



FIM SPEEDWAY GRAND PRIX WORLD CHAMPIONSHIP

REGULATIONS

2024



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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 **(SGP)** regulations, there will be additional details in the corresponding articles.

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1 GENERAL

All riders, teams, officials and other parties participating in the FIM Speedway Grand Prix World championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the: **FIM disciplinary and arbitration code**, FIM sporting code, FIM code of ethics, FIM Speedway Grand Prix World championship regulations, FIM Track Racing regulations, FIM Track Racing technical regulations, FIM Track Racing circuit standards, FIM environmental code, FIM medical code, FIM anti-doping code, FIM SGP operations manual of the current year as supplemented and amended **yearly** (hereinafter collectively referred to as the “FIM regulations”). The FIM regulations may be translated into other languages, but in case of any dispute regarding interpretation the English text will prevail. It is the responsibility of each rider to ensure that all persons involved with their 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 **must** be organised in accordance with all FIM requirements. The race meetings are run in conjunction with promoter **Warner Bros** Discovery Sports hereafter referred also as “WBDS”.

1.2 Description

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

The 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-limit for protests have elapsed and all protests have been settled.

2024 qualified rider: A rider who qualifies for the SGP series either by virtue **of the top six** position in the final SGP classification of the previous year, by finishing in the top three of the SGP challenge or by finishing as the winner of the FIME Speedway European Championship.

2025 qualified rider: A rider who qualifies for the SGP series either by virtue **of the top six position in the final SGP classification of the previous year, by finishing in the top four of the SGP 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 **four** of each **SGP2** qualifying round.*

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

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

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

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

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

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

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

1.4 Dates of the race meeting

The SGP calendar will be established pursuant to art. 20.1.2 of the FIM sporting code. Once the allocated date for the race meeting is known, no other Track Racing race meeting(s) or practice sessions of any kind can be staged at the venue for **six** days prior to that date and until two days after. Unless it's a FIM/**WBDS** 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, **after consultation with the SGP commission** will postpone the race meeting for a maximum of 7 days from the original date.

If the race meeting is postponed again 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 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 **heat** points scored at the completion of heat 16 will determine the final race meeting classification and SGP points.

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

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 **heat** points scored at the completion of heat 20 will determine the final race meeting classification **and SGP points**.

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

SGP3: If an 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 **will** authorise a departure from this formula for a specific event. In this event, the changes must be set out in the SR's. Only the SGP commission **will** approve such changes.*

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's are to be published using the SGP model format and must be sent to the FIM/CCP administration for approval, at least 2 months before the race meeting.

1.6 SGP operations manual

A SGP operations manual will be provided for each SGP organiser and each SGP appointed **FMNR** clerk of the course. This manual is the exclusive property of the FIM/ **WBDS** 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 (**or FMNR clerk of the course if there are no FMNR delegate**). 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 **FIM** board of directors, the directors of the permanent **FIM** commissions and panels, the FIM chief executive officer, **the FIM deputy chief executive officer**, the FIM sports director, **the FIM medical delegate**, the **FIM** technical director, the **FIM** administrative staff of the sporting commission concerned, the environmental steward, the chief medical officer, **the** 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 race meeting. No protest can be lodged against the referee or technical steward statement of facts.

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

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

The international jury has the competence to pronounce ex officio sanctions against riders, team **members**, officials, promoters/organisers and all the persons involved in any capacity whatsoever in a **race meeting** or in the **SGP**.

The authority and duties of the international jury are:

- To ensure the smooth and efficient running of the **race meeting**.
- To approve all the official results of the **race meeting**.
- To impose penalties for any infringements of the regulations.
- To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during a **race meeting**, contrary to the current regulations or instructions given by an official of the **race meeting**.
- To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of persons

occurring during a **race meeting**.

- To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the **race meeting** or for serious breaches of the regulations.
- To adjudicate on any protest relating to infringements of the regulations.

2.2 SGP commission

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

The SGP commission shall consist of:

- The FIM CCP director
- The FIM sports director
- The FIM SGP race director (and/or SGP2/SGP3 race director for SGP2/SGP3)
- The head of **WBDS motorsport division**
- The **WBDS** speedway event & commercial director
- The **WBDS** speedway championships coordinator

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

2.3 Race director

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

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

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

2.4 Club staff uniform

It is compulsory for the club staff to be dressed 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.

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

The colour red is not **permitted**.

