

# FIM SPEEDWAY GRAND PRIX WORLD CHAMPIONSHIP



EDITION 2019

**12.03.2019**

3.7	Wording added in case of an identical qualifying time
12.3	Fines for « Team Member not wearing Team uniform » and « lost/forgotten pass » added.
Supp. Reg	FIM SGP Medical Director, Srecko Margetic

**23.05.2019**

6	<del>Deleted: The qualifying will commence with the Rider slowest from free practice, finishing with the rider who was fastest in free practice.</del>
---	--



## CONTENTS

SGP Regulations FIM Speedway Grand Prix World Championship.....	1-34
Supplementary Regulations for the FIM SGP World Championship .....	35-38
Diagrams.....	39-40

**Articles amended as from 1.1.2019 are in bold type**





## SGP REGULATIONS

### FIM SPEEDWAY GRAND PRIX WORLD CHAMPIONSHIP

<b>1</b>	<b>GENERAL.....</b>	<b>4</b>
	1.1 Titles.....	4
	1.2 Description.....	4
	1.3 Definitions.....	4
	1.4 Dates of the meeting .....	5
	1.4.1 Re-staging or Abandonment of a Meeting .....	5
	1.5 Supplementary Regulations (SR's).....	6
	1.6 FIM SGP Work Manual.....	7
	1.7 FIM SGP Corporate Identity Manual .....	7
<b>2</b>	<b>OFFICIALS.....</b>	<b>7</b>
	2.1 International Jury .....	7
	2.2 SGP Commission.....	7
	2.3 Race Director .....	8
	2.4 Club Staff Uniform .....	8
<b>3</b>	<b>RIDERS.....</b>	<b>8</b>
	3.1 Licences .....	8
	3.2 Checking of the Rider's Licences.....	8
	3.3 Entries .....	9
	3.4 Nominated Substitute Riders.....	10
	3.5 Wild Card Rider.....	11
	3.6 Track Reserve Riders.....	12
	3.7 Starting Positions Draw .....	12
	3.8 Signing On.....	13
	3.9 Rider's Briefing Meeting .....	13
	3.10 Rider's Team Colours .....	13
<b>4</b>	<b>TRACKS / STADIUMS.....</b>	<b>13</b>
	4.1 Tracks.....	13
	4.2 Track Inspection.....	14
	4.3 Stadium Facilities.....	14
	4.4 Stadium Facilities Inspection.....	14
	4.5 Pits Entrance.....	15



<b>5</b>	<b>MOTORCYCLES AND EQUIPMENT .....</b>	<b>15</b>
5.1	Scrutineering .....	15
5.2	Fuel .....	15
5.3	Tyres .....	16
5.4	Artificial Heating of Speedway Tyres.....	16
5.5	Front Fork Covers.....	17
5.6	Number of Motorcycles.....	17
5.7	Motorcycle Side Number Plates .....	17
5.7.1	Position .....	17
5.7.2	Figures and Sizes.....	18
5.8	Riding Number Jackets .....	18
5.9	Helmet Colours.....	19
<b>6</b>	<b>FREE PRACTICE &amp; QUALIFYING.....</b>	<b>20</b>
6.1	Transponders .....	21
<b>7</b>	<b>PARADE.....</b>	<b>23</b>
<b>8</b>	<b>RACES .....</b>	<b>23</b>
8.1	FIM SGP World Championship Format.....	23
8.2	Punctuality in Starting .....	26
8.3	2 Minutes Time Allowance .....	26
8.4	Unsatisfactory Start .....	26
8.5	Timekeeping.....	27
8.6	FIM SGP World Championship Qualifying System .....	27
<b>9</b>	<b>RESULTS.....</b>	<b>28</b>
9.1	Rider's Scores.....	28
9.2	Ties .....	29
9.3	Results and Grand Prix Points .....	30
9.4	Official Results.....	30
9.5	Communication of Results.....	30
9.6	Prize-Giving Ceremony .....	30
9.7	Press Conference.....	31



---

<b>10</b>	<b>RIDER'S REMUNERATION .....</b>	<b>31</b>
10.1	Travel and Hotel Expenses .....	31
10.2	Hotel Accommodation .....	31
10.3	Guest Tickets.....	32
10.4	FIM Awards.....	32
10.5	Prize money.....	32
<b>11</b>	<b>ALCOHOL AND DOPING CONTROLS .....</b>	<b>33</b>
<b>12</b>	<b>PROTESTS AND PENALTIES .....</b>	<b>33</b>
12.1	Time Limit .....	33
12.2	Right of Protest and Appeal.....	33
12.3	Fines .....	34
	Supplementary Regulations for the FIM SGP World Championship .....	35
	Diagrams .....	39

## 1 GENERAL

### 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 070 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 or by finishing in the top three of the FIM SGP Qualification System.

