



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

FIM SGP4 WORLD CUP REGULATIONS 2023

SGP4

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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”.

All riders, teams, officials and other parties participating in the FIM SGP4 world cup undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the FIM sporting code, FIM code of ethics, FIM SGP4 world cup and FIM Track Racing sporting regulations, FIM SGP4 world cup and FIM Track Racing technical regulations, FIM disciplinary and arbitration code, FIM Track Racing circuit standards, FIM environmental code, FIM medical code, FIM anti-doping code, as supplemented and amended from time to time (hereinafter collectively referred to as the “FIM regulations”). The FIM regulations may be translated into other languages, but in case of any dispute regarding interpretation the English text will prevail. It is the responsibility of each rider to ensure that all persons involved with their entries always observe the FIM regulations. The responsibility of the rider, or any other person having charge of an entered motorcycle at any time during an event is joint and severally with that of the team. All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the paddock, pit area or on the track, must carry an appropriate pass at all times during the event. Actions judged by the officials responsible to be contrary to the FIM regulations - or judged to be unsportsmanlike or against the best interests of the sport or the event in question - are subject to disciplinary actions as provided by the arbitration and disciplinary code.

1.1 Titles

The FIM recognises the FIM SGP4 world cup, hereafter referred also as “SGP4”. The race meetings are the sole prerogative of the FIM and shall be organised in accordance with all FIM requirements. The race meetings are run in conjunction with promoter Discovery Sports Events hereafter referred also as “DSE”.

The rules of the FIM sporting code, FIM Track Racing appendices and SGP4 / FIM Track Racing technical rules apply, except where otherwise stated in this regulation.

1.2 Description

SGP4 may be staged in a single or in a series of race meetings.

1.3 Definitions

Beginning of the race meeting: The race meeting starts with the first technical control and verification.

End of the race meeting: The race 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.

Programmed rider: A rider having programmed heats in the race format.

Track reserve rider: A rider nominated by his FMN to take part as a reserve rider.

Race points: The points scored by riders during the event (Heat 1-20) of an SGP4 race meeting.

1.4 Dates of the race meeting

The SGP4 calendar will be established pursuant to art. 20.1.2 of the FIM sporting code. Once the allocated date for the race meeting is known, no other Track Racing race meeting(s) or practice sessions of any kind can be staged at the venue for seven days prior to that date and until two days after. Unless it's a FIM/DSE promoted event.

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 race meeting and mention them in the SR's.

Nevertheless, in exceptional circumstances, the international jury of the race meeting may postpone the race meeting for a maximum of 7 days from the original date.

If the race 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 SGP4 race meeting start list is unable to take part due to “force majeure”, the SGP4 race meeting will be postponed by the SGP4 commission who can decide whether the race meeting will be restaged at a later date.

SGP4 has precedence over any other Track Racing race meeting.

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 SGP4 model format and must be sent to the FIM administration for approval, at least 2 months before the race meeting.

2 Officials

2.1 International jury

The members of the international jury with voting rights are: the jury president, the referee, the race director and the FMNR delegate / clerk of the course. In the case of a tie, the jury president has the casting vote.

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

The international jury will hear any protests that are lodged during the event. No protest can be lodged against the referee or technical steward statement of facts.

The international jury has the competence to pronounce ex officio sanctions against riders, team staff, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the championship.

The authority and duties of the international jury are:

- a) To ensure the smooth and efficient running of the event.
- b) To approve all the official results of the event.
- c) To impose penalties for any infringements of the regulations.
- d) To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during an event, contrary to the current regulations or instructions given by an official of the event.
- e) To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of persons occurring during an event.
- f) To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the regulations.
- g) To adjudicate on any protest relating to infringements of the regulations.

Any person or organisation affected by a disciplinary decision of the international jury has the right to appeal this decision. This appeal must be presented to the CDI 5 days at the latest after the notification of that decision.

Appeals against a disciplinary decision taken by the international jury will be dealt with by the CDI.

