



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

**FIM SPEEDWAY GRAND PRIX
WORLD CHAMPIONSHIP REGULATIONS
2021**



PRESENTED BY

**MONSTER
ENERGY**

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SGP REGULATIONS

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1 GENERAL

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

1.1 Titles

The FIM recognises the FIM Speedway Grand Prix World Championship, hereafter referred also as “SGP”. The Grand Prix meetings are the sole prerogative of the FIM and shall be organised in accordance with all FIM requirements.

The rules of the FIM Sporting Code and Appendices 70 and 079 apply, except where otherwise stated in this Regulation.

1.2 Description

The FIM SGP World Championship will be staged in a series of meetings.

1.3 Definitions

Beginning of the Meeting: The meeting starts with the first Technical Control and verification.

End of the Meeting: The meeting is not considered to be finished until the time-limits for protests and appeals have elapsed and all protests and appeals have been settled.

Qualified Rider: A Rider who qualifies for the SGP series either by virtue of his position in the Final SGP Classification of the previous year, by finishing in the top three of the FIM SGP Qualification System or by finishing as the winner of the FIME Speedway European Championship.

Nominated Rider: A Rider who is selected by the SGP Commission to participate in the SGP series.

Nominated Substitute Rider: A Rider appearing on the official list of Nominated Substitutes approved and published by the SGP Commission.

Wild Card Rider: A Rider nominated by his FMN and approved by the SGP Commission to participate in an individual round of the SGP series.

Track Reserve Rider: A Rider nominated by his FMN and approved by the SGP Commission to take part as a Meeting Reserve Rider during an individual round of the SGP series.

Race points: The points scored by riders during the Event (Heat 1-20) of a SGP Meeting.

SGP Points: The points secured by a Rider as a result of his performance during each SGP Meeting and carried forward to the Intermediate or Final SGP Classification.

1.4 Dates of the meeting

An FIM SGP World Championship meeting must always be held during the evening under floodlight.

The FIM SGP World Championship calendar will be established pursuant to Art. 20.1.2 of the FIM Sporting Code. Once the allocated date for the meeting is known, no other Track Racing meeting(s) can be staged at the venue for seven days prior to that date and until two days after.

To provide for postponements which may be necessary, for example because of weather conditions, the FMNR or the Organiser must declare two re-staging dates (one re-staging date for indoor temporary tracks) which must always be the two days (one day for indoor temporary tracks) following the original date of the meeting and mention them in the SR's. The two (one for indoor temporary tracks) re-staging meetings can be held in daylight.

Nevertheless, in exceptional circumstances, the International Jury of the Meeting may postpone the meeting for a maximum of 7 days from the original date.

If the meeting is postponed again and cannot be held during one of the restaging days, then it will be abandoned.

In the event that over 50% of the SGP meeting Start List is unable to take part due to Force Majeure, the SGP meeting will be postponed by the SGP Commission who can decide whether the meeting will be restaged at a later date.

The FIM SGP World Championship has precedence over any other Track Racing Meeting.

1.4.1 Re-staging or Abandonment of a Meeting

If a SGP 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 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 and SGP Points.

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 Art. 9.2.

3. If the 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 Meeting Classification and SGP Points:

Before Race 21 or 22: The Rider's total race points scored at the completion of Heat 20 will determine the Final Meeting Classification.

Before Race 23: The Riders 18th - 5th will have already have been determined from the Intermediate Classification.

The 2 riders who finish 1st in each of the Semi Finals will be awarded 1st and 2nd in the Final Meeting Classification with the higher ranked rider from Intermediate Classification 1st and the lower ranked rider 2nd

The 2 riders who finish 2nd in each of the Semi Finals will be awarded 3rd and 4th in the Final Meeting Classification with the higher ranked rider from intermediate classification 3rd and the lower ranked rider 4th.

In exceptional circumstances the SGP Commission may 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 may approve such changes.

4. At the conclusion of the SGP Season, any run offs which did not take place for any reason, precedence will be given to the rider having the greatest amount of SGP 1st place results, followed by 2nd, 3rd,

4th and so on in the current season. If the tie still persists precedence will be given to the rider with the highest Final Classification at the last round of the current SGP season.

1.5 Supplementary Regulations (SR's)

Supplementary Regulations, referred to hereafter as SR's, must be issued in accordance with the FIM Sporting Code, the FIM Track Racing Appendices and Regulations.

The SR are to be published using the FIM SGP model format and must be sent to the FIM Administration for approval, at least 2 months before the meeting.

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

1.6 FIM SGP Work Manual

A FIM SGP Work Manual will be provided for each SGP organiser and each SGP appointed Clerk of the Course. This Manual is the exclusive property of the FIM and cannot be used in whole or in part for any other category of meeting. The organisers are required to follow all the detailed instructions contained in this Manual.

1.7 FIM SGP Corporate Identity Manual

A Speedway Grand Prix Corporate Identity Manual will be provided for each Grand Prix organiser. This Manual is the exclusive property of the FIM and cannot be used in whole or in part for any other category of meeting. The organisers are required to follow all the instructions contained in this Manual.

2 OFFICIALS

2.1 International Jury

Concerning the nominations, terms of reference, procedure, publication of the decisions and minutes of the International Jury, please refer to the FIM Track Racing Appendix.

The FIM will appoint the International Jury, except for the FMNR delegate/FMNR Clerk of the Course.

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 shall consist of:

- The FIM CCP Director
- The FIM Sports Director
- The FIM SGP Race Director
- The SGP Promoter Representative

The decisions require a simple majority and in case of a tie, the FIM CCP Director shall have a casting vote.

2.3 Race Director

The Race Director is responsible for the conduct and efficient running of the FIM SGP World Championship. He is a voting member of the International Jury.

He is responsible for carrying out regular meetings with the Riders and their associations, in order to obtain a good cooperation.

He must ensure that the FIM's contractual commitments with the FIM SGP Promoter are fulfilled and complied with.

Within the SGP Commission, he shall update the SGP Regulations as well as the SGP Work Manual.

2.4 Club Staff Uniform

It is compulsory for the Club staff to be dressed with 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. The colour red is not allowed.

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.