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 1-23) of a SGP Meeting.

**SGP Points:** The total race 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.

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 result.

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 Heat 21, Heat 22 or Heat 23 is accomplished and the remaining heats cannot be completed, then the results will be considered valid and the following will determine the Final Meeting Classification and SGP points:

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

Before Heat 23: The Rider's total race points scored at the completion of Heat 21 and Heat 22 will determine the Final Meeting Classification.

4. 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.

## **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 SGP Commission will appoint the International Jury, except for the 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 SGP Race Director
- The SGP Promoter Representative

The decisions require a simple majority and in case of a tie, the 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, 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 or French confirming fitness to take part in the meeting.

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

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

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 Heats 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 Positions Draw

The Rider's starting positions draw for each SGP Meeting will be held after the end of timed qualifying. All Riders are required to gather at the scoreboard to select their start positions. The Rider with the quickest lap during qualifying will have first choice of start position, followed by the Rider with the second quickest lap, and so on. If there is an identical qualifying time between one or more riders, the riders second fastest lap during qualifying will be the deciding factor. Any Rider who does not take part in practice or 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.**

### **3.8 Signing On**

All Riders who wish to 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. Riders who do not wish to practice may however sign on, according to the times stipulated in the SR's on Race Day. 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.

On Practice Day signing on takes place by the scoreboard at the time stipulated in the SR's.

### **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 Rider's 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 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 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.

Where the use of a specific type of tyre product has been specified in the SR, these tyres must 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 be fitted by Riders or mechanics and 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 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, 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 driving 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 both 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 5 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, 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. Use of neck braces as safety devices is permitted.

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):

<b>Red</b>	3020
<b>Blue</b>	5017
<b>White</b>	9016
<b>Yellow</b>	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 cm<sup>2</sup>.

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

## 6 FREE PRACTICE & QUALIFYING

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

The **free practice & qualifying** must be held a minimum of one day before the Race Day. There can be no **free practice & qualifying** on the Race Day. Unless permission is granted by the SGP Commission.

**Free practice or qualifying** is not compulsory for the Riders.

Riders wishing to practice must do so within the official practice time schedule for each SGP Meeting.

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

Each Practice will commence with the Rider group numbers 1-3 unless specifically ordered otherwise by the Race Director.

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

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 practice order** (1-3/4-6 etc.). However, if the Rider is not ready, he will miss that run.

**For the qualifying run, Riders will have 1 minute on track to register their quickest lap time. The Green light will signify the start of the minute, at the end of the minute the checkered flag will be shown to finish the run. If the checkered flag is shown while the rider is mid lap he can finish the lap, even if it's outside the minute allowance.**

Each Rider must make himself ready in the lining-up zone, in qualifying run order. On the order of the Race Director, he will be allowed to enter the track. However, if the Rider is not ready, he will miss his qualifying run.

If the qualifying is interrupted before all qualifying runs are accomplished and the remaining qualifying runs cannot be completed, then the free practice times will determine the order the riders select their race day start position.

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

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

Practice or qualifying 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 correct attachment of the transponder bracket consists at the minimum, of plastic tie-wraps, Velcro or adhesive alone will not be accepted. The transponder retaining clip must also be secured by a plastic tie-wrap. 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 1<sup>st</sup> 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 23 Heats:

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

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

Riders 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 from the 1<sup>st</sup> to 18<sup>th</sup> 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 1<sup>st</sup>, 4<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup> in the Intermediate Classification will take part in Semi-Final 1 (Heat 21).

Riders placed 2<sup>nd</sup>, 3<sup>rd</sup>, 5<sup>th</sup> and 8<sup>th</sup> in the Intermediate Classification will take part in Semi-Final 2 (Heat 22).