2.2 SGP4 commission

The SGP4 commission, established pursuant to art. 30.4.2.1 of the FIM sporting code, is competent to study and approve amendments to the SGP4 regulations proposed by the CCP or by other parties involved such as riders, teams, manufacturers, etc.

The SGP4 commission shall consist of:

- The FIM CCP director
- The FIM sports director
- The FIM SGP4 race director
- The head of DSE
- The DSE speedway event & commercial director
- The DSE speedway championships coordinator

The decisions require a simple majority and in case of a tie, the FIM CCP director shall have a casting vote. The FIM CCP coordinator will attend all SGP4 commission meetings and working groups to record the official minutes, without any voting rights.

2.3 Race director

The race director is responsible for the conduct and efficient running of the FIM SGP4 world cup. 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 good cooperation.

He must ensure that the FIM's contractual commitments with the SGP4 promoter are fulfilled and complied with.

Within the SGP4 commission, he shall update the SGP4 regulations.

3 Riders

3.1 Licences

Riders will only be allowed to take part in the SGP4 race meeting with a current and valid FIM Track Racing Youth annual or one event licence.

3.2 Checking of the rider's licences

The rider licences must be presented to the clerk of the course prior to the practice and will be checked by the jury president.

3.3 Entries

No entry fee may be charged.

Only programmed riders will be allowed to enter the FIM SGP4 world cup of that year.

All riders must submit the official SGP4 entry form to the FIM.

This entry form must be duly completed and signed by the rider and his FMN. This entry form enters the rider into the SGP4 race meeting. 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 SGP4 world cup of that year.

A rider who has entered SGP4 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 SGP4 race meeting concerned.

(NB: an SGP4 race meeting starts and ends in accordance with art. 130.1 and 140.5 of the FIM sporting code).

A rider who has entered SGP4 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 race meeting must provide a medical certificate in English confirming fitness to take part in the race 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 race meeting or qualifying practice.

Nothing in this regulation shall conflict with the rights of the international jury to act under rule

4.1 of the FIM Track Racing appendices.

In the case of a “force majeure”, the international jury of the race meeting will decide on his admission.

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 Track reserve riders

In an SGP4 race 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 race meeting. The SGP4 commission will make the final approval and nominations.

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.

4 Motorcycles and equipment

Motorcycles and all riders' equipment must conform to SGP4 and Track Racing technical rules and to all the provisions of art. 7 of the FIM Track Racing appendices.

4.1 Scrutineering

At every SGP4 race 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 FIM SGP4 world cup regulations and FIM Track Racing technical rules. The referee, jury president or race director may order any engines or machines to be re-checked or re-tested at any time, during practice or racing.

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 SGP4 time schedule.

4.2 Fuel

The jury president, referee or the race director can order sampling of fuel during the meeting.

4.3 Tyres

Only FIM homologated speedway tyres which comply with FIM technical rules may be used. The tyres intended for use during the practices and race meeting must be presented fitted to the machine examiner.

The 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 race meeting.

4.3.1 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 but does not apply to practice starts.

4.4 Front fork covers

Front and bike covers will be provided on the bikes provided by DSE. If the riders intend to use his bike, DSE will provide the front fork covers. 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.

4.5 Number of motorcycles

Each rider will be allowed a maximum of 2 motorcycles in the pits before the start of the race. The 2 motorcycles must be placed in the rider's allocated pit area immediately after the machines have passed the race 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.

4.6 Riding number jackets

Each rider accepted for SGP4 will be allocated a number between 1 and 16.

Riding numbers 17 and 18 will be allocated to the track reserve riders.

The SGP4 promoter will supply the riding number jackets. It is compulsory for each rider to wear this riding jacket at all times during TV interviews, draws, qualifying practice, opening ceremony, 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 rider's mechanic or representative to a collection point to be confirmed by the race director at each event.

4.7 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 race 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). Diagrams are at page 16.

