



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

FIM SPEEDWAY GRAND PRIX WORLD CHAMPIONSHIP REGULATIONS 2023



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When the FIM Speedway U21 world championship final series (SGP2) and FIM Speedway youth world championship final (SGP3) do not follow the FIM Speedway Grand Prix world championship regulations, there will be additional details in the corresponding articles.

SGP REGULATIONS
FIM SPEEDWAY GRAND PRIX WORLD CHAMPIONSHIP

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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 Speedway Grand Prix World championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the: FIM sporting code, FIM code of ethics, FIM Speedway Grand Prix World championship regulations, FIM Track Racing regulations, 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, and FIM SGP operations manual of the current year, 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 Speedway Grand Prix World championship, hereafter referred also as “SGP” – the FIM Speedway U21 World championship final series, hereafter referred also as “SGP2” and the FIM Speedway youth World championship final, hereafter referred also as “SGP3”. 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 FIM Track Racing technical rules apply**, except where otherwise stated in this regulation.

1.2 Description

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

The FIM SGP3 world championship will consist of 2 semi-finals and a final race meeting.

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.

Qualified rider: A rider who qualifies for the SGP series either by virtue of his position in the final SGP classification of the previous year, by finishing in the top three of the **FIM SGP world championship challenge** or by finishing as the winner of the FIME Speedway European championship.

A rider who qualifies for the SGP2 series by finishing in the top 4 of each FIM Speedway U21 World Championship qualifying round.

A rider who qualifies for the SGP3 final by finishing in the top 8 of each semi-final.

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

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

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 (*not applicable to SGP3*).

Track reserve rider: A rider nominated by his FMN and approved by the SGP commission to take part as a race meeting reserve rider during an individual round of the SGP series.

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

SGP points: The points secured by a rider as a result of his performance during each SGP race meeting and carried forward to the intermediate or final SGP classification (*not applicable to SGP3*).

1.4 Dates of the race meeting

The FIM SGP World championship calendars 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 SGP race meeting start list is unable to take part due to "force majeure", the SGP race meeting will be postponed by the SGP commission who can decide whether the race meeting will be restaged at a later date.

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

1.4.1 Re-staging or abandonment of a race meeting

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

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

In the event of a tie in the points scored at the completion of heat 16 the finishing order will be determined by the formula set out in art. 9.2.

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

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

Before race 23: The riders 18th - 5th will have already been determined from the intermediate classification.

The 2 riders who finish 1st in each of the semi-finals will be awarded 1st and 2nd in the final race meeting classification with the higher ranked rider from intermediate classification 1st and the lower ranked rider 2nd.

The 2 riders who finish 2nd in each of the semi-finals will be awarded 3rd and 4th in the final race meeting classification with the higher ranked rider from intermediate classification 3rd and the lower ranked rider 4th.

In exceptional circumstances the SGP commission may authorise a departure from this formula

for a specific event. In this event the changes must be set out in the SR's for the event. Only the SGP commission may approve such changes.

SGP2 and SGP3:

If an SGP2 or SGP3 race meeting is interrupted or suspended for any reason whatsoever, the following rules will apply:

1. If the race meeting is interrupted before heat 12 is accomplished, and the remaining heats cannot be completed the same day, then the results are not taken into consideration and the whole race meeting must be re-staged in accordance with art. 1.4 - dates of the race meeting.

2. If the race meeting is interrupted before heat 16 or 20 is accomplished and the remaining heats cannot be completed, then the race points scored at the completion of heat 12 or 16 will determine the final race meeting.

In the event of a tie in the points scored at the completion of heat 12 or 16 the finishing order will be determined by the formula set out in art. 9.2.

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 race meeting.

1.6 FIM SGP operations manual

A FIM SGP operations 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/DSE and cannot be used in whole or in part for any other category of race meeting. The organisers are required to follow all the detailed instructions contained in this manual.