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

Rider's gate positions for each Semi-Final (Heats 21 and 22) will be chosen by the Riders, in the order determined by their position in the Intermediate Classification. In Heat 21 the Rider in 1<sup>st</sup> position will have first choice of gate position, followed consecutively by the Riders in 4<sup>th</sup> and 6<sup>th</sup> positions. In Heat 22 the Rider in 2<sup>nd</sup> position will have first choice, followed consecutively by Riders in 3<sup>rd</sup> and 5<sup>th</sup> positions.

Rider's gate positions for The Final (Heat 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, including the points they scored in the Semi-Finals. The Rider with the highest number of points 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 total race points scored in the whole Event (Heats 1 - 23).



### 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 Heats 21, 22 and 23 will be selected according to Art. 8.1.						
SEMI-FINALS	Heat 21	Riders placed 1 <sup>st</sup> , 4 <sup>th</sup> , 6 <sup>th</sup> , & 7 <sup>th</sup> in the Intermediate classification				
	Heat 22	Riders placed 2 <sup>nd</sup> , 3 <sup>rd</sup> , 5 <sup>th</sup> & 8 <sup>th</sup> in the Intermediate				
FINAL	Heat 23	The first and second placed Riders in each of the Semi-Finals (Heats 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.

Riders must proceed as directly as possible in the race direction up to the starting tape and be ready to start within the 2 minutes time allowance.

In front of the starting tape, a count-down clock is placed on the infield indicating the remainder of the 2 minutes time allowance. If, in the opinion of the Referee, any Rider or Riders are not ready to start when the 2 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.

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/her 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 8, 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 8 Riders of the Final Overall 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 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 8 of the Final Overall SGP Classification of that year, then the next available Rider from the FIM SGP World Championship Qualification Meetings will be selected.

- 4 Additional Riders will be nominated by the SGP Commission.
- 1 Wild Card Rider 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.
- 5 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 Grand Prix points achieved by each participating Rider.

Positions 1 to 4 in the Final Meeting Classification will be according to the result of the Final (Heat 23) irrespective of the total race points scored.

Race points scored during the Main Event (Heats 1-20), the Semi-Finals (Heats 21-22) and the Final (Heat 23) 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 disqualified or failing to complete a race for any reason score no points

The total race points scored by each Rider during the whole Event (Heats 1-23) will be credited as SGP points in the Overall Championship Classification.

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

If two or more riders cannot take part in the Final (Heat 23) for which they had already qualified, they will automatically be awarded no points.

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 Final. These decisions must be communicated to the person in charge of the Official Results.

## 9.2 Ties

### After the completion of Heats 16, 20, 21 or 22

When establishing the order between the Riders in the list of Intermediate Classification at the conclusion of Heat 16, 20, or following the completion of the Semi-Final Heats 21 and 22, any ties will be solved as follows:

- a) Precedence will be given to the Riders (tied on race 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 being disqualified for whatever reason).
- 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 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place.

2. Run-off for 8<sup>th</sup> place, which is the last qualifying place for the following year's SGP Series.
3. For all other placings, the Rider with the lowest allocated GP number will be considered the better-placed Rider.

### **9.3 Results and Grand Prix Points**

At the end of each SGP Meeting, SGP points equivalent to the Race points scored during Heats 1 to 23 will be awarded to the Riders.

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, FIM 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, fax number, 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 reserve a single or double room 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€* <b>And up to disqualification from the meeting</b>
ARRIVING AFTER THE START OF HEAT 1	600 € <b>Disqualification from the meeting</b>
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	2.000€
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 Parade, On Track, Prize-Giving Ceremony, Press Conference, Draws, in the Pits and during TV interviews	300 €
RACE JACKET NOT WORN FRONT FORK COVER NOT FIXED ON THE BIKE	<b>600€ + Disqualification from the meeting</b>
ANY PART OF THE RACE JACKET / FRONT FORK COVER COVERED BY ANY OBJECT On practice day On racing day	600€ <b>Disqualification from the meeting</b>
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.



