all run-off heats concerning ties, the starting positions at the gate will be chosen by the riders in the presence of the race director.

*Starting area:*

- If 2 riders take part in the runoff, the starting area must be divided into two equal parts (outer and inner start positions). The inner position with a red helmet and the outer with a white helmet.
- If 3 riders take part in the runoff, the starting area must be divided into three equal parts. The inner position with a red, the middle with a blue, and the outer with a white helmet colour.
- Run-off for 5 riders:  
When five riders are tied on points, the following run-off schedule must be used:  
Heat 1: riders A, B, and C.  
Heat 2: riders D and E.  
Heat 3: 2<sup>nd</sup> and 3<sup>rd</sup> from heat 1 and 2<sup>nd</sup> from heat 2.  
Heat 4: 1<sup>st</sup> from heat 1, 1<sup>st</sup> from heat 2, 1<sup>st</sup> and 2<sup>nd</sup> from heat 3 - the riders must be balloted to heats 1 and 2.

Run off for a championship first place: The highest placed rider in the SGP series intermediate classification has first choice of starting position, which is determined according to the following criteria:

Precedence will be given to the rider having the greatest amount of SGP 1<sup>st</sup> place results, followed by 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> and so on in the current season. If the tie persists, precedence will be given to the rider with the highest final classification at the last round of the current SGP season.

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*SGP3 run off: The highest placed rider in the intermediate classification of the SGP3 race meeting has first choice of starting position.*

#### **9.5 Results and SGP points**

At the end of each SGP race meeting, SGP points will be awarded to the riders from 1<sup>st</sup> to 16<sup>th</sup> place. The world champion will be the rider having collected the most SGP points at the end of the series (overall SGP series classification). In the case of riders tied on points, art. 9.2 will apply.

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*Not applicable to SGP3 and SGP4.*

#### **9.6 Prize-giving ceremony**

The prize-giving ceremony will be organised immediately after the end of the final race. Riders will make themselves ready and available immediately for the ceremony, without any delays whatsoever.

The race director will, as quickly as possible, guide the riders placed third, second, and first to the podium for the awards ceremony. It is compulsory for the riders to participate.

During the last SGP race meeting of the series, the world championship top 3 must also make themselves ready and available immediately for the ceremony, without any delays whatsoever.

### 9.7 Press conference

The riders placed first, second, and third must immediately, after the prize-giving ceremony, make themselves available for the official press conference.

During the last SGP race meeting of the series or after the SGP3 final, the world championship top 3 must immediately, after the prize-giving ceremony, make themselves available for the official press conference.

The race director will instruct any other officials, riders, or riders to participate in the press conference.

### 9.8 Communication of the results

The SGP secretary is responsible for uploading the SGP official results on Sportity, after the jury president and referee approval.

## 10 RIDER'S REMUNERATION

### 10.1 Travel and hotel expenses

The travel and hotel expenses are included in the prize money (art. 10.3).

### 10.2 Hotel accommodation

Provided that no other agreement or arrangement has been made by the organiser, the riders, managers, FIM and FMN officials, etc. are themselves responsible for booking or reserving and paying for their own hotel requirements directly with one of the official hotels specified in the SR's (when applicable), according to the given deadline or with an alternative hotel of their choice.

The name, address, telephone, and e-mail address, price of rooms, deadline for booking, etc., will be specified in the SR if the organiser has a special code/deal with the hotels.

For the SGP race director, a double room must be reserved for 3 nights and paid for by the SGP organiser.

### 10.3 Prize money

The prize money is paid to the riders by **MSE** by bank transfer after each SGP race meeting.

The payment is transferred according to the following scale of prize money and riders' contracts with **MSE**.

Should a race meeting be re-staged the following day or the day after that, the prize money will remain the same.

(All amounts are shown in Euros and are net amounts.)

1 <sup>st</sup>	11'550	10 <sup>th</sup>	4'375
2 <sup>nd</sup>	8'750	11 <sup>th</sup>	4'200
3 <sup>rd</sup>	7'000	12 <sup>th</sup>	4'025
4 <sup>th</sup>	6'300	13 <sup>th</sup>	3'850
5 <sup>th</sup>	5'425	14 <sup>th</sup>	3'675
6 <sup>th</sup>	5'425	15 <sup>th</sup>	3'500
7 <sup>th</sup>	5'075	16 <sup>th</sup>	3'325
8 <sup>th</sup>	5'075	17 <sup>th</sup>	700
9 <sup>th</sup>	4'550	18 <sup>th</sup>	700

SGP2

1 <sup>st</sup>	1'750	10 <sup>th</sup>	665
2 <sup>nd</sup>	1'400	11 <sup>th</sup>	630
3 <sup>rd</sup>	1'190	12 <sup>th</sup>	595
4 <sup>th</sup>	1'050	13 <sup>th</sup>	560
5 <sup>th</sup>	875	14 <sup>th</sup>	525
6 <sup>th</sup>	875	15 <sup>th</sup>	490

7 <sup>th</sup>	770	16 <sup>th</sup>	455
8 <sup>th</sup>	770	17 <sup>th</sup>	350
9 <sup>th</sup>	700	18 <sup>th</sup>	350

#### 10.4 Guest tickets

Each rider shall receive 4 tickets per event free of charge.