3 RIDERS

3.1 Licences

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

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

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

3.2 Checking of the rider's licences

The **non-permanent SGP** rider's licences must be presented to the clerk of the course prior to **the first international jury meeting** 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.

SGP2: The non-permanent SGP2 rider's licences and passports must be presented to the clerk of the course prior to the first international jury meeting and will be checked by the jury president.

SGP3: Licences and passports must be presented to the clerk of the course prior to the first international jury meeting and will be checked by the jury president.

3.3 Entries

No entry fee **will** be charged.

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

This entry form must be duly completed and signed by the rider and their FMN. This entry form enters the rider into all the SGP **series** race meetings of the year mentioned. The FMN is responsible for the completion of this entry form and submitting it to the FIM/CCP administration. (For wildcards see art. 3.5, for track reserve riders, see art. 3.6 and for nominated substitute riders see art. 3.4).

Furthermore, the rider commits by signature, to be fully aware of all the FIM rules; to accept them all and to compete in all the race meetings of the SGP series of that year.

A rider who has entered the FIM SGP World championship and refuses or is unable to take part will be deemed banned for a minimum period of one day before to three days after the race meeting concerned. Furthermore, the rider will be considered ineligible for the SGP series for the remainder of the season. The FIM and the SGP commission can also pronounce a fine between 10 '000 and 100' 000 euros.

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

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

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 the rider's admission.

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

No FMN or other body or person may withdraw a rider from the competition once **the rider** has entered without prior **confirmation** in writing **to and approval 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.

Withdrawal during an FIM race meeting

A rider entering an FIM event (from the signing on) must race in all the programmed heats and run off, semi-final or final unless prevented from doing so by injury or illness (certified by the race meeting doctor) or other “force majeure”.

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

A rider refusing to continue racing in an FIM race meeting will be deemed banned for a period decided by the international jury of the race meeting. The international jury must in these cases also consider any possible “force majeure”. The FIM and the CCP main committee can also pronounce a fine between 10 '000 and 100' 000 euros.

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

The FIM and the SGP commission can withdraw a rider's licence and give a ban to a rider who refuse to participate in a FIM championship to which they have been qualified or in which they have already been entered.

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

The SGP commission will refer the case to the CDI pursuant to art.3.3.2 last paragraph of the FIM disciplinary and arbitration code

3.4 Nominated substitute riders

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

This entry form enters the rider into all the SGP series race meetings **the rider** may be called up to do unless prevented from doing so by injury or other "force majeure".

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

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

A nominated substitute rider, who without a reason accepted by the SGP commission refuses to take part in a race meeting, **will** be removed from the SGP nominated substitute riders list for the rest of the season.

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

In the event that no "nominated substitutes" are available, the SGP commission or the international jury **will** select one or more substitute riders.

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

Not applicable to SGP3.

3.5 Wild card rider

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

All **FMNRs** **will** propose riders. Proposals must be made in writing to the FIM/CCP administration not later than **21 days** prior to the race meeting.

The SGP commission will make the final approval and nominations.

After nomination, the official SGP entry form for wild card & track reserve riders must be duly completed and signed by the rider and FMN. The FMN is responsible for completing and submitting the entry form to the FIM/CCP administration at least **10 days** before the race meeting to which the rider is nominated.

Furthermore, the rider commits by signature to be fully aware of all the FIM rules; to accept them all and to compete in the SGP race meeting for which **the rider** 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/CCP administration not later than **21 days** prior to the race meeting. The SGP commission will make the final approval and nominations.

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

The FMN is responsible for completing and submitting the entry form to the FIM/CCP administration at least **10 days** before the race meeting for which the rider has been nominated.

Furthermore, the rider commits by signature to be fully aware of all the FIM rules; to accept

them all and to compete in the SGP race meeting for which **the rider** 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 **heat** points scored at the completion of heat 20.

SGP3: The 2 track reserve riders will be riders placed 9th from each of the semi-final race meetings.

3.7 Starting number selection

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

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

All riders are required to gather at the line up zone to select their start number. The riders are required to be fully suited 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. **When there is a sprint race, the first four selections will be determined by the finishing order of the sprint race.**

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 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 **in a designated area** before the time expires. Any rider not present at the line up zone within this time limit will lose their allocated turn and will be given the last starting number selection.