TRACK RACING COMMISSION

**FIM SPEEDWAY GRAND PRIX WORLD CHAMPIONSHIP  
SUPPLEMENTARY REGULATIONS (SR)**

The SR must be issued by the FMNR in accordance with the FIM Sporting Code.  
Copies of the SR must be sent to the FIM Secretariat (**ccp@fim.ch**) at least two months before the date of the meeting for approval by the FIM before being sent to all the persons concerned (riders, officials, etc...).

**The meeting will be held in conformity with the FIM Sporting Code**

<b>FMNR:</b>	<b>IMN N°:</b>
Organising Club:	Telephone:
Address:	Email:
Postcode:	Track phone:
Name of the contact:	Email:
Title of the meeting:	
Date of the meeting:	
Restaging date: (1)	(2)

<b>ACCESS</b>	
Motorway:	
National Road:	
Nearest town:	
Nearest Airport:	
Coordinates: Latitude:	Longitude:

<b>TRACK</b>	
Name of the track:	
Length:	
Width of straight:	
Width of bends:	
FIM Licence N°:	Validity:
Public Liability Insurance, Amount of cover:	



**ENTRIES:**

Name, FMN and race jacket of each Grand Prix Rider will be communicated by the FIM as soon as possible.

**STARTING NUMBERS:**

The Riders' starting position draw will be made by FIM

**TYRES:** Riders may use tyres which will be provided by the organiser free of charge and additional tyres will be available at a cost of \_\_\_€ per tyre.

Additionally, riders are free to use any current FIM homologated tyre.

These tyres will be at rider's own cost and must be purchased in advance as they will not be available at the track. Riders may use their own homologated tyres during practice.

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 published in the **Tyre Check Schedule**

**FUEL:** Will be supplied by the organiser, free of charge

**MEETING TIME SCHEDULE**

Signing on - Practice day -	Date:	Time:
Machines Examination for the practice	Date:	Time:
1 <sup>st</sup> Jury meeting	Date:	Time:
Free Practice in accordance - Art. 77.6	Date:	Time:
<b>Official Qualification</b>	Date:	Time:
2 <sup>nd</sup> Jury Meeting	Date:	Time:
Machines Examination for the meeting	Date:	Time:
Signing on ( <i>if not done on practice day</i> )	Date:	Time:
Final Track Inspection	Date:	Time:
3 <sup>rd</sup> Jury meeting	Date:	Time:
Rider's Briefing Meeting	Date:	Time:
Parade	Date:	Time:
1 <sup>st</sup> heat	Date:	Time:
4 <sup>th</sup> Jury meeting	Date:	Time:
Prize Giving ceremony	Straight after the Final	
Payment of prize money	<b>Will be paid by FIM to the FMN by bank transfer in US\$</b>	

Leaving the meeting: No rider may leave the pits, and no machine or engine shall be removed from there, until after the conclusion of the last race of the meeting, and then only with the permission of the Race Director.



MONSTER  
ENERGY

## OFFICIALS

FIM Representative		FIM	Licence n°	
FIM Jury President			Licence n°	
FIM Referee			Licence n°	
FIM Race Director	Phil Morris	FIM	Licence n°	
Clerk of the Course			Licence n°	
FIM SGP Secretary		FIM	Licence n°	
<b>FIM SGP Medical Director</b>	<b>Srecko Margetic</b>	<b>FIM</b>	<b>Licence n°</b>	
FMNR Delegate			Licence n°	
Assist. Clerk of the Course			Licence n°	
Technical Stewart			Licence n°	
Machine Examiner			Licence n°	
Chief Medical Officer			Licence n°	
Chief Pits Marshal			Licence n°	
Timekeeper			Licence n°	
Environmental Steward			Licence n°	
Press Officer			Licence n°	

## PROTESTS AND APPEAL

Any person or group of persons - rider, passenger, entrant, manufacturer, official, etc., recognised by the FIM and concerned by a decision taken under the authority of the FIM, has the right to protest against that decision before the International Jury, except in the case of statement of fact.

Protests against the eligibility of a rider, passenger, team or a motorcycle entered, must be made before the start of the official practice.

Protests against results must be presented to the International Jury within 30 minutes following the publication of the results.

An appeal may be made against a decision of the International Jury to the International Disciplinary Court (CDI).