2 OFFICIALS

2.1 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 SGP Commission

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

The SGP commission shall consist of:

- The FIM CCP director
- The FIM sports director
- The FIM SGP race director
- The 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 SGP commission meetings and working groups to record the official minutes, without any voting rights.

The SGP2/SGP3 commission shall consist of:

- *The FIM CCP director*
- *The FIM sports director*
- *The FIM SGP2/SGP 3 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 SGP commission meetings and working groups to record the official minutes, without any voting rights.

2.3 Race director

The race director is responsible for the conduct and efficient running of the 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 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 operations manual.

2.4 Club staff uniform

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

colour red is not allowed.

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

3 RIDERS

3.1 Licences

Riders will only be allowed to take part in the FIM SGP World championship race meetings with a current and valid FIM SGP licence.

The wild card, a nominated substitute or track reserve riders must be holders of at least a current valid FIM SGP licence valid for 1 SGP race meeting.

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

3.2 Checking of the rider's licences

The wild card and reserve rider's licences must be presented to the clerk of the course prior to the qualifying practice and will be checked by the jury president.

The 15 permanent riders do not have to present a licence as the FIM officials will have a list in advance of the 15 permanent licenced riders.

SGP3: Licences must be presented to the clerk of the course prior to the warm up and will be checked by the jury president.

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 race meetings of the year mentioned. The FMN is responsible for the completion of this entry form and submitting it to the FIM/CCP administration. (For wildcards see art. 3.5, for track reserve riders, see art. 3.6 and for nominated substitute riders see art. 3.4).

Furthermore, the rider commits himself by his signature, to be fully aware of all the FIM rules; to accept them all and to compete in all the race 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 race meetings concerned. Furthermore, he shall be considered as ineligible for the FIM SGP World championship for the remainder of the season.

(NB: an SGP race 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 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 take action 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.

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.

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

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

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 SGP “nominated substitute riders” list, will be elevated for that race meeting, and take the place of the relevant missing rider or riders.

The riders for the official “SGP 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 race 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 race 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 race meeting, may be removed from the SGP nominated substitute riders list for the rest of the season.

In the event of the withdrawal of a permanent qualified rider from any round, a rider on the list of nominated substitutes will take preference over an existing wild card 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” race 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 race meeting.

Not applicable to SGP3.

3.5 Wild card rider

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

All FMNs may propose riders. Proposals must be made in writing to the FIM not later than 1 month prior to the race 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 race 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 race meeting for which he has been nominated.

Not applicable to SGP3.

3.6 Track reserve riders

In each SGP race meeting, 2 track reserve riders will be nominated by the FMNR to take part. In the event of a double SGP on consecutive days at the same venue, the 2 track reserve riders will be used for both SGP rounds. Proposals must be made in writing to the FIM not later than 1 month prior to the race 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 race 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 race meeting for which he has been nominated.

The 2 track reserve riders will replace, in rotation during heats 1 to 20, any riders disqualified under art. 8.3, (2 minutes time allowance) or art. 8.4 (unsatisfactory start).

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

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

Track reserve riders are not permitted to take part in races 21, 22 or 23 unless they have qualified to do so according to their total race points scored at the completion of heat 20.

SGP3: The 2 track reserve riders will be riders placed 9th in each semi.

3.7 Starting number selection

The rider's starting number selection for each SGP race meeting will be held after the end of timed qualifying practice. All riders are required to gather at the **line up zone** to select their start number. The riders are required to be fully suited for the starting number selection. The rider with the quickest lap during qualifying practice will have first choice of start number, followed by the rider with the second quickest lap, and so on. If there is an identical qualifying practice time between one or more riders, the rider's second fastest lap during qualifying practice will be the deciding factor. Any rider who does not register a lap time will be allocated one of the remaining starting positions by ballot. The FIM jury president must be present to witness the **start number selection**.

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

Not applicable to SGP2/SGP3.

3.8 Signing on

All riders who take part in qualifying practice-must sign on at the date and time stipulated in the SR's, which should be no later than 30 minutes before the first international jury meeting. When a rider has signed on, he is deemed to have entered the race meeting and is not permitted to

take part in any other motorcycle race meeting until the completion of the SGP race meeting.