Not applicable to 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 **will** be no later than 30 minutes before the first international jury meeting. When a rider has signed on, **the rider** is deemed to have entered the race meeting and is not permitted to take part in any other motorcycle race meeting until the completion of the SGP race meeting.

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, the international jury **and WBDS' representatives** will be permitted to attend the briefing. The race director may call for additional meetings with the riders if considered 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 **SGP** logo on shirts/uniform/clothing. All persons having duties in the pit area must observe a reasonable dress code.

Recommended for SGP2 and SGP3.

4 TRACKS / STADIUMS

4.1 Tracks

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

licence. The track must comply with “FIM track standards for Track Racing circuits” (STRC) and with the “FIM SGP operations manual.”

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

Non-permanent tracks:

The **international jury and the clerk of the course** 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 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 **international jury and the clerk of the course** must carry out a track inspection and if necessary, order any measure(s) to comply with every security provision for riders, officials and spectators. The SGP riders will have the possibility to walk around and inspect the track **at the times** 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 “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 SGP promoter will carry out a stadium facilities inspection prior to the SGP race meetings for final approval. If further inspection is needed, the organiser must pay the travel expenses and hotel accommodation costs.

4.5 Pits

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

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

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

The pits' marshal is responsible for ensuring that:

- **all necessary equipment, including fire extinguishers and emergency tools are in order (see FIM STRC regulations).**
- **riders and machines carry the correct riding numbers.**
- **riders are equipped with the correct helmet colours before they leave the pits.**
- **riders are equipped with the correct race suits, race jackets (when applicable), fork covers and transponders.**
- **nobody smokes/vapes in the pits area.**
- **during the qualifying practice and the race meeting, except for the riders, only persons who have reached their age of 16 can enter the pits with valid accreditations.**
- **no rider, mechanic, manager or delegate goes on the track when track maintenance is in progress.**

5 MOTORCYCLES AND EQUIPMENT

Motorcycles and all riders' equipment must conform to FIM Track Racing technical 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 machines and equipment must be checked in accordance with FIM Track Racing technical rules.

The referee, jury president or race director **can** order any engines or machines to be re-checked or re-tested at any time, during **or after** qualifying practice or racing. Furthermore, the weight **and engine RPM** of some machines chosen at random, must also be checked during the race meeting.

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

5.2 Fuel

Only pure methanol **must** 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, the referee, the race director or **the FIM technical director** can order sampling of fuel during **or after** the race meeting.

5.3 Tyres

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

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

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

5.4 Artificial heating of speedway tyres

The referee **will** immediately disqualify a rider whose motorcycle's rear tyre has been artificially warmed 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.

5.5 Front fork covers

The SGP promoter will supply three sets of front fork covers to each rider. It is compulsory to fit these covers on the motorcycles during **the race meeting** machine examination, qualifying practice, racing **and opening/prize giving ceremony**. 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 race meeting.

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

5.6 Number of motorcycles

Each rider will be permitted a maximum of 2 motorcycles in the pits before the **start of the qualifying practice and the race**.

The 2 motorcycles must be placed in the rider's allocated pit area immediately after the machines have passed the machine examination. Motorcycles taken outside the controlled pits enclosure or track area shall be re-presented for inspection before they can again be placed in the allocated pits area.

Any extra motorcycles can be parked in the specially provided **spare bikes** area, near to the

pits.

5.7 Motorcycle side number

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.

Recommended for SGP2.

Not applicable to SGP3.

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 (**or the riders' draw number for wildcards and reserve riders**) must be fitted to all machines for qualifying practice and racing (for duration of the race meeting, in other words: from **the first** technical inspection until the opening of the parc-fermé).

Recommended for SGP2.

Not applicable to SGP3.

5.7.2 Figures and sizes

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

Numbers shall not be overlapping. The minimum dimensions of the figures being: height of figure: 100 mm.

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

Recommended for SGP2.

Not applicable to SGP3.

5.8 Riding number jackets

Each rider accepted for the SGP **series** will be allocated an SGP number between 1 and 15, which will be valid for the SGP **ranking list** 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 **FMNR** wild card rider and riding numbers 17 and 18 to the **FMNR** 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 **allocated SGP** number is deemed to be the better placed rider.

Additionally, the 15 permanent and 7 substitute SGP riders **can** apply to use their own personal racing numbers on their race suit, **race jackets** and bikes. They **can** choose any riding number with a maximum of 3 digits provided that it has not previously been used by another SGP rider over the past two seasons. The number cannot start with a 0. Riding numbers 1 to 20 are reserved for the use of FIM only.