On the coloured area it is permitted to have two adverts with a maximum area of 50 cm² each. Every rider's helmet or helmet cover is considered as a part of his personal equipment.

5 Tracks/stadium

5.1 Tracks

Tracks used for SGP4 must be homologated by the FIM and have a current valid FIM Track licence. The FIM has the right to inspect any track intended for the FIM SGP4 world cup 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.

The FIM jury president has the power to authorise and apply a 3-year track licence, 2-year track licence, 1-year track licence or a one event track licence depending on the circuit. Each non-permanent track will be required to have a track test before qualifying practice and race meeting takes place.

5.2 Track inspection

At an SGP4 race 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. The SGP4 riders will have the possibility to walk around and inspect the track. Times will be specified in the SR.

5.3 Stadium facilities

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 track standards for Track Racing circuits (STRC)", and SGP4 regulations "FIM SGP4 world cup regulations".

5.4 Stadium facilities inspection

The race director and the SGP4 promoter will carry out a stadium facilities inspection prior to the SGP4 race meetings for final approval. If further inspection is needed, the organiser must pay the travel expenses and hotel accommodation costs.

5.5 Pits entrance

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

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

6 Draw

The draw for an SGP4 race meeting will be held in FIM headquarters.

7 Signing on

All riders who take part an SGP4 race meeting 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 race meeting and is not permitted to take part in any other motorcycle race meeting until the completion of the SGP4 race meeting.

8 Rider's briefing meeting

A rider's briefing will be held prior to the race meeting on race day (and practices in some cases), according to the time schedule. Only riders and the 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 to be present.

9 Practice

Practice is compulsory for the riders.

Riders taking part in practice must do so within the qualifying practice time schedule.

Riders will be divided into groups of 3. Each rider will have a minimum of two runs.

Each practice will commence according to the draw, unless specifically ordered otherwise by the race director.

Each 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.

The race director may change the practice schedule according to the circumstances if he feels this is necessary.

Managers, team members, mechanics of 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.

Practice may be partly or totally cancelled, which may be decided only by the FIM international jury.

10 Opening ceremony

An opening ceremony must be organised prior to the start of the 1st heat. During this opening ceremony, the announcer must present all the riders to the public. Only track staff and valid pass holders are allowed on the track during the opening ceremony.

11 Races

11.1 Race format

The race meeting will be composed of 20 heats. All heats and races 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 fourth place. After heat 20, there will be a final classification showing the 1st to 18th place according to the total race points each rider has scored during the main event.

	GATE 1 RED	GATE 2 BLUE	GATE 3 WHITE	GATE 4 YELLOW
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

The race meeting will comprise of 20 heats with no semi-finals or final.

11.2 Re-staging or abandonment of a race meeting

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

When a race meeting is interrupted before the accomplishment of 50% of the scheduled heats per participant but can continue the same day, then, only the remaining scheduled heats will be staged after the interruption.

The final classification will be established taking into consideration the heats staged before and after the interruption.

When a race meeting is interrupted before the accomplishment of 50% of the scheduled heats per participant but cannot continue the same day, then, the results of the staged heats will not be taken into consideration. The race meeting will be re-staged from the beginning on the date(s) stipulated in the supplementary regulations.

When a race meeting is interrupted and cannot continue the same day, and if 50% or more of the scheduled heats per participant are accomplished, then, the race meeting must be considered as valid. The position in the final classification will be established by adding the points scored by each participant in the same number of accomplished heats which means that when a participant had the opportunity to accomplish one more heat than the other participants, then, that heat must not be taken into consideration (example: an individual race meeting is interrupted after heat 14 and cannot continue the same day. The final classification will then be established taking into consideration only heats 1 to 12).

In exceptional circumstances the SGP4 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.

12 Results

12.1 Ties

After the completion of heats 12 or 16

When establishing the order between the riders in the list of intermediate classification at the conclusion of heat 12, 16:

- 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 given to the best position for rider A, then rider B and then rider C. If solutions a), b) and c) cannot resolve the tie, cannot resolve the tie, the order shall be determined by ballot.