3.9 Rider's briefing meeting

A rider's briefing will be held prior to the race meeting on race day, according to the time schedule. Only riders 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.

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 qualifying 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.

Recommended for SGP2.

Not applicable to SGP3.

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 "FIM track standards for Track Racing circuits" (STRC), and with the "FIM SGP operations manual."

The FIM has the right to inspect any track intended for the 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 qualifying 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.

4.2 Track inspection

At each SGP race meeting, prior to any qualifying 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 SGP riders will have the possibility to walk around and inspect the track. Times will be specified in the SR.

4.3 Stadium facilities

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

A paddock area, including power supply and water, suitable for the parking of 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 operations manual", "FIM track standards for Track Racing circuits (STRC)", and SGP regulations "FIM SGP world championship regulations". **The start switchboard must incorporate the correct**

connection for the FIM orange box starting system.

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 race meetings for final approval. If further inspection is needed, the organiser must pay the travel expenses and hotel accommodation costs.

4.5 Pits entrance

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.

5 MOTORCYCLES AND EQUIPMENT

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

5.1 Scrutineering

At every SGP 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 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 qualifying practice or racing. Furthermore, the weight of some machines, chosen at random, must also be checked during the race meeting.

A capacity check is not compulsory, but after the last heat, the jury president, referee or race director may order an engine capacity check of any engines used in the race 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 SGP time schedule.

5.2 Fuel

Only pure methanol may be used. During qualifying practice and throughout the race meeting, it is compulsory for the riders to use the fuel supplied by the organiser, which must be provided free of charge 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, **referee** or the race director can order sampling of fuel during the meeting.

5.3 Tyres

Only FIM homologated speedway tyres which comply with FIM technical rules may be used. The tyres intended for use during the SGP qualifying practices and race meeting must be presented fitted to the FIM technical steward or his nominated deputy at the time specified in the published tyre check schedule if required.

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 race meeting.

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 but does not apply to practise starts.

5.5 Front fork covers

The FIM SGP promoter will supply three sets of front fork covers to each rider. It is compulsory to fit these covers on the motorcycles during machine examination, qualifying practice and racing. It is not permitted to cover any part of the front fork cover in any way.

All front fork covers will need to be signed out when received and signed back in when returned by the rider's 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.

5.6 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.

5.7 Motorcycle side number (*recommended for SGP2/SGP3*)

For the SGP machines, the number must be displayed on the right side of the motorcycle travelling forward.

Each number must be marked in such a manner as to be clearly visible and must not be masked by any part of the motorcycle or by the rider when seated in riding position.

5.7.1 Position

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

The rider's personal number must be fitted to all machines for qualifying practice and racing (for duration of the event, in other words: from technical inspection until the opening of the parc-fermé).

5.7.2 Figures and sizes

The figures must be clearly visible, legible and in contrast with the back- ground. 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: 100 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 an SGP number between 1 and 15, which will be valid for the SGP World championship of that year. The structure of the allocated SGP numbers is based on the previous season SGP results.

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

The allocated SGP number will be used to resolve any eventual ties where the lowest riding number is deemed to be the better placed rider.

Additionally, the 15 permanent and 7 substitute SGP riders may apply to use their own personal

racing numbers on their race jackets 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 20 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 SGP number.

The FIM SGP promoter will supply the riding number jackets for the wild card, track reserves and any SGP substitutes. The 15 permanent SGP riders will incorporate the race jacket design on the front and rear of his personal race suit. It is compulsory for each rider to wear this riding number jacket or race jacket design on race suits 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.

Each 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 money.

Each rider accepted for the FIM SGP2/SGP3 World championship will be allocated a number between 1 and 15 which will be valid for the SGP2/SGP3 World championship of that year. The structure of the allocated SGP2 numbers is based on the qualifying rounds results. The structure of the SGP3 final riding numbers is based on the semi-finals results.