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

The SGP promoter will supply the riding number jackets to **FMNR** wild card, **FMNR** track reserves and any SGP substitutes.

The 15 permanent SGP riders will incorporate the race jacket design on the front and rear of the personal race suit, **see diagram 1**.

It is compulsory for each rider to wear their riding number jacket or race jacket design on race suits at all times during TV interviews, draws, qualifying practice, opening ceremony, press conferences, racing, **closing** ceremony and in the pits area. **The rider's national flag must be displayed in the middle upper chest, the FIM logo must be displayed on the right side and the SGP logo on the left side (heart side). Each element must be 50mm high minimum and homothetic to the format. The main sponsors of the SGP series must be displayed on the chest, as per WBDS' contract.**

The logos and flag must be marked in such a manner as to be clearly visible. The covering of any part of the 4 elements 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 personal advertisements and must not cover any of the above-mentioned 4 elements. The SGP promoter reserves the right to supply stickers to be used on the neckbrace.

For the rear of the SGP race suit, the riders' racing number and name must be marked in such a manner as to be clearly visible. The number must be a minimum height of 150mm and homothetic to the format.

The covering of any part of the number in any way is not permitted. Where a rider wears a neck brace, the neck brace must be free of any personal advertisements and must not cover any of the above-mentioned elements.

The SGP promoter reserves the right to supply stickers to be used on the neckbrace.

The SGP promoter will offer a race jacket to a rider wearing a race suit not conforming to the regulations.

Each rider is responsible for their 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.

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

The 15 permanent and substitute SGP2 riders can apply to use their own personal racing numbers on their race jackets. They can choose any riding number with a maximum of 3 digits provided that it has not previously been used by another SGP2 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.

The SGP promoter will supply the riding number jackets for the SGP2 permanent, **FMNR** wild card, **FMNR track** reserves and any SGP2 substitutes.

Each rider qualified for the SGP3 final will be allocated a number between 1 and 18. The structure of the SGP3 final riding numbers is based on the **ranking list from the semi-finals results.**

The SGP 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. **The covering of any part of the race jacket in any way is not permitted.**

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 **can** affect the structure or durability of the helmet **can** be made only in accordance with the manufacturer's precise recommendations and specifications.

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

In every heat/race and according to the allocated gate position, the riders must use the coloured helmet or the helmet cover, in the corresponding colour, 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 **on diagram 2**. On the coloured area it is permitted to have **three** adverts (**two for SGP2 and SGP3**) with a maximum area of 50 cm² **for each advert**. Every rider's helmet or helmet cover is considered as a part of the rider's personal equipment.

6 QUALIFYING PRACTICE for SGP and SGP2

Date and time of the qualifying practice **will** be clearly stated in the SR. Qualifying practice is compulsory for **all** 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 **4**. Each rider will have **two** runs.

2024 Warsaw and Cardiff: After the two qualifying practice runs, the fastest rider of each of the four groups will be selected for a sprint race (heat 0).

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 **be** ready in the lining-up zone, within the time limit of the rider's group. On the order of the race director, **the rider** will be permitted to enter the track. Riders must practise according to the official qualifying practice order (**1-4/5-8** etc.). However, if the rider is not ready, **the rider** will miss that run.

The race director **can** change the qualifying practice schedule according to the circumstances if this is necessary.

Managers, team members, mechanics of machines etc. are not permitted on the centre green. It is forbidden to make practice starts 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 **qualifying practice schedule**.

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

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

If 2 or more riders are tied on time, the second fastest time will be taken in consideration to determine the best placed rider. If the tie still persists, the third fastest time will be taken in consideration.

SGP3: Riders will be divided into groups of 4. Each rider will have two runs.

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 must supplement the display of the **qualifying practice** classification **in the pits**.

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

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

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

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

A timekeeper officiating at a SGP race meeting must have at their 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 SGP commission, including transponders. During the machine examinations, the **three** transponders will be given to the rider.

The 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 the riders. The rider is the sole person responsible for the above-mentioned proceedings. The loss of the transponder during the race meeting will result in a fine of 200 EUR.

The starting line must be marked (white line on the ground, start gate etc.). The timing line (transponder loop) will **transmit** on the start line.

The classification of riders in the **qualifying practice** will be calculated on the basis of achieved times.

Not applicable to SGP3.