3 RIDERS

3.1 Licences

Riders will only be allowed to take part in the FIM SGP World Championship meetings with a current and valid FIM Speedway Grand Prix licence.

The Wild Card, a Nominated Substitute or Track Reserve Riders must be holders of at least a current valid FIM Speedway Grand Prix licence valid for 1 Grand Prix Meeting.

3.2 Checking of the Rider's Licences

The Rider's licences must be presented to the Clerk of the Course prior to the practice and will be checked by the Jury President.

The 15 permanent SGP riders do not have to present a licence as the FIM Officials will have a list in advance of the 15 permanent licenced riders. The licence will be returned to the Riders after the Parc-Fermé is opened.

3.3 Entries

No entry fee may be charged.

Only Qualified and Nominated Riders will be allowed to enter the FIM SGP World Championship Series of that year.

All riders must submit the official FIM SGP Entry Form to the FIM before the deadline required by the SGP Commission. This entry form must be duly completed and signed by the Rider and his FMN. This entry form enters the Rider into all the FIM SGP World Championship 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 Wild Cards 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 himself by his signature, to be fully aware of all the FIM rules; to accept them all and to compete in all the meetings of the FIM SGP World Championship of that year.

A Rider who has entered the FIM SGP World Championship and refuses or is unable to take part, shall be deemed to be suspended competing internationally for a period of 1 day before and up to 3 days after the SGP Meetings concerned. Furthermore, he shall be considered as ineligible for the FIM SGP World Championship for the remainder of the season.

(NB: A SGP Meeting starts and ends in accordance with Art. 130.1 and 140.5 of the FIM Sporting Code).

A Rider who has started in the FIM SGP World Championship must participate therein unless prevented from doing so by injury or other “Force Majeure”. A suitably qualified medical practitioner must certify injury or illness in writing to that effect.

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

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

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

Nothing in this Regulation shall conflict with the rights of the International Jury to take action under Rule 70.4.1.

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

If the absence of the Rider is truly justified and accepted by the International Jury, he will be reinstated in the FIM SGP World Championship.

No FMN or other body or person may withdraw a Rider from the competition once he has entered without prior authorisation in writing from the FIM / CCP Administration.

3.4 Nominated Substitute Riders

In case of the absence of one or more Riders, the first available Nominated Substitute Rider or Riders, according to their placing in the official Grand Prix “Nominated Substitute Riders List”, will be elevated for that meeting, and take the place of the relevant missing Rider or Riders.

The Riders for the official “Nominated Substitute Riders List” will be nominated by the SGP Commission.

All Nominated Substitute Riders must submit the official FIM SGP Entry Form for Nominated Substitute Riders to the FIM before the deadline required by the SGP Commission. This entry form must be duly completed and signed by the Rider and his FMN.

This entry form enters the Rider into all the FIM SGP World Championship meetings he may be called up to do unless prevented from doing so by injury or other “Force Majeure”.

A suitably qualified medical practitioner must certify injury or illness in writing to that effect.

The FMN is responsible for the completion of this entry form and submitting it to the FIM/CCP Administration.

Furthermore, the Rider commits himself by his signature to be fully aware of all the FIM rules; to accept them all and to compete in the FIM SGP World Championship Meeting for which he has been nominated.

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

In the event 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 nomination.

In the event that no “Nominated Substitutes” are available, the SGP Commission or the International Jury may select one or more Substitute Riders.

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

3.5 Wild Card Rider

In each SGP Meeting, 1 Wild Card Rider will be nominated to take part. **In the event of a double SGP on consecutive days at the same venue, one Wild Card Rider will be used for both SGP rounds.**

All FMNs may propose riders. Proposals must be made in writing to the FIM not later than 1 month prior to the meeting.

The SGP Commission will make the final approval and nominations.

After nomination, the official FIM SGP Entry Form for Wild Card & Track Reserve Riders must be duly completed and signed by the Rider and his FMN. The FMN is responsible for completing and submitting the entry form to the FIM/CCP Administration at least 2 weeks before the meeting to which the Rider is nominated.

Furthermore, the Rider commits himself by his signature to be fully aware of all the FIM rules; to accept them all and to compete in the FIM SGP Meeting for which he has been nominated.

3.6 Track Reserve Riders

In each SGP Meeting, 2 Track Reserve Riders will be nominated by the FMNR to take part. Proposals must be made in writing to the FIM not later than 1 month prior to the meeting.

The SGP Commission will make the final approval and nominations.

After nomination, the official FIM SGP Entry Form for Wild Card & Track Reserve Riders must be duly completed and signed by the Rider and his FMN.

The FMN is responsible for completing and submitting the entry form to the FIM/CCP Administration at least 2 weeks before the meeting for which the Rider has been nominated.

Furthermore, the Rider commits himself by his signature to be fully aware of all the FIM rules; to accept them all and to compete in the FIM SGP Meeting for which he has been nominated.

The 2 Track Reserve Riders will replace, in rotation during Heats 1 to 20, any riders disqualified under Art. 8.3, (2 minutes time allowance) or Art. 8.4 (Unsatisfactory start).

Additionally they shall 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 of 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 race points scored at the completion of Heat 20.

3.7 Starting Number Selection

The Rider's starting Number Selection for each SGP Meeting will be held after the end of timed qualifying **practice**. All Riders are required to gather at the scoreboard to select their start number. The Rider with the quickest lap during qualifying **practice** will have first choice of start number, followed by the Rider with the second quickest lap, and so on. If there is an identical qualifying **practice** time between one or more riders, the rider's second fastest lap during qualifying **practice** will be the deciding factor. Any Rider who does not register a lap time will be allocated one of the remaining start positions by ballot. The FIM Jury President must be present to witness the draw.

For the Starting Number Selection a 2 minutes countdown clock will be displayed in the pits near the scoreboard. Upon the order from the Race Director the 2 minutes countdown time will start and the Riders must be present at the scoreboard before the time expires. Any Rider not present at the scoreboard within this time limit will lose their allocated turn and will be given the last Starting Number Selection.