After the completion of heats 20

After the official programme of heats has been finished should there be a tie for the first 3 places, there will be a run off to resolve the tie.

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

- a) Precedence will be given to the riders (tied on points) having the most number of 1st, 2nd, 3rd, 4th placings. (an "0" for last place being 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 best placed rider in the heat 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 (i.e. 3 riders tied on points: A, B, C):
Rider A has beaten rider B rider A has beaten rider C rider B has beaten rider C. Then the precedence will be: best position for rider A, then rider B and then rider C.
- d) If solutions a), b) and c) cannot be used, the order shall be determined by ballot.

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

13 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 opening ceremony of the riders shall enter the track.

14 2 minutes 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 metres from pit gate in race direction). During the 2- or 1-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.

15 Unsatisfactory start

Starts will be carried out in accordance with regulation 10.6 of the FIM Track Racing appendices. 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 race 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.

16 Official results

The SGP4 world cup secretary is responsible for sending via email the official results, which must be submitted to the international jury (jury president and referee) for approval and signature.

17 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.

18 Alcohol and doping controls

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

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

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

19 Protests and penalties

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

19.1 Time limit

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

19.2 Right of protest and appeal

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

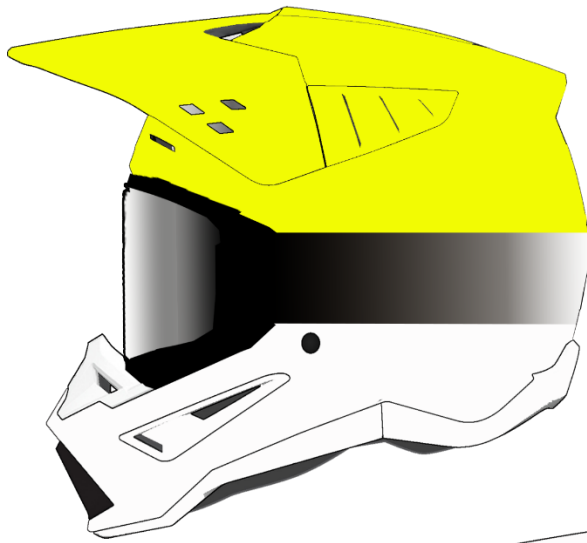
20 Fines

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:

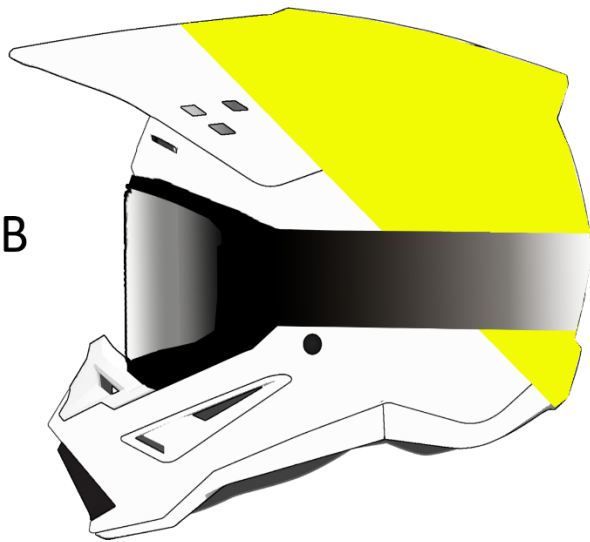
Any inappropriate conduct with words or signs	1'000€
with violence	2'000€ And up to disqualification from the race meeting
Arriving after the start of heat 1	600 € And up to disqualification from the race meeting
Absence without having advised the FIM and/or organiser in writing or absence after having advised the FIM and/or organiser in writing but for a reason not accepted by the international jury	500€
Absence or late arrival at the	
Signing on	300€
Machine examination	300€
Riders' briefing	300€
Opening ceremony	300€
Prize-giving ceremony	750€
Press conference	300€
Non-respect of the track walk time	First offence: warning Second offence: 300€
Non-respect of the mechanics' line (when applicable)	First offence: warning Second offence: 300€
Riding number jackets not worn or front cover not fixed on the bike during the TV interviews, draws, qualifying practice, opening ceremony, press conferences, racing, prize-giving ceremony and in the pits area	600 € + Disqualification from the race meeting
Any part of the race jacket /front fork cover covered by any object when provided by FIM and/or organiser On practice	600€
On racing	Disqualification from the race meeting
Helmet covers or helmet colours not conform (art. 5.2 of the FIM Track Racing appendices and diagram helmet colours)	First offence: 600€ Second offence: Disqualification from the race meeting
Not using an environmental mat in the pits, parc fermé	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 – HELMETS