7 Opening ceremony

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

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

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

8 RACES

8.1 Race format

Competition for individual riders: 16 riders plus 2 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)

2024 Warsaw and Cardiff:

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

Rider's gate positions for the sprint race (heat 0) will be chosen by the riders, in the order determined by their position after the qualifying practice. The fastest rider of the four

groups will have first choice of gate position, followed consecutively by the riders in second, third and fourth positions.

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

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).

The winner and second placed riders in each semi-final will qualify for the final.

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 (race 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 **selection** order of the two winners and the two second placed riders **will** be determined by the intermediate classification. The rider with the highest intermediate classification having the first choice, and so on.

For the **selections**, a 2 minutes countdown clock will be displayed in the pits near the **line-up zone**. Upon the order from the **jury president**, the 2-minute countdown time will start and the riders must be present by the **line-up zone** before the time expires.

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

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

2024 Warsaw and Cardiff:

Sprint race	GATE 1	GATE 2	GATE 3	GATE 4
The fastest riders of each of the four groups from the qualifying practice				

SGP/SGP2 RACE FORMAT

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

Track grading				
Heat 13	7	12	14	1
Heat 14	2	13	8	11
Heat 15	16	3	10	5
Heat 16	9	6	4	15
Track grading				
Heat 17	1	8	15	10
Heat 18	9	2	7	16
Heat 19	3	12	13	6
Heat 20	5	14	11	4
Track grading				
Rider's gate positions for races 21, 22 and 23 will be selected according to art. 8.1.				
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	GATE 2	GATE 3	GATE 4
Heat 1	1	2	3	4
Heat 2	5	7	6	8
Heat 3	10	11	9	12
Heat 4	15	14	16	13
Track grading				
Heat 5	13	1	5	9
Heat 6	14	10	2	6
Heat 7	11	15	7	3
Heat 8	4	8	12	16
Track grading				
Heat 9	6	16	1	11
Heat 10	12	5	15	2
Heat 11	8	9	3	14
Heat 12	13	4	10	7
Track grading				
Heat 13	7	12	14	1
Heat 14	2	13	8	11
Heat 15	16	3	10	5
Heat 16	9	6	4	15
Track grading				
Heat 17	1	8	15	10
Heat 18	9	2	7	16
Heat 19	3	12	13	6
Heat 20	5	14	11	4

SGP3: 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. The race director shall give the order that the opening ceremony of the riders **will** enter the track.

8.3 2 minutes time allowance

Upon the order from the race director, the pits gate **will** be opened; the referee **will** start the 2

minutes time allowance for that heat/race and riders **will** have access to the track. The race director has the option to use a 1 minute time allowance for a restart after an unsatisfactory start.

A 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 their rider's bike within the controlled area. Mechanics **can** only leave the controlled area to assist their rider in an emergency.

Riders must proceed as directly as possible up to the starting tape and be ready to start within the 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 **will** be disqualified from the heat.

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

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, **the heat/race can be immediately stopped and a restart can be ordered**.

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

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

In circumstances where the referee 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/race, the referee **can** allow the heat/race to continue and issue the warning after the heat/race is completed. In these circumstances the offending rider must be informed before leaving the pits for the next heat.

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

8.5 Timekeeping

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

8.6 SGP qualification system

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

The current year's final overall SGP **series** classification, after removing any rider 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 **series** as follows:

- The top 6 riders of the final overall **2024** SGP **series** classification (including any nominated substitute rider) will be directly qualified for the **2025** SGP series.
- The top **4** riders from the **2024** SGP challenge (**art. 1a of the FIM Track Racing appendices**) will be directly qualified for the **2025** SGP series. Should a rider who has qualified from the **2024** SGP challenge also be in the top 6 of the **2024** final overall SGP **series** classification, the next available rider from the **2024** SGP challenge will be selected.
- The winner of the **2024** FIME Speedway European championship will be directly qualified for **2025** SGP series. Should the **2024** FIME Speedway European champion also be in the top 6 of the **2024** final overall SGP **series** classification, or the top **4** riders from the **2024** SGP challenge (**art. 1a of the FIM Track Racing appendices**) then an extra additional rider will be nominated by the SGP commission.
- **4** additional riders will be nominated by the SGP commission.

- 1 **FMNR** wild card rider per race meeting decided in accordance with art. 3.5.
- Should a rider withdraw after the publication of the official rider line-up for the **2025** 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 **SGP** race meeting classification will be produced, showing the SGP points achieved by each participating rider.