3.8 Signing On

All Riders who **take part in qualifying practice** must sign on at the date and time stipulated in the SR's, which should be no later than 30 minutes before the first International Jury meeting. When a Rider has signed on, he is deemed to have entered the meeting and is not permitted to take part in any other motorcycle meeting until the completion of the SGP Meeting.

3.9 Rider's Briefing Meeting

A Rider's Briefing will be held prior to the meeting on Race Day, according to the time schedule. Only Riders and FIM Jury will be allowed to attend the

Briefing with the Race Director. The Race Director may call for additional meetings with the Riders, if he considers such action to be necessary.

It is compulsory for all Riders who have signed on to be present.

3.10 Rider's Team Colours

It is compulsory for all the members of the Rider's team to wear their team colour uniform in the pits and on the track during practice and race day.

Rider's, mechanics and team members are encouraged to display the FIM Championship logo on shirts/uniform/clothing.

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

4 TRACKS / STADIUMS

4.1 Tracks

Tracks used for the FIM SGP World Championship must be homologated by the FIM and have a current valid FIM Track Licence.

The track must comply with Appendix 079 "FIM Track Standards for Track Racing Circuits" (STRC), and with the "FIM SGP World Championship Work Manual."

The FIM has the right to inspect any track intended for the FIM SGP World Championship at any time if it considers such an inspection to be necessary, and may 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 Jury President will carry out a track inspection on all non permanent tracks before any practice takes place. If homologated, the FIM track licence will be issued.

4.2 Track Inspection

At each SGP Meeting, prior to any practice or racing taking place, the Race Director, accompanied by the Referee, Jury President 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

A SGP Meeting must always be held at a stadium having permanent 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 Rider's 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 "FIM SGP World Championship Work Manual", Appendix 079 "FIM Track Standards for Track Racing Circuits (STRC)", and SGP Regulations "FIM SGP World Championship Regulations".

4.4 Stadium Facilities Inspection

The Race Director and the FIM SGP Promoter will carry out a stadium facilities inspection prior to the FIM SGP Meetings for final approval. If further inspection is needed, the Organiser must pay the travel expenses and hotel accommodation costs.

4.5 Pits Entrance

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

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

5 MOTORCYCLES AND EQUIPMENT

Motorcycles and all Riders' equipment must conform to Appendix 01, FIM Track Racing - Technical Rules and to all the provisions of Art. 70.7 of the FIM Track Racing Rules.

5.1 Scrutineering

At every SGP Meeting, a technical verification is compulsory and official FIM specification declaration forms are provided for this purpose. All engines, machines and equipment must be checked in accordance with Art. 70.7.1.

The Referee or Race Director may order any engines or machines to be re-checked or re-tested at any time, during practice or racing. Furthermore, the weight of some machines, chosen at random, must also be checked during the meeting.

A capacity check is not compulsory as per Art. 70.7.1, but after the last heat, the Jury President, Referee or Race Director may order an engine capacity check of any engines used in the meeting.

The mechanics must present their Rider's machines and equipment at the time stipulated in the SR's for the Machine Examination and according to the time stipulated in the individual time schedule.

5.2 Fuel

Only pure methanol may be used.

During **qualifying practice** and throughout the meeting, it is compulsory for the Riders to use the fuel supplied by the Organiser, which must be provided free of charge to the riders.

The Organiser must provide a fuelling area with all the equipment and manpower, necessary to efficiently empty fuel tanks and refuel the bikes prior to each heat.

Furthermore, the Jury President or the Race Director can order sampling of fuel during the meeting.

5.3 Tyres

Only FIM homologated speedway tyres which comply with FIM Technical Rules may be used.

The tyres intended for use during the SGP Meeting must be presented fitted to the FIM Technical Steward or his nominated deputy at the time specified in the published Tyre Check Schedule. They will be clearly identified, examined and marked by the FIM Technical Steward or his nominated deputy. All fitted tyres will then retained in a secure area until released on the instruction of the Race Director approximately one hour before racing.

The FIM Technical Steward may ask for tyres to be unfitted for detailed inspection. He may 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 meeting.

During **qualifying practice**, Riders will use their own tyres which must be homologated and comply with the requirements of the FIM Technical Rules.

5.4 Artificial Heating of Speedway Tyres

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

5.5 Front Fork Covers

The FIM SGP Promoter will supply three sets of front fork covers to each Rider. It is compulsory to fit these covers on the motorcycles during Machine Examination, **qualifying practice** and racing.

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 Riders mechanic or representative to a collection point to be confirmed by the Race Director at each event.

The Rider is responsible for his front fork covers and the cost of any covers not returned will be charged to the rider and deducted from the Prize Money.

5.6 Number of Motorcycles

Each Rider will be allowed a maximum of 2 motorcycles in the pits on race day.

The 2 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 shall 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 “standby” area, near to the pits.

5.7 Motorcycle Side Number Plates

For the SGP machines, the number must be displayed on both sides of the motorcycle.

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.

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 for **qualifying practice** and racing (for duration of the Event, in other words: from Technical Inspection until the opening of the Parc-Fermé).

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 be overlapping. The minimum dimensions of the figures being:

Height of figure: 120 mm

No other number plates or markings on the motorcycle, liable to cause confusion with the number, will be allowed.

5.8 Riding Number Jackets

Each Rider accepted for the FIM SGP World Championship will be allocated a GP number between 1 and 15, which will be valid for the SGP World

Championship of that year. In general, this GP number will reflect the Final result of the previous year's FIM SGP World Championship.

In each Grand Prix Meeting riding number 16 will be allocated to the Wild Card rider and riding numbers 17 and 18 to the Track Reserve Riders.

The allocated GP number will be used to resolve any eventual ties were the lowest riding number is deemed to be the better placed Rider.

Additionally, the 15 permanent and 7 substitute SGP Riders may apply to use their own personal racing numbers on their race jacket and bikes. They may 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 2 seasons, the number cannot start with a 0. Riding numbers 1 to 22 are reserved for the use of FIM only.

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

The FIM SGP Promoter will supply the riding number jackets and it is compulsory for each Rider to wear this riding number jacket at all times during TV Interviews, Draws, **Qualifying Practice**, Parade, Press Conferences, Racing, Prize-Giving Ceremony and in the pits area.