All protests to the International Jury must be made in accordance with the requirement of the Disciplinary and Arbitration Code of the FIM and be accompanied by a fee of **660** Euros. - or \_\_\_\_\_ (equivalent amount in local currency) returnable if the protest is justified or forfeited if the Disciplinary body considers the protest to be groundless, or if it is withdrawn without a hearing.



**HOTELS**

Name of the hotel:		
Address:		
E-mail:		
Phone Number:		
Contact Person:		
Price of the Rooms:	Single Room:	Double Room:
Rooms must be booked before:		
Booking Code:		

Name of the hotel:		
Address:		
E-mail:		
Phone Number:		
Contact Person:		
Price of the Rooms:	Single Room:	Double Room:
Rooms must be booked before:		
Booking Code:		

**Environmental Management Map:**

To support the Environmental Management Plan, organisers are required to provide a map of the venue showing clearly the location of the following facilities:

- a. Waste oil containers
- b. Bike washing area
- c. Domestic and contaminated waste containers
- d. Refuelling location
- e. Toilets and showers
- f. Disposal point for used tyres (if provided)

**This document must be sent to the FIM Administration, through the National Federation, together with the Supplementary Regulations.**

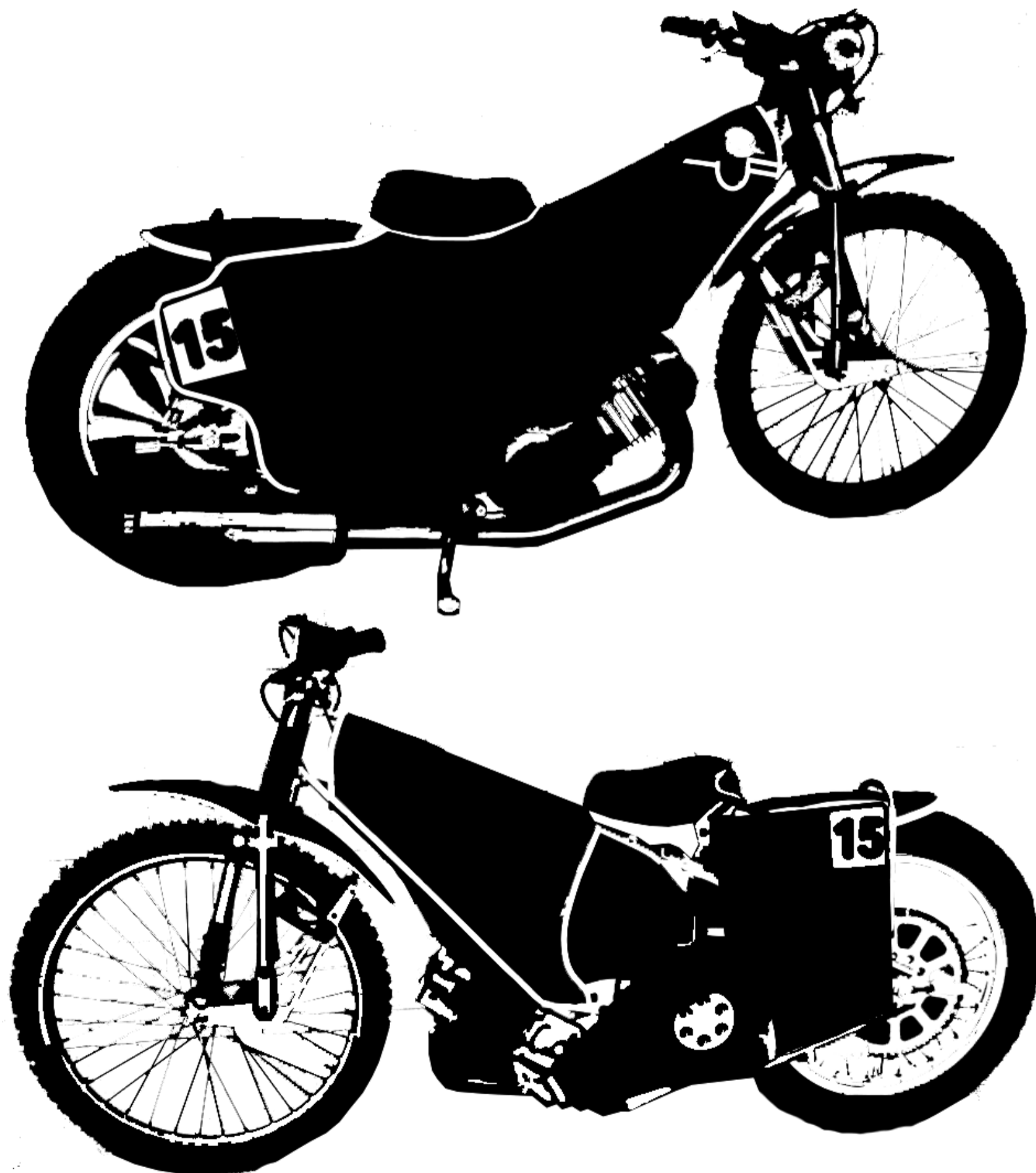
The map must be displayed in a visible place for participants and teams.