Helmet colour - A



Helmet cover - B

TECHNICAL RULES

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In general, machines must comply with the technical requirements for Track Racing. In case of conflict, the present rules have priority.

Providing a motorcycle confirms to the requirements of the FIM Track Racing regulations, as well as to a number of specific conditions that the FIM may require.

1. Freedom of construction

If a rider does want to use his own motorcycle during the SGP4 events, the motorcycles must conform in all respects to the requirements of the SGP4 regulations.

Only Speedway frames can be used. No minimum weight for 2023.

2. Fuel

All engines must function on unleaded petrol with a maximum lead content of 5.0 mg/l and a maximum MON of 90 (see also FIM fuels regulations Track Racing (art. 01.63) for full specifications available on <https://www.fim-moto.com/en/documents/view/2023-fim-fuel-regulations-updated-11/01/2023>).

The use of octane boosters is forbidden.

2.1 Fuel tanks

The fuel tank and fuel cap must be leak proof at all times. Fuel tanks shall only be filled in the paddock or pit lane.

Additional fuel tanks are allowed provided that:

- they are made by an approved company
 - they must be firmly fixed
 - those connections must be leak-proof
- they must be protected against projections
- they are not placed in front or above the handlebar

Additional fuel tanks must be presented - already mounted - for inspection at the technical verifications.

3. Use of titanium and light alloys

The use of titanium in the construction of the frame, the front forks, the handlebars, the swing-arm and swing-arm spindle, and front and rear wheel spindles is forbidden.

The use of titanium bolts in the "structural" connections between the front forks, the middle frame, the engine plates, the engine and the rear frame is forbidden.

The use of light alloys for wheel spindles is also forbidden.

The use of titanium alloy nuts and bolts in the "non-structural" parts is allowed.

4. Carbon fibre

The use of carbon fibre reinforced materials is authorized (with the exception of handlebars and wheel rims).

5. Ceramic materials

The use of ceramic parts is allowed for clutch plates, bearings (clutch, wheels, etc.) and spark plug.

NB: The quality and the mechanical properties/resistance of the ceramic parts mounted by the rider/team on their machine remains under their full responsibility.

6. Breaks

Brakes are not permitted.

7. Wheels, rims, tyres

The front rim size shall be 19 inches and rear rim size shall be 17 x 1.85" inches.

Any modification to the rim or spokes of an integral wheel (cast, moulded, riveted) as supplied by the manufacturer, or of a traditional detachable rim other than for spokes, valve, or security bolts, is prohibited. The only exception made is for the tyre retention screws, sometimes used to prevent tyre movement relative to the rim. If the rim is modified for these purposes, bolts, screws, etc., must be fitted.

Only Speedway homologated tyres are allowed.

8. Handlebars

Handlebars width: minimum 650 mm, maximum 850 mm.

If the handlebars has a cross bar, it must be equipped with a protection pad. Handlebar clamps must be very carefully radiused and engineered so as to avoid any fracture points in the handlebar. Exposed handlebar ends must be plugged with a solid material or rubber covered.