The covering of any part of the riding number jacket in any way is not permitted. Shoulder lapels are permitted but cannot cover any logos or adverts. Where a rider wears a neck brace, the neck brace must be free of any advertisements.

All Riding Number Jackets will need to be signed out when received and signed back in when returned by the Riders mechanic or representative to a collection point to be confirmed by the Race Director at each event.

The Rider is responsible for his riding number jackets and the cost of any riding number jacket not returned will be charged to the Rider and deducted from the Prize Monies.

5.9 Helmet Colours

Every Rider shall have at least one (1) coloured helmet or one (1) helmet cover produced in each of the prescribed colours ready for use in accordance with the rules in force for the meeting.

Any alterations, additions or changes to the helmet (to the shape of the helmet, colouring, etc.) that may affect the structure or durability of the helmet may be made only in accordance with the manufacturer's precise recommendations and specifications.

In every heat and according to the allocated gate position, the Riders must use the coloured helmet or the helmet cover, in the corresponding colour, for proper identification to the Referee, TV, spectators, etc.

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 shall correspond to the area indicated with parallel lines in Diagram A (if paint is used only) or Diagram B (if a textile helmet cover is used only).

On the coloured area it is permitted to have one advert with maximum area of 50 cm².

Every Rider's helmet or helmet cover is considered as a part of his personal equipment.

6 QUALIFYING PRACTICE

Date and time of the qualifying practice must be clearly stated in the SR.

Qualifying Practice is compulsory for the Riders.

Riders taking part in **Qualifying Practice** must do so within the official **Qualifying** practice time schedule for each SGP Meeting.

Riders will be divided into groups of 3. Each Rider will have four **Qualifying** practice runs.

Each **Qualifying Practice** will commence according to a draw made (before practice) to determine **Qualifying Practice order**, unless specifically ordered otherwise by the Race Director.

Each **Qualifying practice** run will be of a maximum two (2) minutes duration determined by the Referee.

If the **Qualifying practice** is interrupted before all **Qualifying practice** runs are accomplished and the remaining **Qualifying practice** runs cannot be completed, then the draw made for **qualifying practice order** will determine the race day Starting Number Draw.

Each Rider must make himself ready in the lining-up zone, within the time limit of his group. On the order of the Race Director, he will be allowed to enter the track. Riders must practice according to the official **Qualifying practice order** (1-3/4-6 etc.). However, if the Rider is not ready, he will miss that run.

The Race Director may change the **qualifying practice** schedule according to the circumstances if he feels this is necessary.

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

It is forbidden to make practice starts on the corners or on the starting gate straight. No starting practice with the starting gate in operation will be provided.

The Race Director will decide on watering, grading etc. of the track according to the conditions.

The weather conditions, the conditions of the track surface or other circumstances may dictate alterations to this procedure.

Qualifying Practice may be partly or totally cancelled, which may be decided only by the Referee or the Race Director.

6.1 Transponders

A transponder/decoder system will be the main timekeeping equipment and an auxiliary apparatus functioning automatically, synchronized 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 should supplement the display of the test classification.

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

The green button on the referees control panel will be the official start of the timing system. The completion of the race will be automatically determined once the rider in first 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 as a whole working under the conditions for which it is to be used. A transponder/decoder system may also be used at the time checks.

A timekeeper officiating at a FIM Speedway Grand Prix World Championship must have at his disposal a reserve chronometer in order to make up for any possible breakdown of the instruments normally being used.

Riders must accept any type of Time keeping system approved by the FIM Speedway Grand Prix Commission, including transponders. During the machine examinations, the transponder will be given to the rider for the chronometric.

The FIM Chief Technical Steward 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 free practice, qualifying and races in the position and orientation as shown in the timekeeping information given to riders. The rider is the sole person responsible for the above mentioned proceedings. The loss of the transponder during the event will result in a fine of 200 EUR to be taken out of the prize money. The rider is the sole person responsible for the transponder.

All the tests must be approved by the FIM Jury. A member of the FIM Jury will pay particular attention to the respect of the rules and to the efficient running of the test.

The starting line must be marked (white line on the ground, start gate

etc.) The timing line (transponder loop) will be situated on the start line.
The classification of riders in the races will be calculated on the basis of achieved times.

7 PARADE

A parade must be organised prior to the start of the 1st heat. During this parade, the announcer must present all the Riders to the public.

The time limit for the whole parade/presentation must under no circumstances be longer than 10 minutes in total. Unless permission is granted by the SGP Commission.

The Race Director, may, after consultation with the SGP Promoter, give permission for one opening speech at the presentation.

Only track staff and valid pass holders are allowed on the track during the Rider presentation.

8 RACES

8.1 FIM SGP World Championship Format

Competition for individual Riders: 16 Riders plus Track Reserves will compete in each meeting.

Each meeting will be composed of **20 Heats, 2 Semi-Finals races and 1 Final race:**

- Main Event - 20 heats (Heats 1-20)
- Semi-Finals - 2 Semi-Finals (**Races 21-22**)
- The Final - (**Race 23**)

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

Riders in **Heat 1-20** will be awarded race points according to their finishing position in each race: 3 points for first place, 2 points for second place, 1 point for third place and 0 point for the fourth place.

After Heat 20, there will be an Intermediate Classification showing the 1st to 18th place according to the total Race points each Rider has scored

during the Main Event.

The 8 top-scoring Riders from the Main Event (the Intermediate Classification) will qualify for the Semi-Finals. The winner and second placed Riders in each Semi-Final will qualify for the Final.

Riders placed 1st, 4th, 6th and 7th in the Intermediate Classification will take part in Semi-Final 1 (**Race 21**).

Riders placed 2nd, 3rd, 5th and 8th in the Intermediate Classification will take part in Semi-Final 2 (**Race 22**).

Positions 1 to 4 in the Final Classification will be according to the result of the Final (**Race 23**).

Rider's gate positions for each Semi-Final (**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 1st position will have first choice of gate position, followed consecutively by the Riders in 4th and 6th positions. In **Race 22** the Rider in 2nd position will have first choice, followed consecutively by Riders in 3rd and 5th positions.