MAP

## DIAGRAM 0

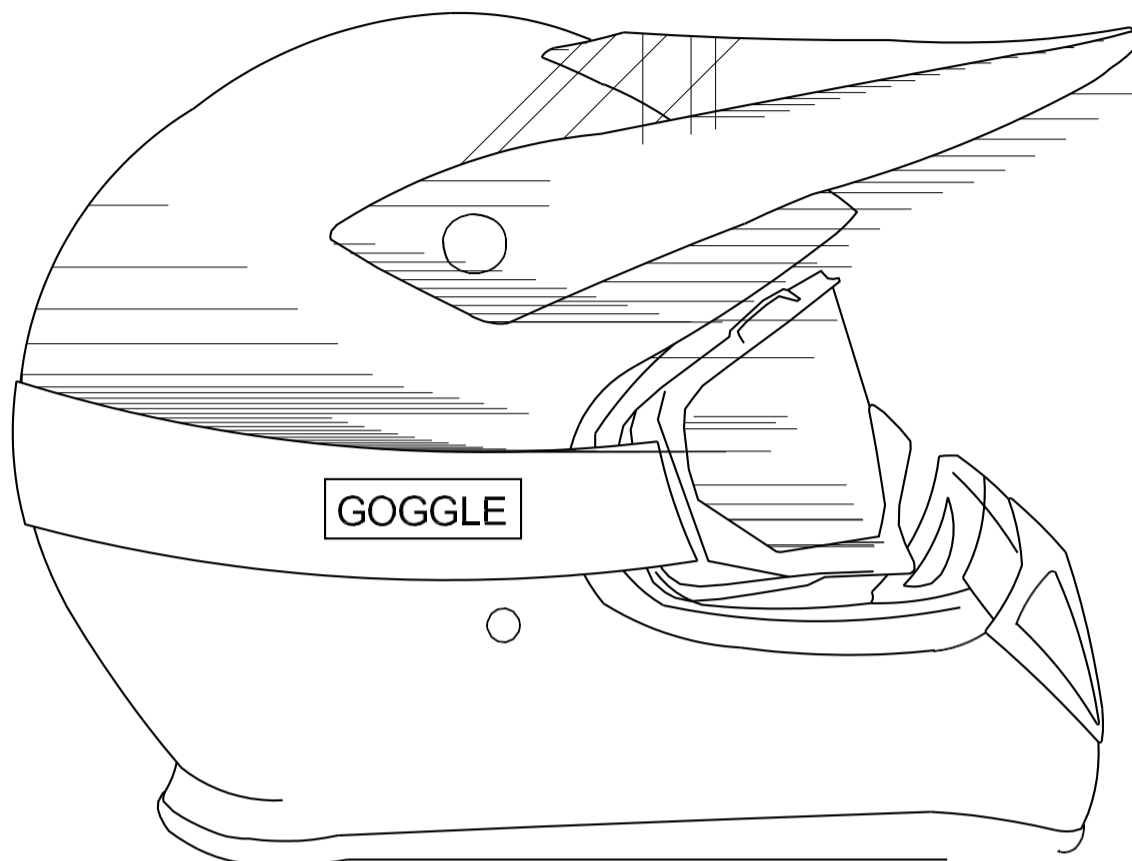
### Side Number Plates (See Art. 5.7)

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



## DIAGRAM 1 HELMET COLOURS

**A**



**B**