When hand protectors are used, these must be made of a shatter-resistant material and have a permanent opening for the hand.

Handlebars made of composite materials are not authorised.

Repair by welding of light alloy handlebars is prohibited.

Solid stops (when on full-lock, other than steering dampers) must be fitted. A steering damper cannot be used as a steering lock.

9. Control lever

Handlebar lever must be in principle ball ended (diameter of this ball to be at least 16 mm). This ball can also be flattened, but in any case, the edges must be rounded (minimum thickness of this flattened part 14mm). These ends must be permanently fixed and form an integral part of the lever. The lever must be mounted to swivel, so that at no time can the rider's fingers be trapped between the lever and the handlebars. The end of levers when closed must not be situated wider than the furthest extremity of the handlebar. The brake lever if pivoted on the footrest axis must work under all circumstances, such as the footrest being bent or deformed.

10. Throttle control

Throttle controls must be self-closing when not held by the hand. The throttle operation (opening and closing) shall only be activated by mechanical cable from the twist grip directly attached to the throttle valve. Electronically controlled throttle valves are forbidden. All air intakes into the cylinder must pass through the throttle body. No other means allowing ambient air into the inlet track of the cylinder head are allowed.

10.1 Ignition cut-out switches

Motorcycles must be equipped with a functional ignition kill switch or button mounted on either right or left side of handlebar (within reach of the hand while on the hand grips) that stops a running engine. The ignition cut-out switch may also be fitted on the handlebar, as close as practicable to the throttle.

The lanyard must remain attached to the wrist of the rider, mechanic or support team member at all times when the engine is running.

The ignition cut-out must stop the engine immediately, by the simple action of pulling a lanyard or a non-elastic string (which must be as short as possible) attached to the rider's right wrist.

All other engine management switches and electrical connectors must remain covered or closed during riding.

11. Footrest

Footrests of motorcycles for Ice racing and all types of Solo Track racing shall be on the right-hand side of the machine and must not exceed 320 mm in length measured from the centre line of the motorcycle (see diagrams of the FIM Track racing technical regulations).

12. Engine

The only engine allowed is the DAYTONA ANIMA 190cc – 4 stroke – 4 gears (DAYTONA ANIMA 190FSM) – 24HP.

Any 'defect' or 'broken' parts may only be replaced by an 'original spare part', available and sold through the manufacturer's dealership network.

The FIM Technical Director (or his appointed technical team) can, at any time during the event, install a rev counter (FIM RPM logger) on the machine (mounted / attached to the frame and connected to the ignition coil / engine) or check the maximum engine revolutions with a computer / software connected to the digital ignition system.

During the final inspection at the end of the race, the selected engines will be disassembled and all components will be examined in detail.

The displacement capacity bore and stroke must remain as homologated.

The FIM technical director (or his appointed technical team) can, at any time during the event, install a rev counter (RPM logger) on the machine (mounted / attached to the frame and connected to the ignition coil / engine) or check the maximum engine revolutions with a computer/software connected to the digital ignition system.

During the final technical inspection at the end of the race, the selected engines will be disassembled and all components will be examined in detail.

The displacement capacity bore and stroke must remain at the homologated.

13. Carburettor

It is allowed to use any brand but the maximum diameter of the carburettor induction tract will be of 28 mm.

14. Number of cylinders

The number of cylinders in an engine is determined by the number of combustion chambers.

If separate combustion spaces are used, they must be connected by an unrestricted passage of minimum cross-sectional area at least 50 % of the total inlet port area.

15. Gearbox

The gear box itself must be fully integrated with the engine. A separate gear is not permitted. Only foot operated gearbox changes are permitted. Electric or electronically assisted gearbox or gearbox lever changing mechanisms are not permitted.

16. Starting devices

Starting devices for the engine are not allowed.

17. Open transmission guards

The primary transmission must have a proper guard as a safety measure; small holes (max 10mm) in the transmission/clutch guard are allowed for extra cooling.