The FIM promoter will supply the riding number jackets for the SGP2 permanent, wild card, track reserves and any SGP2 substitutes. The FIM Promoter will supply the riding number jackets for the SGP3 final riders and track reserves. It is always compulsory for each rider to wear this riding number jacket during TV interviews, draws, practice/warm up, opening ceremony, press conferences, racing, prize-giving ceremony and in the pits area.

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 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).

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.

6 QUALIFYING PRACTICE

Date and time of the qualifying practice must be clearly stated in the SR. Qualifying practice is compulsory for the riders.

Riders taking part in qualifying practice must do so within the official qualifying practice time schedule for each SGP race meeting. Riders will be divided into groups of 3. Each rider will have three runs.

Each qualifying practice will commence according to a draw made (before qualifying practice) to determine qualifying practice order, unless specifically ordered otherwise by the race director.

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

If the qualifying practice is interrupted before all runs are accomplished and the remaining runs cannot be completed, then the results of the last fully completed round of runs will decide the order the riders will be called to make the starting number selection. If all riders have not taken a run, then the draw made for qualifying practice order will determine the race day starting number draw.

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

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

Managers, team members, mechanics 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.

Qualifying practice may be partly or totally cancelled, which may be decided only by the FIM international jury. **If the timing system fails during the qualifying practice schedule the FIM jury has the power to invalidate the session and revert to the draw, made for the start number selection.**

SGP2: 3 free practice runs will be organised on race day. Practice is compulsory.

SGP3: A compulsory warm up will be organised on semi-finals race day.

6.1 Transponders

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

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

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

A monitor 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 **tape release signal from the FIM orange box** 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 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 timekeeping system approved by the FIM SGP 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 qualifying practice and races in the position and orientation as shown in the timekeeping information given to riders. The rider is the sole person responsible for the above-mentioned proceedings. The loss of the transponder during the event will result in a fine of 200 EUR. 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.

Not applicable to SGP2/SGP3.

7 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. The time limit for the whole opening ceremony must under no circumstances be longer than 10 minutes in total unless permission is granted by the SGP commission.

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

Only track staff and valid pass holders are allowed on the track during the opening ceremony.

8 RACES

8.1 Race format

Competition for individual riders: 16 riders plus track reserves will compete in each race meeting. Each race meeting will be composed of 20 heats, 2 semi-finals races and 1 final race:

- Main event - 20 heats (heat 1-20)
- Semi-finals - 2 semi-finals (race 21-22)
- The final – 1 final (race 23)

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

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

The 8 top-scoring riders from the main event (the intermediate classification) will qualify for the semi-finals. The winner and second placed riders in each semi-final will qualify for the final.

Riders placed 1st, 4th, 6th, and 7th in the intermediate classification will take part in semi-final 1 (race 21).

Riders placed 2nd, 3rd, 5th and 8th in the intermediate classification will take part in semi-final 2 (race 22).

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

Rider’s gate positions for each semi-final (races 21 and 22) will be chosen by the riders, in the order determined by their position in the intermediate classification. In race 21 the rider in 1st position will have first choice of gate position, followed consecutively by the riders in 4th and 6th positions. In race 22 the rider in 2nd position will have first choice, followed consecutively by riders in 3rd and 5th positions.

Rider’s gate positions for the final (race 23) will be chosen by the participating riders prior to the heat in the order of their finishing place in the semi-finals. The two winners will have first and second choice and the two second placed riders will have third and fourth choice.

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

For the draws a 2 minutes countdown clock will be displayed in the pits near the scoreboard. Upon the order from the race director the 2-minute countdown time will start, and the riders must be present by the scoreboard before the time expires.

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

All other heats have pre-fixed starting positions in accordance with the race format. SGP points are awarded according to the finishing order of the race meeting.