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

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

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

The two riders who finish 3rd in each of the semi-finals will be 5th and 6th in the 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, **that rider** will be placed 6th in the race meeting classification.

The 2 riders who finish 4th in each of the semi-finals will be 7th and 8th in the 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, **that rider** will be placed 8th in the race meeting classification.

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

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

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

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

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

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

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

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

1 st	20pts
2 nd	18pts
3 rd	16pts
4 th	14pts
5 th	12pts

10 th	7pts
11 th	6pts
12 th	5pts
13 th	4pts
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 sprint race (heat 0) for which they had already qualified, the positions will be determined by the order, in which the participating riders cross the finishing line, then by the order in which each of the other riders was disqualified or withdrew. If this fails to determine a result, then their relative positions in the qualifying practice will apply with the higher ranked rider taking precedence.

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

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

The referee is the only person authorised to 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 championship classification from the 1st to 18th place according to the total heat points each rider has scored during the race meeting. All heats have pre-fixed starting positions in accordance with the race format.

9.2 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 or 20:

- Precedence will be given to the riders (tied on heat 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).
- 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.
- If the tie still persists and involves more than 2 riders, it will 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.

- 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:

- 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).
- 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.
- 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 SGP3 heat 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.

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 series classification

In case of riders tied on SGP points in the intermediate SGP series_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.

Not applicable to SGP3.

The overall SGP series classification

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

1. Run-off for 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 Run off heats

In all run off heats concerning ties, the starting positions at the gate will be chosen by the riders in the presence of the race director. The order will be determined by the SGP championship classification.

Starting area:

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

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

Precedence will be given to the rider having the greatest amount of SGP 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.

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

9.4 Results and SGP points

At the end of each SGP race meeting, SGP points will be awarded to the riders from 1st to 16th place.

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

Not applicable to SGP3.

9.5 Official results

The SGP secretary is responsible for sending via email the SGP official results, which must be submitted to the jury president and referee for approval.

9.6 Communication of results

Immediately after the last international jury meeting, the SGP organiser must make available in the press room for all the persons concerned with the race meeting, copies of the officially approved results, (i.e. heat/race details, race meeting classification, SGP classification). Only the SGP official results spreadsheet **will** be used.

Furthermore, the complete SGP official results spreadsheet will be sent by e-mail to the FIM press list.

9.7 Prize-giving ceremony

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

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

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

9.8 Press conference

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

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

The race director **will** instruct any other officials, 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

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

choice.

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

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

10.3 Guest tickets

The SGP **promoter** must supply each rider and free of charge, 4 tickets for 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 **WBDS** by bank transfer after each SGP race meeting. **The payment is transferred** according to the following scale of prize money **and riders' contract with WBDS**. Should a race meeting be re-staged the following day or the day after that, the prize money will remain the same.

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

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

SGP2

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

SGP3

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

11 ALCOHOL AND DOPING CONTROLS

Alcohol controls must be carried out in accordance with FIM medical code. They **can** be made before the start of qualifying practice, 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 **to** the FIM disciplinary and arbitration code.

12.1 Time limit

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

12.2 Right of protest and appeal

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

12.3 Fines

Every breach of the rule **will** be penalised with a fine or penalised with another sanction provided for in the FIM disciplinary and arbitration code. The international jury **must** 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
Absence without having advised the FIM in writing or absence after having advised the FIM in writing but for a reason not accepted by the international jury	16'500€
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€
Arriving after the start of heat 1 (for a reason not accepted by the jury)	600 € + disqualification from the race meeting
Non-respect of the mechanics' line	First offence: Warning* Second offence: 300€
Race suit not conforming during the qualifying practice, start number and gate selection, sprint race, opening ceremony, race meeting, prize-giving ceremony, press conference and in the pits area. ----- Not applicable to SGP2 and SGP3	First offence**: 16'500 € Second offence: 16'500 € + disqualification from the race meeting