Each rider shall receive 20 guest passes per event free of charge.

Each permanent rider shall receive one van paddock parking pass per season (a wildcard, reserve or substitute rider shall receive one van paddock parking pass for each event which the rider attends in that capacity).

#### 10.5 FIM awards

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

### 11 ALCOHOL AND DOPING CONTROLS

Alcohol controls must be carried out in accordance with the FIM medical code. They can be made before the start of free practice, qualifying, **sprint race**, racing, or at any time during the race meeting.

Doping controls must be carried out in accordance with the FIM anti-doping code.

The sanctions for a positive doping or alcohol test will be applied according to the rules and proceedings laid down in the FIM anti-doping code, FIM medical code, and the FIM disciplinary code.

### 12 PROTESTS AND PENALTIES

Refer to art. 14 of the FIM Track Racing appendices and to the FIM disciplinary code.

#### 12.1 Time limit

Refer to art. 14.1 of the FIM Track Racing appendices and to the FIM disciplinary code.

#### 12.2 Right of protest and appeal

Refer to art. 14 of the FIM Track Racing appendices and to the FIM disciplinary code.

#### 12.3 Fines and penalties

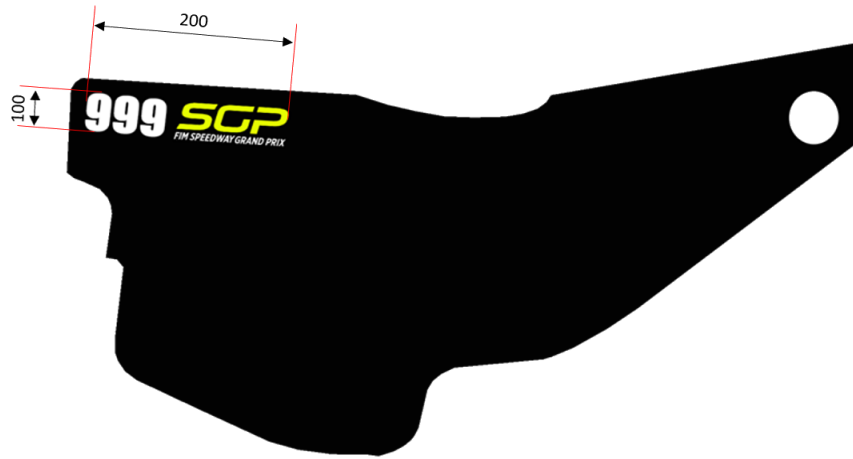
Every breach of the rule will be penalised with a fine or a **penalty** with another sanction provided for in the FIM disciplinary code. The international jury must sanction any persons breaking the rules as follows:

	AMOUNT
Any inappropriate conduct with words, <b>actions</b> or signs	1'000€
with violence	2'000€ and up to disqualification from the race meeting
Absence <b>from the race meeting</b> without having advised the FIM in writing or absence <b>from the race meeting</b> after having advised the FIM in writing but for a reason not accepted by the international jury	11'550€
SGP2	1'750€
SGP3	500€
SGP4	500€
Absence or late arrival at the	
Signing on	500€
Machine examination	500€
<b>Autograph session</b>	500€
<b>Official pictures wildcard &amp; reserves</b>	500€
<b>Starting number / gate selection</b>	<b>Loss of allocated turn: last selection</b>