SGP / SGP2 RACE FORMAT

		GATE 1 RED	GATE 2 BLUE	GATE 3 WHITE	GATE 4 YELLOW	
Main event	Heat 1	1	2	3	4	
	Heat 2	5	7	6	8	
	Heat 3	10	11	9	12	
	Heat 4	15	14	16	13	
	Track grading					
	Heat 5	13	1	5	9	
	Heat 6	14	10	2	6	
	Heat 7	11	15	7	3	
	Heat 8	4	8	12	16	
	Track grading					
	Heat 9	6	16	1	11	
	Heat 10	12	5	15	2	
	Heat 11	8	9	3	14	
	Heat 12	13	4	10	7	
	Track grading					
	Heat 13	7	12	14	1	
	Heat 14	2	13	8	11	
	Heat 15	16	3	10	5	
	Heat 16	9	6	4	15	
	Track grading					
Heat 17	1	8	15	10		
Heat 18	9	2	7	16		
Heat 19	3	12	13	6		
Heat 20	5	14	11	4		
Track grading						
Rider’s gate positions for races 21, 22 and 23 will be selected according to art. 8.1.						
Semi finals	Race 21	Riders placed 1 st , 4 th , 6 th & 7 th in the intermediate classification				
	Race 22	Riders placed 2 nd , 3 rd , 5 th & 8 th in the intermediate classification				
Final	Race 23	The first and second placed riders in each of the semi-finals (races 21 and 22)				

SGP3 RACE FORMAT

	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

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

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 opening ceremony of the riders shall enter the track.

8.3 2 minutes time allowance

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

A mechanic control white line will be made across the width of the track (a maximum of 5 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.

8.4 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.

8.5 Timekeeping

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

8.6 FIM SGP world championship qualifying system

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

The current year's final overall SGP classification after removing any rider having finished in the top 6, but having withdrawn from the SGP for the following year before the following year's line-up has been published shall determine the rider's qualifications for next year's SGP championship as follows:

- The top 6 riders of the final overall **2023** 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 **2023** FIM SGP World championship **challenge** (art. 71a) will be directly qualified for the following year's SGP series.

Should a rider who has qualified from the **FIM SGP World championship challenge** also be in the top 6 of the final overall SGP classification of that year, the next available rider from the FIM SGP World championship **challenge** will be selected.

- The winner of the **2023** FIME Speedway European championship will be directly qualified for the following year's SGP series.
- Should a rider who has qualified from the FIME Speedway European championship also be in the top 6 of the final overall SGP classification of that year, or the top 3 riders from the FIM SGP World championship **challenge** (art. 71a of the **FIM Track Racing appendices**) then an extra additional rider will be nominated by the SGP commission.
- 5 additional riders will be nominated by the SGP commission.
- 1 wild card rider per event decided in accordance with art. 3.5.
- Should a rider withdraw after the publication of the official rider Line- up for the following year's SGP season, then the first rider available on the official SGP nominated substitute list shall replace him.
- 7 riders will be nominated by the SGP commission for the official SGP nominated substitute list.

Not applicable to SGP2/SGP3.

9 RESULTS

9.1 Rider's scores

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

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

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

Positions 5th to 8th in the final race meeting classification will be according to the results from the semi-finals (race 21 & 22).

The 2 riders who finish 3rd in each of the semi-finals will be 5th and 6th in the final race meeting classification, with the higher ranked rider from intermediate classification 5th and the lower ranked rider 6th. This rule will apply if both riders complete or fail to complete the semi-final. If only one of these riders fail to complete the semi-final for any reason, he will be placed 6th in the final race meeting classification.

The 2 riders who finish 4th in each of the semi-finals will be 7th and 8th in the final race meeting classification, with the higher ranked rider from intermediate classification 7th and the lower ranked rider 8th. This rule will apply if both riders complete or fail to complete the semi-final. If only one of these riders fail to complete the semi-final for any reason, he will be placed 8th in the final race meeting classification.

Positions 9th to 18th will be according to the intermediate classification after 20 heats.