Rider's gate positions for The Final (**Race 23**) will be chosen by the participating Riders prior to the Heat in the order of their finishing place in the Semi-Finals. The two winners will have first and second choice and the two second placed Riders will have third and fourth choice.

The draw order of the two winners and the two second placed riders shall be determined by their total race points scored after intermediate classification. The Rider with the highest Intermediate Classification having the first choice, and so on.

For the draws a 2 minutes countdown clock will be displayed in the pits near the scoreboard. Upon the order from the Race Director the 2 minutes countdown time will start and the Riders must be present by the scoreboard before the time expires.

Any Rider not present at the scoreboard 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 meeting.



FIM SGP RACE FORMAT

		GATE 1 RED	GATE 2 BLUE	GATE 3 WHITE	GATE 4 YELLOW	
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. 8.1.						
SEMIS	Race 21	Riders placed 1 st , 4 th , 6 th , & 7 th in the Intermediate classification				
	Race 22	Riders placed 2 nd , 3 rd , 5 th & 8 th in the Intermediate				
FINAL	Race 23	The first and second placed Riders in each of the Semi-Finals (Races 21 and 22)				

8.2 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. He shall give the order that the parade or the Riders shall enter the track.

8.3 2 Minutes Time Allowance

Upon the order from the Race Director, the pits gate shall be opened; the Referee shall start the 2 minutes time allowance for that heat and Riders shall have access to the track. **The FIM Race Director has the option to use a 1 minute time allowance for a restart after an unsatisfactory start.**

A mechanic control white line will be made across the width of the track (a maximum of 5 meters from pit gate in race direction). During the 2 Minutes Time Allowance, the mechanics must only work on his rider's bike within the controlled area. Mechanics may only leave the controlled area to assist his rider in an emergency.

Riders must proceed as directly as possible in the race direction up to the starting tape and be ready to start within the 2 or 1 Minutes Time Allowance.

In front of the starting tape, a count-down clock is placed on the infield indicating the remainder of the 2 or 1 minutes time allowance. If, in the opinion of the Referee, any Rider or Riders are not ready to start when the 2 or 1 minutes time allowance has expired they shall be disqualified from the heat. The disqualified Rider or Riders shall be replaced by the Track Reserve Riders.

8.4 Unsatisfactory Start

Starts will be carried out in accordance with Regulation 70.10.5.

Where, in the opinion of the Referee, a start has been incorrect then he will immediately stop the race and order a restart.

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 before the race is restarted.

Note: 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 is of the opinion 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, the Referee may allow the heat to continue and issue the warning after the heat is completed. In these circumstances the offending Rider must be informed before leaving the pits for his next heat.

Any starting offence committed after a warning has been given in the same meeting under this Regulation will result in the disqualification of the rider from that race. This will be signified by the showing of his disqualification light by the Referee. The place of any rider disqualified under this Regulation will be taken by a Reserve Rider in accordance with Regulation 3.6.

8.5 Timekeeping

Race times of each heat must be taken and announced at every SGP Meeting.

8.6 FIM SGP World Championship Qualifying System

The total SGP points scored by each Rider having taken part in the FIM SGP World Championship Series during the season shall be shown on the Final Overall SGP Classification of that year.

The current year's Final Overall SGP Classification after removing any Rider having finished in the top 6, but having 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 Championship as follows:

- The top 6 Riders of the Final Overall 2021 SGP Classification (including any qualified Nominated Substitute Rider) will be directly qualified for the following year's SGP Series.
- The top 3 Riders from the 2021 FIM SGP World Championship Qualification Meetings (Art. 71a) will be directly qualified for the

following year's SGP Series.

Should a Rider who has qualified from these Qualification Meetings also be in the top 6 of the Final Overall SGP Classification of that year, and then the next available Rider from the FIM SGP World Championship Qualification Meetings will be selected.

- The winner of the **2021 FIME** Speedway European Championship will be directly qualified for the following years SGP Series.
- Should a Rider who has qualified from the FIME Speedway European Championship also be in the top 6 of the Final Overall SGP Classification of that year, or the top 3 Riders from the FIM SGP World Championship Qualification Meetings (Art. 71a) then an extra additional rider will be nominated by the SGP Commission.
- 5 Additional Riders will be nominated by the SGP Commission.
- 1 Wild Card Rider per event decided in accordance with Art. 3.5.
- Should a Rider withdraw after the publication of the Official Rider Line-up for the following year's SGP season, then the first Rider available on the official SGP Nominated Substitute List shall replace him.
- 6 Riders will be nominated by the SGP Commission for the official SGP Nominated Substitute List.

9 RESULTS

9.1 Rider's Scores

At the conclusion of each meeting, a Final 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 1st to 18th place according to the total Race points each Rider has scored during the Main Event.

Positions 1st to 4th in the Final Meeting Classification will be according to the result of the Final (**Race 23**).

Positions 5th to 8th in the Final Meeting Classification will be according to the results from the Semi Finals (**Race 21 & 22**).

The 2 Riders who finish 3rd in each of the Semi Finals will be 5th and 6th in the Final Meeting Classification, with the higher ranked rider from Intermediate Classification 5th and the lower ranked rider 6th. This rule will

apply if both riders complete, or fail to complete the Semi Final. If only one of these riders fail to complete the Semi Final for any reason, he will be placed 6th in the final meeting classification.

The 2 Riders who finish 4th in each of the Semi Finals will be 7th and 8th in the Final Meeting Classification, with the higher ranked rider from Intermediate Classification 7th and the lower ranked rider 8th. This rule will apply if both riders complete, or fail to complete the Semi Final. If only one of these riders fail to complete the Semi Final for any reason, he will be placed 8th in the final meeting classification.

Positions 9th to 18th will be according to the Intermediate Classification after 20 heats.

Race 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 Final meeting classification will determine SGP points in the Overall Championship Classification.

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

If two or more riders cannot take part in the Semi Final or Final (Heat 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 take decisions in case of any doubt regarding a Rider's placing if disqualified, injured, etc. during the Semi Finals & Final. These decisions must be communicated to the person in charge of the Official Results.