Riders' briefing	500€
Opening ceremony	500€
Prize-giving ceremony	500€
Press conference	500€
Non-respect of the track walk time	First offence: Warning* Second offence: 500€
Non-respect of the mechanics' line	First offence: Warning* Second offence: 500€
<b>Race jacket</b> not conforming, <b>covered by any object or not worn</b> during FP, Q1, Q2 & Q3, gate selection, sprint race, opening ceremony, race meeting, prize-giving ceremony, press conference and in the pits area.	First offence**: 11'550€ Second offence: 11'550€ + disqualification from the race meeting
<b>SGP2</b>	First offence**: 1'750€ Second offence: 1'750 € + disqualification from the race meeting
<b>SGP3</b>	First offence**: 300€ Second offence: 500 € + disqualification from the race meeting
<b>SGP4</b>	First offence**: 300€ Second offence: 500 € + disqualification from the race meeting
Front cover not conforming, <b>covered by any object or not fixed on the bike</b> during FP, Q1, Q2 & Q3, gate selection, sprint race, opening ceremony, race meeting, prize-giving ceremony, press conference and in the pits area.	First offence**: 11'550€ Second offence: 11'550€ + disqualification from the race meeting
<b>SGP2 - if applicable</b>	First offence**: 1'750€ Second offence: 1'750 € + disqualification from the race meeting
<b>SGP3 - if applicable</b>	First offence**: 300€ Second offence: 500 € + disqualification from the race meeting
<b>SGP4 - if applicable</b>	First offence**: 300€ Second offence: 500 € + disqualification from the race meeting
Bike covers not conforming during the FP, Q1, Q2 & Q3, sprint race, opening ceremony, race meeting, prize-giving ceremony, press conference, and in the pits area. ----- Not applicable to <b>SGP FMNR wildcard and reserve and to SGP2, SGP3 and SGP4</b>	First offence**: 11'550€ Second offence: 11'550€+ disqualification from the race meeting
Helmet covers or helmet colours do not conform (art. 5.9 and diagram helmet colours)	First offence*: 500€ Second offence: Disqualification from the race meeting
Team member not wearing a team colour uniform ----- <i>Not applicable to SGP2, SGP3 and SGP4</i>	500€
Lost or forgotten pass	100€
Lost of a forgotten transponder	200€

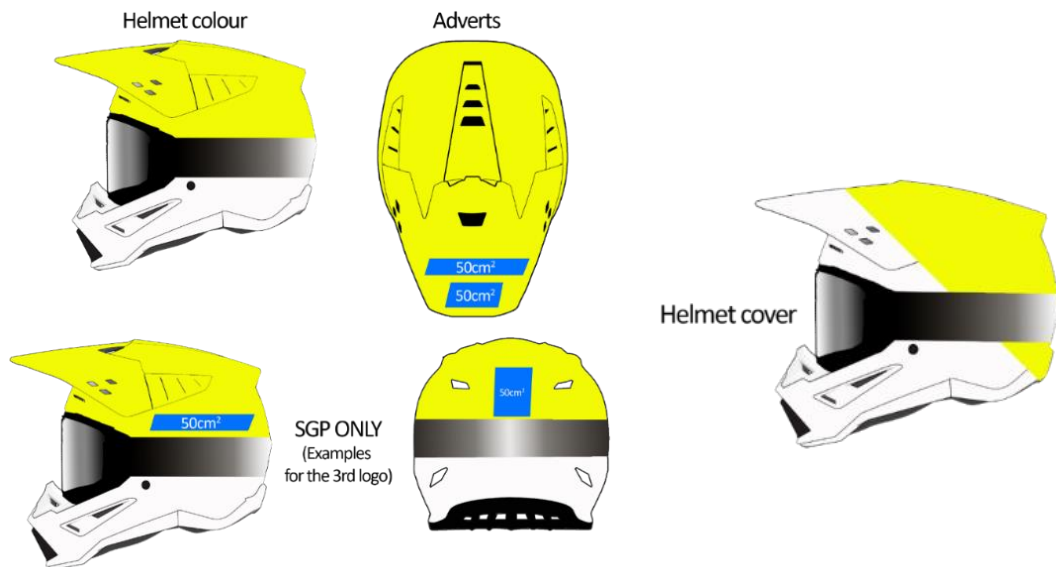
Missing any activity listed in the promotional schedule (provided to the rider before the event) - <i>excluding official pictures and autograph session</i>	First offence: withdrawal of 1 SGP point Repeat offence: withdrawal of 1 SGP point each offence with up to 3 SGP points per event (***)
Refusal to participate in an interview during a live MSE World Feed TV broadcast	First offence: withdrawal of 1 SGP point Repeat offence: withdrawal of 1 SGP point each offence with up to 3 SGP points per event (***)
Not participating in promo day (if applicable)	1000 €
Emptying the pit boxes before the final is completed	1000€

**DIAGRAM 0 - BIKE COVERS** See art 5.7

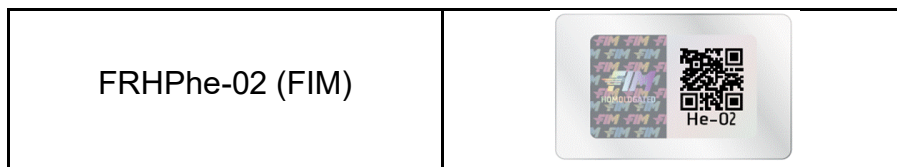


The logo display is not applicable to SGP FMNR wildcard and reserve, as well as to SGP2, SGP3 and SGP4 riders.

**DIAGRAM 2 - HELMETS** See art. 5.9



Only the FIM homologated helmets with a valid FIM homologation label sewn on the chinstrap will be allowed.



A list of FIM homologated off-road helmets is available [HERE](#).