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

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

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

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

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

If two or more riders cannot take part in the semi-final or final (heat 21, 22 or 23) for which they had already qualified, the positions will be determined by the order, in which the participating riders cross the finishing line, then by the order in which each of the other riders was disqualified or withdrew. If this fails to determine a result, then their relative positions in the intermediate classification (after heat 20) will apply with the higher ranked rider taking precedence.

The referee is the only person authorised to take decisions in case of any doubt regarding a rider's placing if disqualified, injured, etc. during the semi-finals & final. These decisions must be

communicated to the person in charge of the official results.

SGP3:

After heat 20, there will be a final championship classification from the 1st to 18th place according to the total race points each rider has scored during the event. All heats have pre-fixed starting positions in accordance with the race format.

9.2 Ties

After the completion of heats 16 or 20

When establishing the order between the riders in the list of intermediate classification at the conclusion of heat 16, 20,

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

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

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

SGP2 and SGP3

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.

SGP2:

If solutions a), b) and c) cannot resolve the tie, then the rider with the lowest allocated SGP2 number will be deemed the better placed rider.

SGP3:

*If solutions a), b) and c) cannot resolve the tie, **then the rider with the lowest ranking SGP3 number will be deemed the better placed rider.***

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.

SGP2:

d) If solutions a), b) and c) cannot be used, then the rider with the lowest allocated SGP2 number will be deemed the better placed rider.

SGP3

d) If solutions a), b) and c) cannot be used, then the rider with the lowest ranking SGP3 number will be deemed the better placed rider.

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.

The intermediate SGP classification

In case of riders tied on SGP points in the intermediate SGP classification, precedence will be given to the rider having the greatest amount of SGP 1st place results, followed by 2nd, 3rd, 4th and so on in the current season. If the tie still persists precedence will be given to the rider with the lowest allocated SGP number and will be deemed the better- placed rider.

The final overall SGP classification

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

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

Not applicable to SGP3.

9.3 Results and Grand Prix points

At the end of each SGP race meeting, SGP points will be awarded to the riders from 1st to 18th place.

The world champion will be the rider having collected the most SGP points at the end of the series (final overall SGP classification). In the case of riders tied on points, art. 9.2 will apply.

Not applicable to SGP3.

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 race meeting of the international jury, the organiser of the SGP must make available in the press room for all the persons concerned with the race meeting, copies of the officially approved results, (i.e. each heat and classification + the intermediate or final SGP classification). Only the FIM SGP official results spreadsheet shall be used.

Furthermore, the complete FIM SGP official results form shall be sent by e-mail to the FIM and the media concerned.

9.6 Prize-giving ceremony

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

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

9.7 Press conference

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

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

10 RIDER'S REMUNERATION

10.1 Travel and hotel expenses

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

10.2 Hotel accommodation

Where possible, it is recommended that riders and FIM officials stay in the same hotel.

Provided that no other agreement or arrangement has been made by the organiser, the riders, managers, FMN officials, etc. are themselves responsible for booking or reserving and paying for 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.

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

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

For each FIM official listed in the SR's, the organiser must have a single or double room available to book for 3 nights.

10.3 Guest tickets

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

10.4 FIM awards

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

10.5 Prize money

The prize money is paid to the riders by **DSE**, by bank transfer after each Grand Prix race meeting according to the following scale of prize money. Should a race meeting be re-staged the following day or the day after that, the prize money will remain the same.

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

1st	16,500	10th	6,250
2nd	12,500	11th	6,000
3rd	10,000	12th	5,750
4th	9,000	13th	5,500
5th	7,750	14th	5,250
6th	7,750	15th	5,000
7th	7,250	16th	4,750
8th	7,250	17th	1,000
9th	6,500	18th	1,000

SGP2

1st	2,500	10th	950
2nd	2,000	11th	900
3rd	1,700	12th	850
4th	1,500	13th	800
5th	1,250	14th	750
6th	1,250	15th	700
7th	1,100	16th	650
8th	1,100	17th	500
9th	1,000	18th	500

SGP3

1st	400	10th	50
2nd	300	11th	50
3rd	200	12th	50
4th	100	13th	50
5th	100	14th	50
6th	100	15th	50
7th	100	16th	50
8th	100	17th	50
9th	50	18th	50

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 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.