Excessive cutting of the guard is not allowed. Cutting of the guard is only permitted to expose the clutch pressure plate and to allow adjustments to the clutch springs.

The guard must be conceived in such a way that under no circumstances the rider or the passenger can come accidentally in contact with the transmission/clutch parts. It must be designed to protect the rider from injuring his fingers.

An additional protective device must be provided to prevent a broken primary chain from flying upwards. This can be provided by either a fully enclosed steel chain guard. Alternatively, if a chain guard is made from plastic or from other material, then a steel bolt of 10 mm minimum diameter must be placed outside the bottom rear quadrant of the clutch sprocket (see Diagrams G/H/K). This bolt, if damaged, must always be completely replaced.

A guard/cover must be fitted to the countershaft sprocket (if it is exposed).

18. Carburation instruments

It is allowed to use any brand but the maximum diameter of the carburettor induction tract must be of 28 mm.

This measurement must be taken on the engine side from the slide/throttle valve edge. Fuel injection systems are forbidden.

19. Exhaust pipes and silencers

The FIM homologated silencer is the only one accepted: DOMINATOR SGP4.

MANUFACTURER	PRODUCT IDENTIFICATION	VALID FROM
DOMINATOR	FIM 18FY23 – SGP4	18.02.2023

A single exhaust pipe is prescribed with an external diameter of: 32 mm.

19.1 Maximum sound limit

Exhaust pipes and silencers must fulfil all the requirements concerning sound control (see also FIM sound regulations available on www.fim-moto.com/en/documents).

Type of engine	Maximum sound limit in [dB/A]	
	Before the race	During or after the race
SGP4 4-stroke	111.0 (Target 109.0 + 2.0 for the precision of the method)	112.0 (Target 111.0 + 1.0 for the degradation of the silencer)

20. Mudguards and wheels protections

Motorcycles must be fitted with rounded mudguards. The radius must be at least 3 mm.

Mudguards must project laterally beyond the tyre on each side. Mudguards must be made of flexible materials only (e.g. plastics).

21. Streamlining

No type of streamlining is allowed.

22. Measurement of capacity

Reciprocating movement engine, "Otto" Cycle.

The capacity of each engine cylinder is calculated by the geometric formula which gives the volume of a cylinder; the diameter is represented by the bore, and the height by the space swept by the piston from its highest to lowest point:

$$\text{Capacity} = \frac{D^2 \times 3.1416 \times C}{4} \quad \text{where } D = \text{bore and } C = \text{stroke.}$$

When a cylinder bore is not circular, the cross-sectional area must be determined by a suitable geometrical method of calculation, then multiplied by the stroke to determine capacity. When measuring, a tolerance of 1/10 mm is permitted in the bore. If with this tolerance the capacity limit is exceeded for the class in question, a further measurement should be taken with the engine cold, to 1/100 mm limits.

$$\text{Capacity} = \frac{2 \times V}{N} \quad \text{where } V = \text{total capacity of all the chambers comprising the engine and } N = \text{number of turns of the motor necessary to complete one cycle in a chamber Classified as a 4-stroke.}$$

23. Other equipment

The use of data recording devices and automatic electronic ignition is authorised. No signal of any kind may pass between a moving motorcycle and any person, including radio and Bluetooth communication. The exception is for the signal from the time keeping transponder, automatic lap timing devices or from the approved onboard cameras (with prior written approval from the FIM).

24. Telemetry

Information must not be transmitted in any way to or from a moving motorcycle. An official signalling device may be required on the machine.

Automatic lap timing devices are not considered as “telemetry”.

Automatic lap timing devices must not disrupt any official time keeping methods and equipment.

25. Environmental mat

When bikes are placed in the pits, parc fermé or other parking area the use of an Environmental Mat is compulsory for all Riders and all their bikes. It must be used whenever working or parking the bikes, during practice and racing.

26. Equipment and protective clothing during practice and race

Refer to art. 01.65 of the FIM Track Racing technical regulations.