9.2 Ties

After the completion of Heats 16 or 20

When establishing the order between the Riders in the list of Intermediate Classification at the conclusion of Heat 16, 20,

- a) Precedence will be given to the Riders (tied on race points) having the most number of 1st, 2nd, 3rd or 4th placings (a "0" for last placing is better than M-R-F-T-d-N).
- b) If the tie still persists and involves only 2 Riders, precedence will be given to the better placed Rider in the heat or heats where the 2 Riders met.
- c) If the tie still persists and involves more than 2 Riders, it shall be checked whether there is a possibility to determine a proper precedence (e.g. 3 Riders tied on points: A, B, C:
 - Rider A has beaten Rider B
 - Rider A has beaten Rider C
 - Rider B has beaten Rider C

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

- d) If solutions a), b) and c) cannot resolve the tie, then the Rider with the lowest allocated GP number will be deemed the better placed Rider.

The Intermediate SGP Classification

In case of Riders tied on SGP points in the Intermediate Classification, the Rider with the lowest allocated GP number will be deemed the better-placed Rider.

The Final Overall SGP Classification

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

1. Run-off for 1st, 2nd and 3rd place.
2. Run-off for 6th place, which is the last qualifying place for the following year's SGP Series.
3. For all other placings Precedence will be given to the Rider having the greatest amount of SGP 1st place results, Followed by 2nd, 3rd, 4th and so on in the current season. If the Tie still persists precedence will be given to the Rider with the highest Final Classification at the last round of the current SGP season.

9.3 Results and Grand Prix Points

At the end of each SGP Meeting, SGP points will be awarded to the Riders from 1st to 18th place.

The World Champion will be the Rider having collected the most SGP points at the end of the Series (Final Overall SGP Classification). In case of Riders tied on points, Art. 9.2 will apply.

9.4 Official Results

The SGP World Championship Secretary is responsible for sending via email the FIM SGP Official Results, which must be submitted to the International Jury (Jury President and Referee) for approval and signature.

9.5 Communication of Results

Immediately after the Final Meeting of the International Jury, the Organiser of the SGP must make available in the Press Room for all the persons concerned with the meeting, copies of the officially approved results, (i.e. each heat and classification + the Intermediate or Final Grand Prix Classification). Only the FIM SGP Official Results Form shall be used.

Furthermore, the complete FIM SGP Official Results Form shall be sent by e-mail to the FIM and the media concerned.

9.6 Prize-Giving Ceremony

The Prize-Giving Ceremony shall be organised immediately after the end of the final heat. Riders shall 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 first second and third to the podium for the awards ceremony.

It is compulsory for the Riders to participate.

9.7 Press Conference

The Riders placed first, second and third shall immediately, after the Prize-Giving Ceremony, make themselves available for the Official Press Conference.

The Race Director may instruct any other Officials, Rider or Riders to participate in the Press Conference.

10 RIDER'S REMUNERATION

10.1 Travel and Hotel Expenses

The travel and hotel expenses are included in the prize money (Art. 10.5).

10.2 Hotel Accommodation

Where possible, it is recommended that Riders and FIM Officials stay in the same hotel.

Provided that no other agreement or arrangement has been made by the organiser, the Riders, Managers, FMN Officials, etc. are themselves responsible for booking or reserving their own hotel requirements directly with one of the official hotels specified in the SR's, according to the given deadline or with an alternative hotel of their choice.

The Organiser is responsible for the possibility of each Rider to book a minimum of 2 double rooms within the specified deadline.

Name, address, telephone, price of rooms, deadline for booking etc. of a

minimum of 2 official hotels must be clearly specified in the SR's. For the Race Director, a single or a double room (on the request by the Race Director) must be reserved for 3 nights and paid for by the Organiser. For each FIM Official listed in the SR's, the Organiser must have a single or double room available to book for 3 nights.

10.3 Guest Tickets

The Organiser must supply, each Rider, and free of charge, 4 tickets for his personal use. These tickets should give seating access to the main grandstand or other suitable area.

10.4 FIM Awards

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

10.5 Prize money

The prize money is paid to the Riders by the FIM Administration, by bank transfer after each Grand Prix Meeting according to the following scale of prize money.

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

(All amounts are shown in US Dollars and are net amounts)

Placing	Prize money per meeting	Placing	Prize money per meeting
1	US\$ 12,000.-	10	US\$ 3,700.-
2	US\$ 8,800.-	11	US\$ 3,650.-
3	US\$ 7,200.-	12	US\$ 3,600.-
4	US\$ 6,200.-	13	US\$ 3,550.-
5	US\$ 5,200.-	14	US\$ 3,500.-
6	US\$ 5,200.-	15	US\$ 3,450.-
7	US\$ 4,600.-	16	US\$ 3,400.-
8	US\$ 4,600.-	17	US\$ 1,000.-
9	US\$ 3,850.-	18	US\$ 1,000.-

Riders must on their Entry Form inform the FIM/CCP Administration in writing of all Bank details, Bank code, account number, swift code etc Any changes to the information given, during the season must be notified in writing to the FIM/CCP Administration immediately.

Nominated Wild Card Riders, Nominated Substitute or Track Reserve Riders must also send the above information on their Entry Form to the FIM/CCP Administration upon nomination.

The FIM cannot be held responsible for any delays in transferring money if this information is incorrect or not received in time.

11 ALCOHOL AND DOPING CONTROLS

Alcohol controls must be carried out in accordance with FIM Medical Code. They may be made before the start of Practice, Racing or at any time during the 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 and Arbitration Code.

12 PROTESTS AND PENALTIES

Refer to Art. 70.14 And the FIM Disciplinary and Arbitration Code.

12.1 Time Limit

Refer to Art. 70.14.1 And the FIM Disciplinary and Arbitration Code.

12.2 Right of Protest and Appeal

Refer to Art. 70.14.2 And the FIM Disciplinary and Arbitration Code.