12 PROTESTS AND PENALTIES

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

12.1 Time limit

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

12.2 Right of protest and appeal

Refer to art. 14 of the **FIM Track Racing appendices** 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:

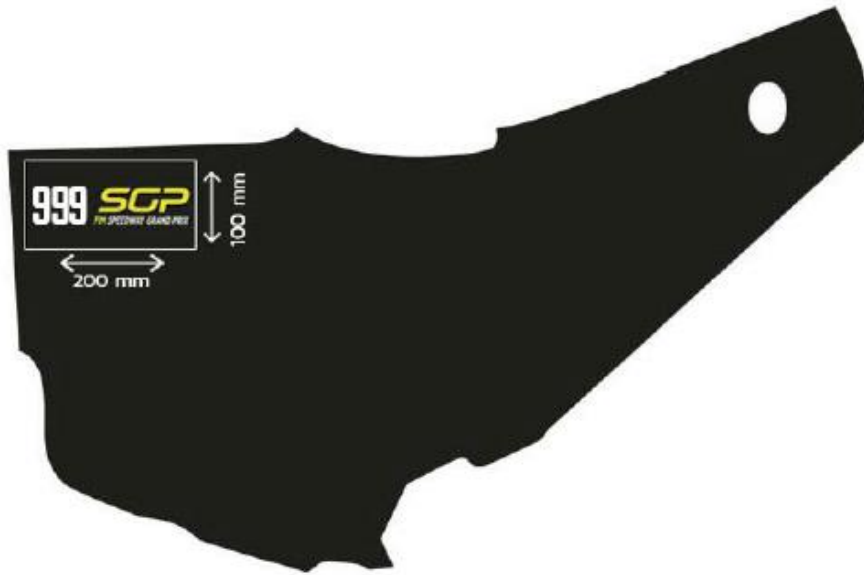
	AMOUNT
Any inappropriate conduct with words or signs	1'000€
with violence	2'000€ And up to disqualification from the race meeting
Arriving after the start of heat 1	600 € And up to disqualification from the race meeting
Absence without having advised the FIM and/or organiser in writing or absence after having advised the FIM and/or organiser in writing but for a reason not accepted by the international jury	3'000€
SGP2	2'500€
SGP3	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€
Emptying the pit boxes before the final is completed	300€
Riding number jackets not worn or suit/covers not conform to the contract 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 suit/front fork cover covered by any object when provided by FIM and/or organiser	
On qualifying 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
Team member not wearing a team colour uniform	300€
Lost or forgotten pass	70€
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.

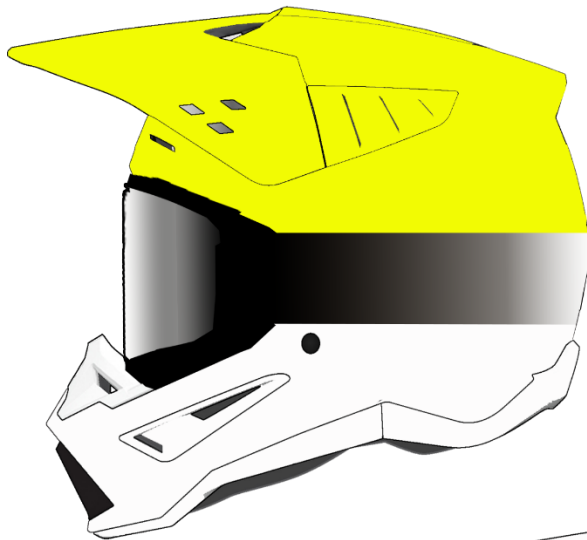
DIAGRAM 0 - BIKE COVERS

Side number (see art 5.7) - Number height: 100 mm



Not applicable to SGP2/SGP3

DIAGRAM 1 – HELMETS



Helmet colour - A

Helmet cover - B