Riding number jackets (when applicable) not worn during the qualifying practice, start number and gate selection, sprint race, opening ceremony, race meeting, prize-giving ceremony, press conference and in the pits area.	First offence**: 16'500 € Second offence: 16'500 € + disqualification from the race meeting
SGP2	First offence**: 2'500 € Second offence: 2'500 € + disqualification from the race meeting
SGP3	First offence*: 400 € Second offence: 400 € + disqualification from the race meeting
Front cover not fixed on the bike during the TV interviews, draws, practice, opening ceremony, press conferences, racing, prize-giving ceremony and in the pits area	First offence**: 16'500 € Second offence: 16'500 € + disqualification from the race meeting
Any part of the race jacket/front suit/front fork cover covered by any object	First offence**: 600 € Second offence: disqualification from the race meeting
Bike covers not conforming during the qualifying practice, start number and gate selection, sprint race, opening ceremony, race meeting, prize-giving ceremony, press conference and in the pits area.	First offence**: 16'500 € Second offence: 16'500 € + disqualification from the race meeting
<i>Not applicable to SGP2 and SGP3</i>	
Helmet covers or helmet colours not conform (art. 5.9 and diagram helmet colours)	First offence*: 600€ Second offence: Disqualification from the race meeting
Team member not wearing a team colour uniform	300€
<i>Not applicable to SGP2 and SGP3</i>	
Lost or forgotten pass	70€
Lost of forgotten transponder	200€
Emptying the pit boxes before the final is completed	1000€

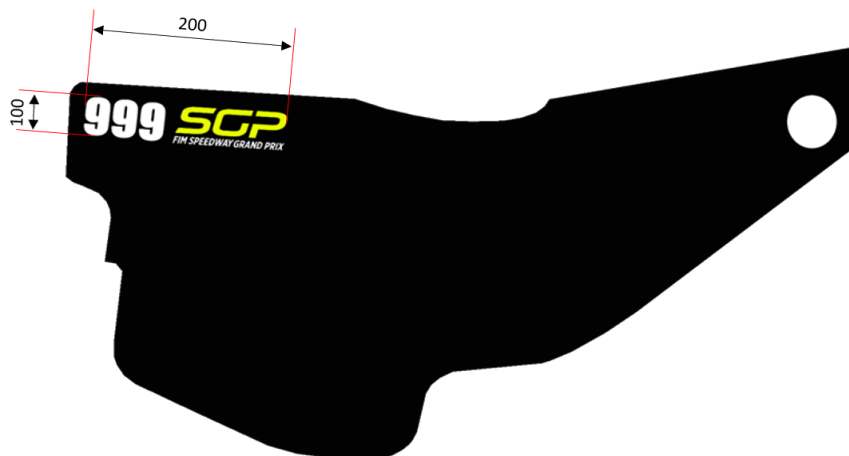
*will be carried out during one race meeting.

**will persist all season long.

Riders are responsible for their team members.

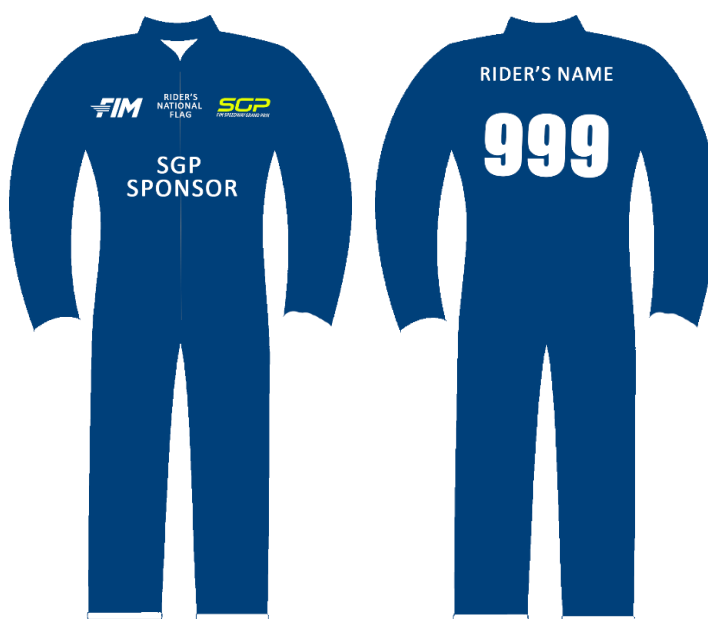
All other offences to the rules will be penalised according to the FIM regulations.

DIAGRAM 0 - BIKE COVERS See art 5.7



Not applicable to SGP2/SGP3

DIAGRAM 1 - RACE SUIT See art. 5.8



Not applicable to SGP2/SGP3

DIAGRAM 2 - HELMETS See art. 5.9