12.3 Fines

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

	MAXIMUM AMOUNT
UNGENTLEMANTLY CONDUCT with words or signs with violence	300€* 2.000€* And up to disqualification from the meeting
ARRIVING AFTER THE START OF HEAT 1	600 € Disqualification from the meeting
ARRIVING AFTER THE SIGNING ON TIME STATED IN THE SR	300€
ABSENCE WITHOUT HAVING ADVISED THE ORGANISERS IN WRITING (Email, SMS or letter) or absence after having advised the organisers in writing (Email, SMS or letter) but for a reason not accepted by the International Jury	<u>\$12.000</u>
ABSENCE OR LATE ARRIVAL AT THE Machine Examination Riders' briefing Parade Prize-giving ceremony Press Conference	300€ 300€ 300€ 750€ 300€
RIDING NUMBER JACKETS NOT WORN during the TV Interviews, Draws, Practice, Qualifying, Parade, Press Conferences, Racing, Prize-Giving Ceremony and in the pits area	300 €
RACE JACKET NOT WORN FRONT FORK COVER NOT FIXED ON THE BIKE	600€ + Disqualification from the meeting
ANY PART OF THE RACE JACKET / FRONT FORK COVER COVERED BY ANY OBJECT On practice day On racing day	600€ Disqualification from the meeting
HELMET COVERS OR HELMET COLOURS NOT CONFORM. (Art. 70.5.2 and diagram helmet colours)	First Offence: 600€ Second offence: Disqualification from the meeting
TEAM MEMBER NOT WEARING A TEAM COLOUR UNIFORM	300€
LOST OR FORGOTTEN PASS	70€
NOT USING AN ENVIRONMENTAL MAT IN THE PITS	70€ per Mat



Riders are responsible for their Team Members.

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

DIAGRAM 0

Side Number Plates (See Art. 5.7)

Number plate size: Approx. 150 mm x 150 mm
Number height: 120 mm

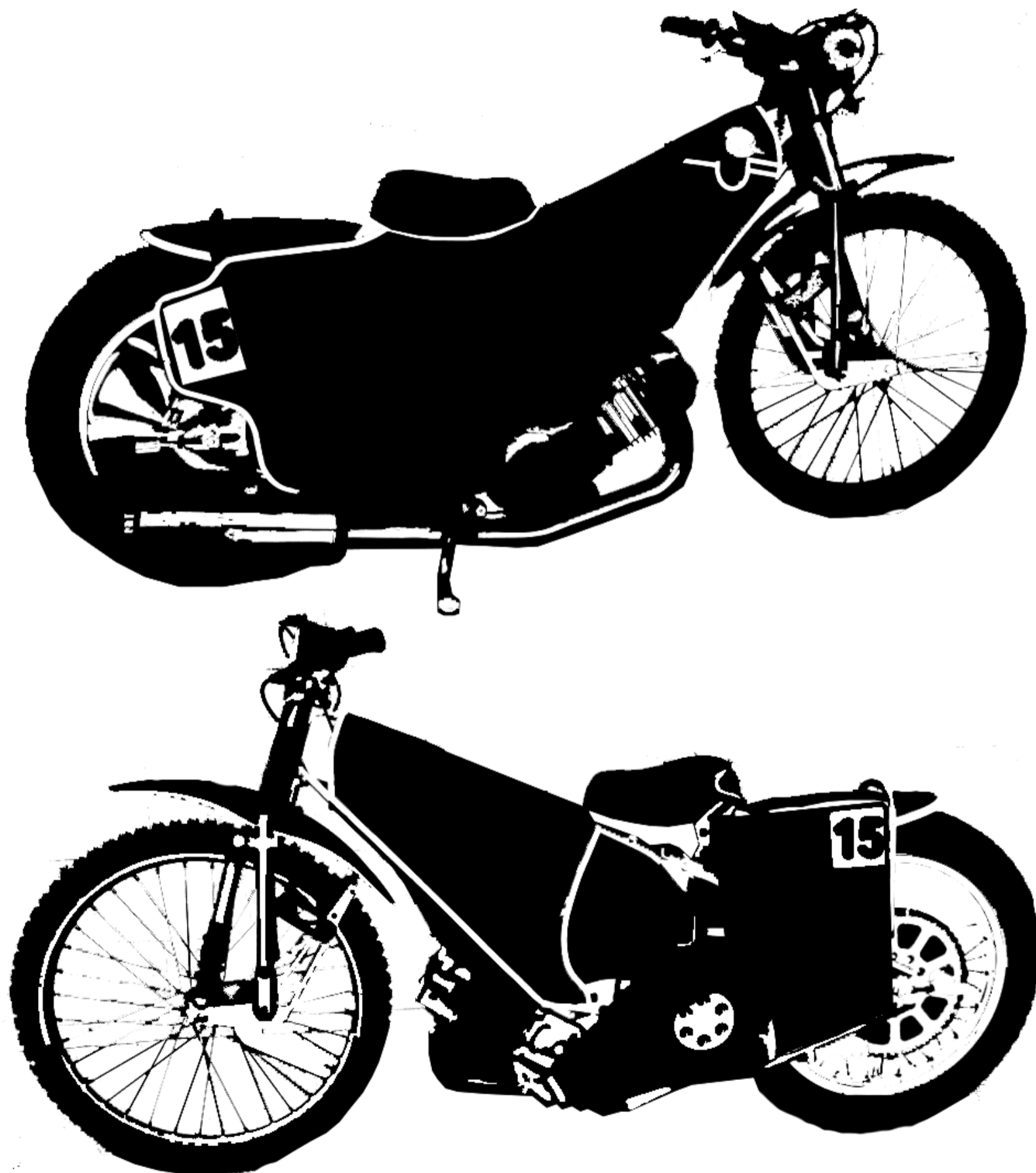
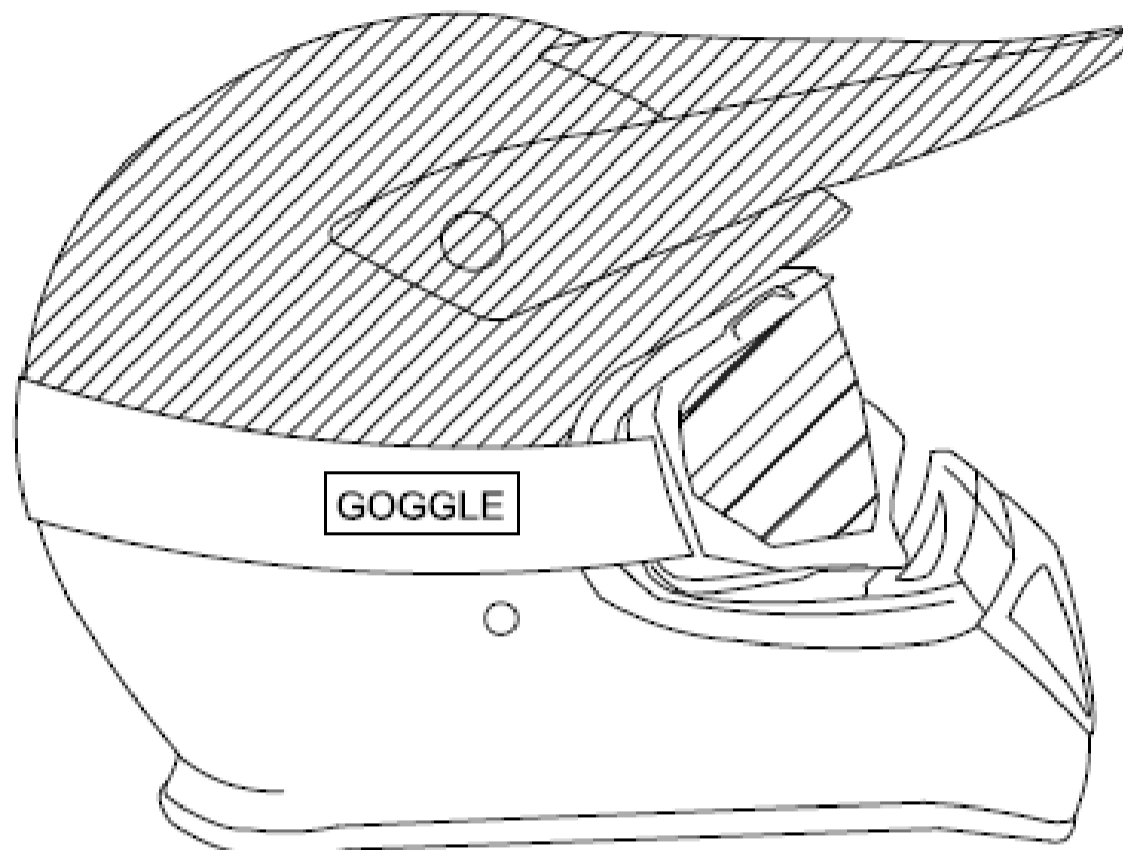
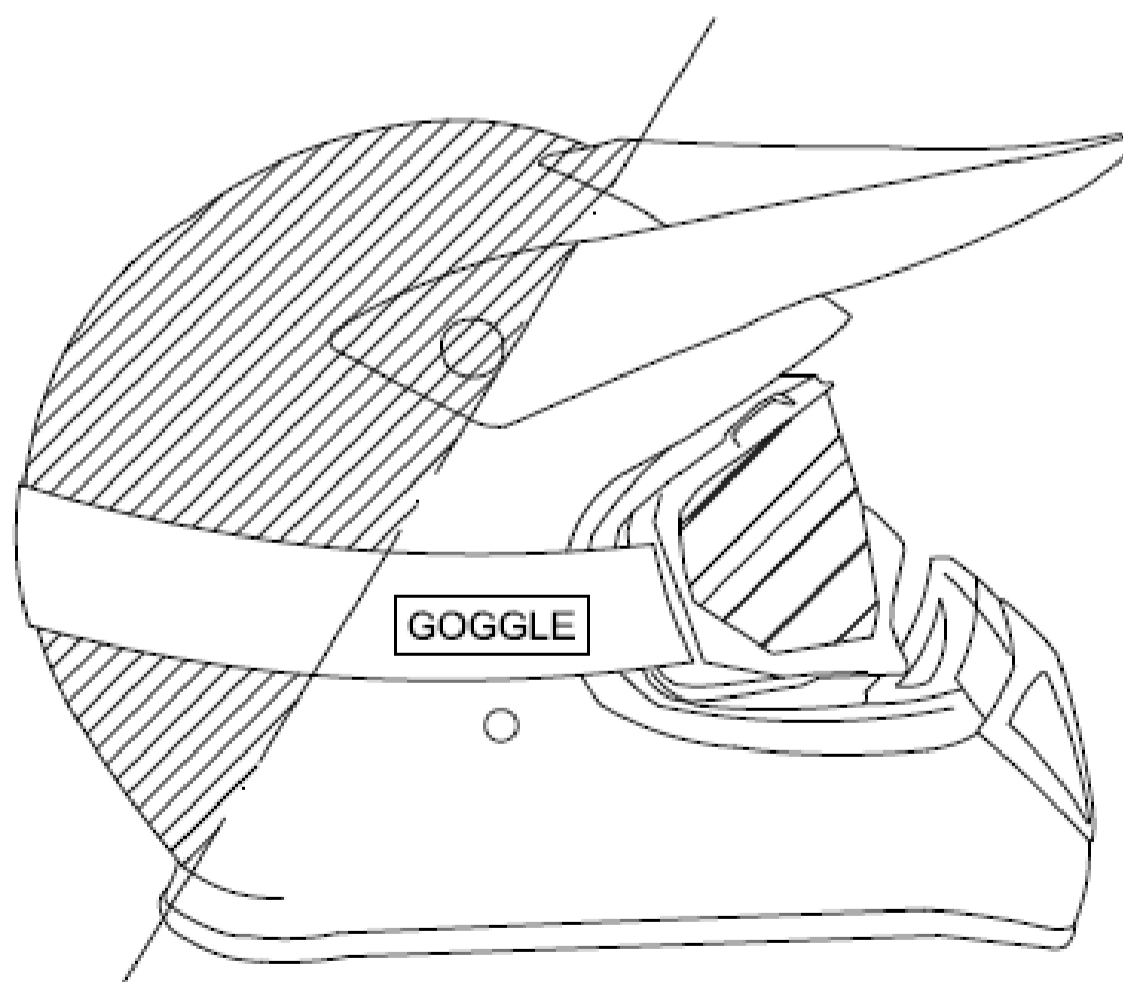


DIAGRAM 1 HELMET COLOURS

A



B





FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME