

FIM Speedway Grand Prix 15 Game Manual

version 1.0.1

Controls

[Arcade Driving Mode](#)

[Simulation](#)

[Techniques for beating curves](#)

Game Mode

[Training](#)

[Single Heat](#)

[Single Event](#)

[Season 2015](#)

Garage Zone

[Engine](#)

[Clutch](#)

[Tyre](#)

[Frame](#)

[Oil](#)

[Tournament Parts](#)

Tuning

[Tyre Pressure](#)

[Gear Ratio](#)

[Maximum Engine RPM](#)

[Engine Torque](#)

Tracks and Grip

[Grip and track dusting](#)

[Gates](#)

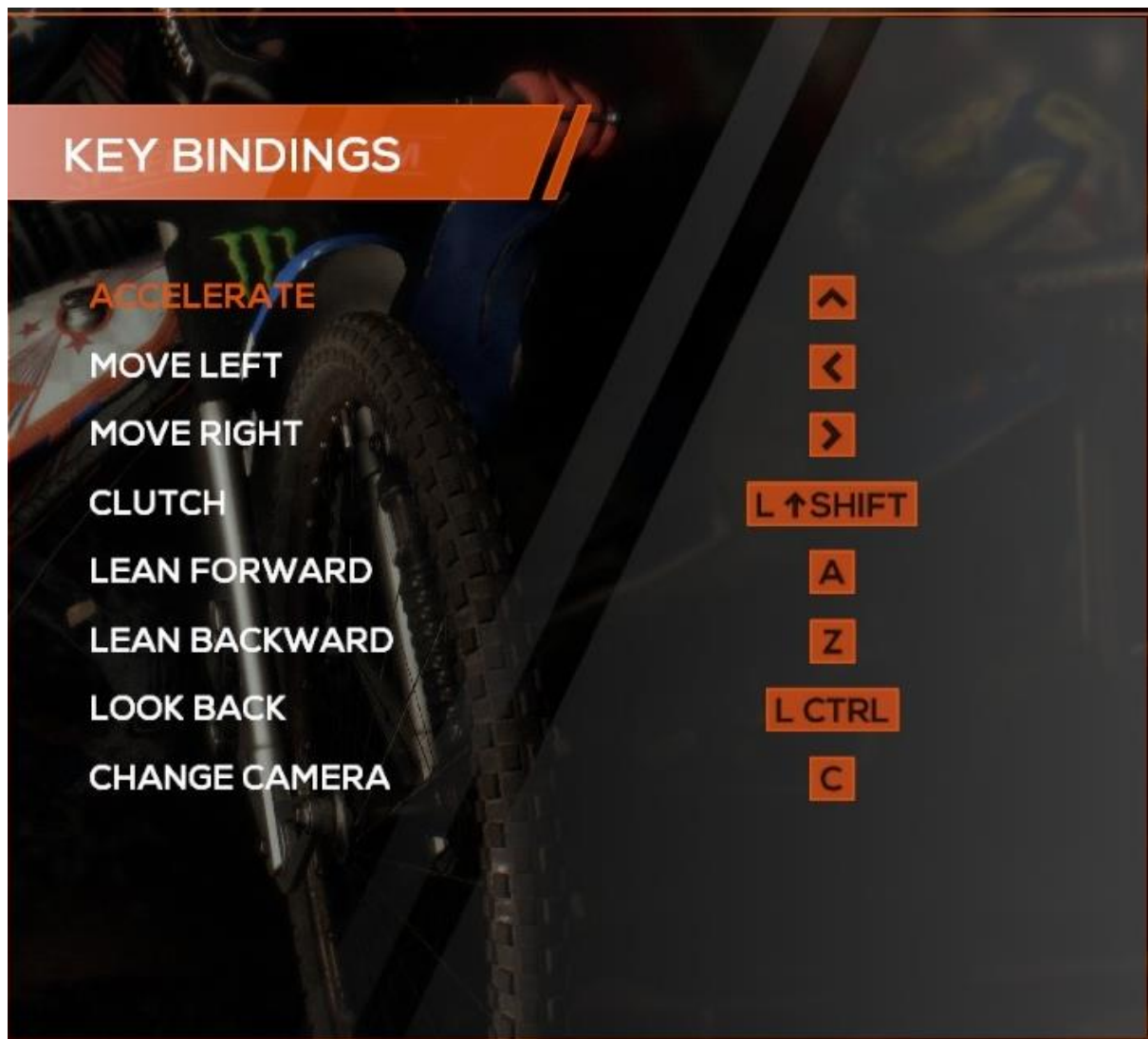
Basic Event Rules

[Event Formula](#)

[Exclusion](#)

[Ties](#)

Controls



Complete the Tutorial while in training mode to learn the basics of driving. You can always reset it in your training options and complete it again.

FIM Speedway Grand Prix 15 offers two driving modes: **Arcade** and **Simulation**.

Arcade Driving Mode

The Arcade mode is directed to players without much experience with racing games as well as those who simply don't want to worry about all the aspects of controlling their bike, and instead prefer to focus on competing with other players and on setting up their motorbikes.

You don't need to bother about leaning on the motorbike in this mode. Your selected contestant will do that for you and will lean forward in the right moment whenever you need to fold. Clutch work is simplified here and only requires you to press the clutch key once to set off the starting line.



If you decide you've master the Arcade mode and are now looking for greater challenges, you can change your driving mode at any time in the game's main menu.

Simulation

The Simulation mode is aimed at more advanced players who want to take full control over every aspect of the ride.

In this mode, your contestant's body balance comes into play. Lean forward at the starting gate to avoid falling down as well as while taking a turn to lean in with your bike and enter broadsiding. You can also lean back to load down your rear wheel and gain speed, but be careful not to raise the front wheel from the track's surface, as it can lead to a fall. It is best to load down the rear wheel on straight ways and when you control your machine with confidence.

At the starting gate in Simulation mode, you have complete control over the clutch. Hold the clutch key in order to prevent the bike from going and keep track of the engine's RPM. When the starting tape goes up, **release** the key to turn the clutch on (initiate the drive) and start.

Note that since the first usage of the clutch in a given heat, releasing the accelerator without clutching can stall the engine, making it stop.



If you decide that the Simulation mode is too hard, you can always change the driving setup in the game's main menu.

Techniques for beating curves

Speedway racing on classic tracks makes use of a distinctive technique for getting through curves, the so-called broadsiding. It allows the rider to maintain a high speed on a curve and after leaving it.

While entering a bend, you need to load down the bike and turn left, holding on to your accelerator. When turning at a high speed, the rear wheel is going to gain a decreased level of crosswise friction and enter skidding - so the rear of the bike is going to skid outwards and put the bike in rotational movement. At that point on, by controlling the bike's angle and by balancing the load of the front wheel, you should be able to hold a regular distance from the inner side of the track and boards.

While leaving the curve, slowly transfer your body balance to the bike's rear, which will cause the rear wheel to stop skidding and the bike will return to its straight riding mode (on a tangent to the previous turning path). The sooner you load down the rear wheel, the higher the speed you will obtain on a straight line. If you do this too early, though, you will risk getting thrown out of the track and hitting a board or losing control over your machine. So remember also not to release the throttle nor use the clutch while beating a curve! Decreasing the rear wheel's speed during broadsiding suppresses the bike's rotational movement and can be quite dangerous.

Game Mode

FIM Speedway Grand Prix 15 has four game modes: Training, Single Heat, Single Event and Season 2015.

Training

Training is a mode which not only can you learn how to drive in, but also get to know each stadium and perfect your skills at it.

You can select a number of laps to your liking - but particularly, without limitations, practise your ideal lap as long as you please. Decide if you want to practise the starting sequence. Choose a gate or start from a random one. In order to be able to track your progress better, you can race with your own ghost, who will repeat your best lap or best score in the current training session.



Remember! When in Training mode, you can always revisit every piece of tutorial advice by means of a special option, available at the start of a training session.

Single Heat

If you feel you have come to grips with the basics of driving, you can try your hand at single heats. It is a heat against 3 other contestants.

Select who you want to compete with along with the riders' difficulty level and start the competition! You can retake the mode until you feel like you have mastered it.

You can also play the mode **online** and with friends. Simply create or join an existing game and instead of AI, select slots that you would like to open for other players. If you don't want a full team, select the „Empty“ option.



Remember! You don't have to leave to the game's menu to select a different track. You can change it in the player selection menu.

Single Event

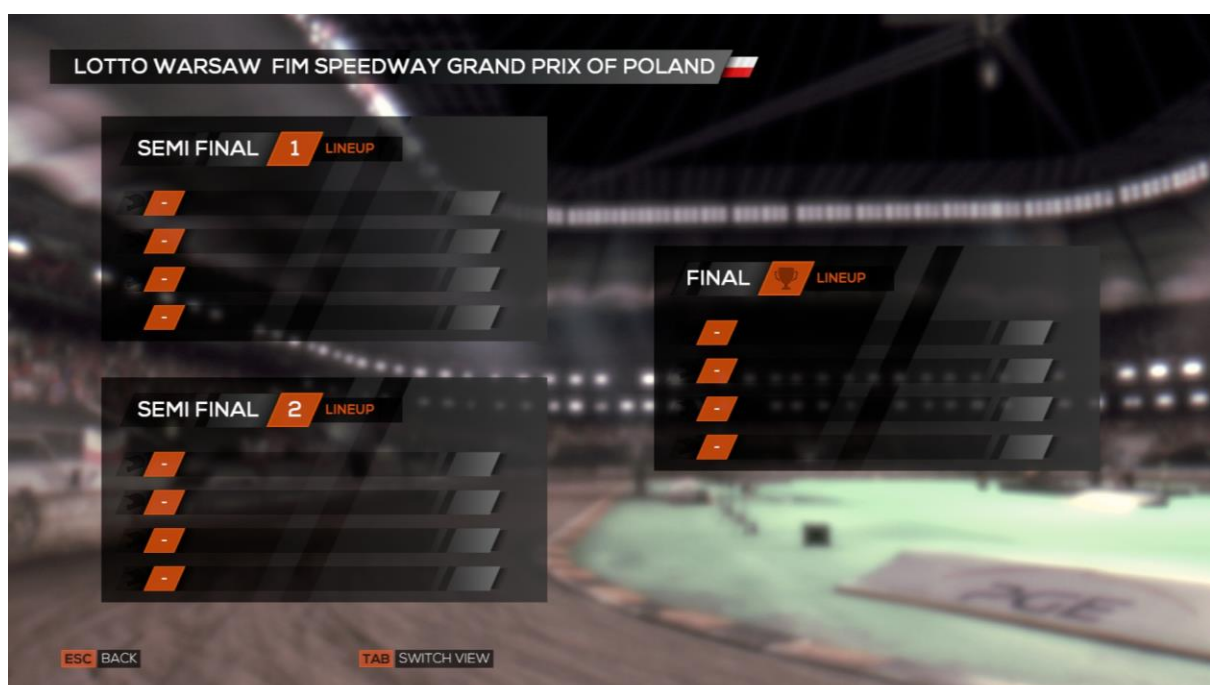
Single Event is a mode in which you will play a full tournament at one of your unlocked stadiums. Details regarding a Grand Prix tournament formula are discussed in the last chapter of this manual. An event consists of 23 heats divided into two stages: fundamental and final.

The player takes part in 5-7 heats from among them. Heats that don't involve the player (comprising solely of AI contestants) can be watched, but they can just as well be skipped one by one or altogether, until the next heat which the player participates in.

In the fundamental part, each contestant takes part in 5 heats, so that he can race against everyone. Before each heat in this stage, you can take a look at the current event programme and see in which heat, against whom and from which gate you are going to start.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1 A. JONSSON #100																				
2 M. J. JENSEN #52																				
3 M. ZAGAR #55																				
4 T. H. JONASSON #30																				
5 G. HANCOCK #45																				
6 C. HARRIS #37																				
7 N. PEDERSEN #3																				
8 M. JANOWSKI #71																				
9 K. KASPRZAK #507																				
10 WILD CARD #16																				
11 J. HAMPEL #33																				
12 C. HOLDER #23																				
13 T. BATCHELOR #75																				
14 J. DOYLE #69																				
15 T. WOFFINDEN #108																				
16 N-K. IVERSEN #68																				

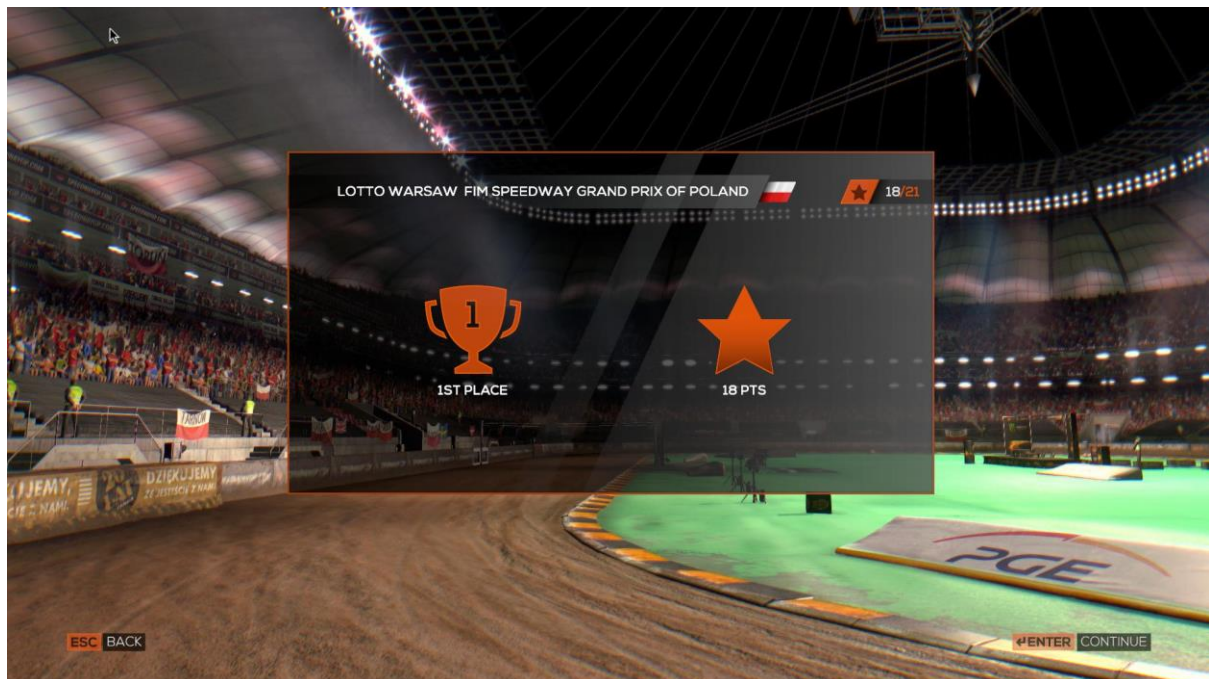
Keep track of your points! In order to get into the final stage and participate in the other event's heats, you need at least one top score of the 1-8 part tournament ranking after a series of all the 20 heats of the fundamental stage.



Coming first or second in the final heat guarantees participation in player's last, seventh, heat in a given event - the grand final.

The winner of the final heat becomes the winner of the whole event.

After the finals, points collected during the event are saved in your profile. Collect points in order to unlock tracks for the Single Event mode!



If you want to play at a different stadium, collect the required amount of points in Events that you already have access to in order to unlock the other stadiums.

Season 2015


The Season mode is the most complex mode in FIM Speedway Grand Prix 2015.

In this mode, you will take part in all of the twelve events of the 2015 Season! After each tournament, the amount of collected points during the whole tournament (including the final and semi-final heats) is going to be added up. After a full 12-tournament cycle, an Individual Grand Prix 2015 World Champion is going to be determined. This title is given to the winner of the largest total number of points at the end of all the events' series.

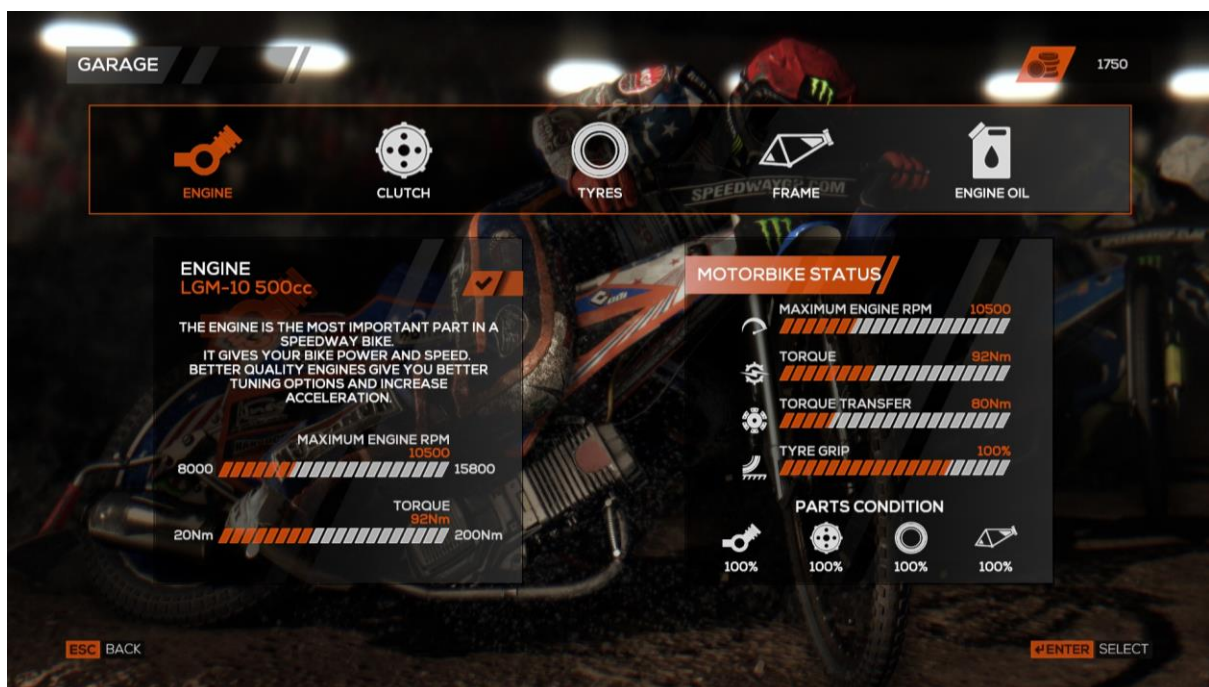


Points collected in the Season mode **are not added** to the reserve that unlocks stadiums in the Single Event mode.

The Season mode also offers a complete garage zone. Here, you will be able to manage the condition of your machines throughout the whole season. Taking top places in events will grant you appropriate payment, which you can use to your benefit when preparing for the next tournament. You can utilize your collected money to repair worn out parts or purchase new parts in place of or in addition to your currently used ones.

 The cost of repairing parts increases in respect of their usage. The more worn out a part, the higher the cost of repairing it. Try to maintain your parts in good condition.

Garage Zone



Engine

Engine is the heart of a speedway motorbike. It is up to the engine to provide your machine with power and speed. Better engines offer a wider choice of tuning and increase acceleration.

The engine's maximum RPM determine how fast you can go. Engines with higher parameters will allow you to achieve higher speed.

Torque affects your acceleration. The higher it is, the quicker you will gain maximum speed.

There are a number of engines available for purchase. It is up to you to decide which one to use on which routes.

For long routes, invest in maximum RPM, while selecting the highest torque for short ones. When it comes to medium routes, you'll have to decide what you are best at and choose your own strategy!



You will find more on wear and tear as well as engine tuning in the Tuning section.



Clutch

The clutch has a significant impact on starting and accelerating on straightaways. Better clutches can transfer more power and guarantee advantage at the start.

While racing, clutches are exposed to extreme conditions, which makes them wear out quite fast. A worn out clutch loses its torque transfer. The highest wear and tear with respect to clutches takes place during high RPM of the engine, while the clutch is disconnected (the clutch key is pressed) and motor power is lost with friction between clutch discs. Speedway motorbikes make exclusive use of the so-called dry clutch system, without oil cooling!

Transferring clutch torque affects the way a machine behaves at the start of a heat and in the Simulation driving mode - it also affects the driver's body balance required after the start. Select a clutch that suits your engine best.



To achieve optimal effects, torque transfer should equal two times the engine's torque.



Tyre

The rear tyre plays a key role and is the most frequently changed component of a speedway machine between heats.

A higher-quality tyre provides higher speed thanks to better grip and makes it easier to control a motorbike. Tyres wear out pretty fast, though, resulting in their irreversible grip loss. A completely or partially worn out rear tyre can be replaced between heats.

When changing a tyre for a different one of the same type, the old tyre is simply thrown away and does not undergo any repair! Find and decide on your strategy of using and replacing tyres.



Before each event, tournament organizers provide you with 5 free and intact tyres with basic grip parameters. Don't forget about them and use them well.

Frame



The frame is a part which keeps all parts of your bike together and protects them from collisions. Better frames can increase protection of parts, but they can also increase a bike's weight.

The higher the protection value, the lower the chance of your parts getting worn out during collisions. A damaged frame loses its protective features.



The minimum accepted weight for a bike to be allowed into an event is 77kg. It is the lightest frame that gives you the highest speed.



Oil

Oil has a very important task - it protects your engine during an event. If you care about your engine, invest in its protection. After each event, oil is released from the engine, and it is exchanged for oil of the same type or for free oil with basic protection parameters in case of a stock-out. To make things simple, the game always uses one unit of oil per event, regardless of

the number of engines that are used.



Remember! You can buy more than one unit of oil of higher quality if you're afraid you're going to forget to change it after a heat.

Tournament Parts

During an event, there is no option to buy new parts anymore. You can only utilize all of your previously purchased parts. You can, however, change them without any limitations before every heat.

Before each event, you are entitled to **one** and only one training session. You can practise at a stadium with all the options that are available in the Training mode. Test your parts and exchange them. You can also adjust your bike in the Tuning options.



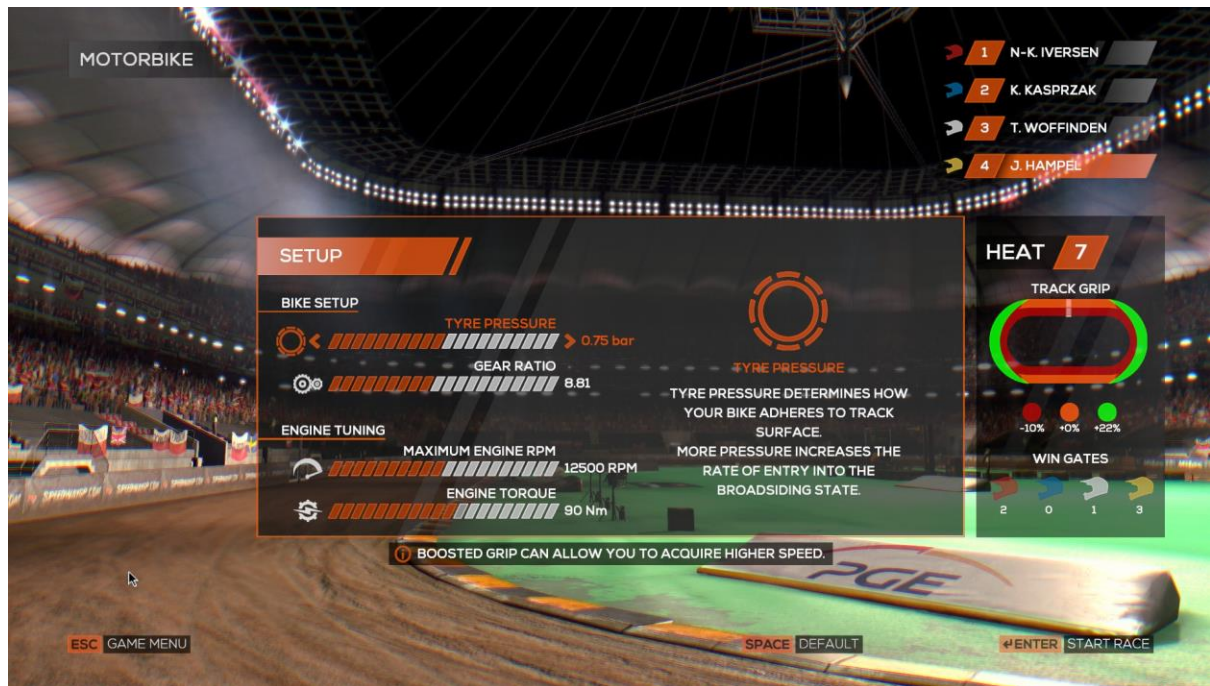
Remember! **Parts do not undergo wear and tear** during a training session. This is why you should test your motorbike before each tournament round.

Tuning

FIM Speedway Grand Prix 15 gives you access to a motorbike tuning panel before each heat, which is divided into two groups of settings:

Motorbike settings - consisting of tyre pressure and gear ratio as well as

Engine settings - where you change the maximum RPM and torque.



Tyre Pressure

Tyre pressure affects a machine's grip. Higher pressure will make the motorbike more responsive on curves.

Pressure is a personal matter, you may need different pressure on each track. Test, train and find the most optimal setting for yourself.

Gear Ratio

Gear ratio translates into your acceleration as well as maximum speed. A higher gear ratio value will provide a better start at the cost of maximum speed.

For longer routes, it is better to choose suitably small ratio to gain as high maximum speed as possible - but high enough for the engine to gain the required RPM. There is no gearbox!

For smaller stadiums with shorter tracks, you don't need so much speed; so you can opt for a better start to gain advantage. Additional acceleration can come in handy more than once during a heat, and in the least expected circumstances...

Maximum Engine RPM

The engine's RPM affect maximum speed. The higher the RPM, the faster you can go. Raising (turning up) the RPM increases, however, your engine's wear and tear.

A worn out engine, on the other hand, loses power (torque) and the risk of getting damaged goes up.



Use tuning with caution! Turning the engine up for all heats may result in its very fast wear and tear and a higher risk of damage during the final, key heats for the tournament's results.

Engine Torque

Engine torque affects acceleration. The higher its value, the higher acceleration. Higher torque increases the risk of engine failure.



New and fully functional engines have a small, but still, chance of failure.
The more worn out the engine is, the higher the risk of its failure.

Tracks and Grip

In FIM Speedway Grand Prix 2015, all of this season's tracks of various sizes are present. Tracks, generally speaking, are divided into short, medium and long. You should check a track's length before each event, as this is its key parameter due to the length of straightaways and bends.



Remember to adjust engine and gear ratio to the length of a track.

Before a heat, on the tuning screen in Single Event and Season 2015 modes, you will also be able to look at the current information about the **track's surface**.



Grip and track dusting

During a speedway competition, after each heat, parts of a track's surface get dusted on outer bends, slightly increasing the track's grip on that part of the track.



The higher the grip, the higher speed is possible. Check grip on the tuning screen and watch the track to get a feel of where the increased grip is.

IF the track is fresh - the inner bend is usually the most optimal (shortest) path.

IF it is dusted - the fastest path is the outer bend, due to its grip.



Remember that every four heats the track is graded with machines!

Track grading takes place before heats numbered: 5, 9, 13, 17, 21



Riding with your rear wheel on a track left by a rival motorbike that is going ahead of you also somewhat increases grip.

Gates

On the tuning screen, you can also see useful figures presenting the number of won heats in the current event from particular gates. This information can help you select a suitable gate in the finals. This choice can have a great impact on your chances of winning the competition.

Basic Event Rules

Event Formula

16 contestants take part in every event: fifteen regular participants of the Grand Prix season as well as a Wild Card contestant, selected separately for every event, who goes with the number #16.

Each event consists of 23 heats.

- fundamental stage - 20 heats (heats no. 1-20)
- semi-finals - 2 heats (heats no. 21-22)
- grand final - 1 heat (heat no. 23)

All heats comprise of maximum 4 contestants, who compete within 4 laps. Every contestant will be given points in accordance with the position he has managed to win:

- 3 points for 1st place,
- 2 points for 2nd place,
- 1 point for 3rd place,
- 0 points for 4th place or failure to complete a heat.

In each tournament heat, a contestant is required to use a helmet in a particular colour, depending on the starting gate, for the purpose of identification:

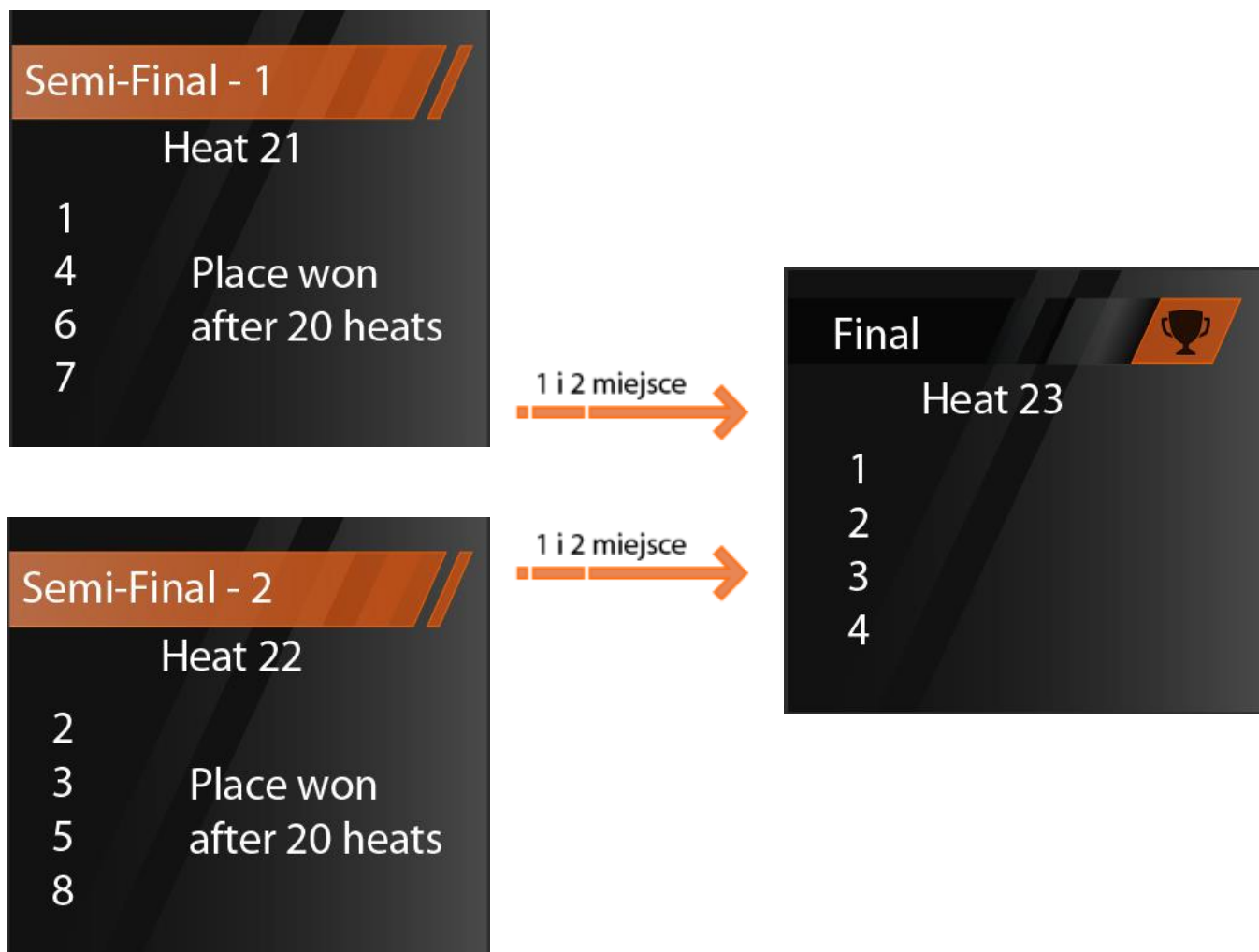
1. red colour - first gate (the closest to the inner side of the track)
2. blue colour - second gate
3. white colour - third gate
4. yellow colour - fourth gate (the closest to the outer side of the track)

In the fundamental stage, the order of heats for every contestant along with the starting gates is set by drawing the starting positions at the beginning of a tournament and applying them to the constant formula of heats.

After twenty heats of the fundamental stage, in accordance to place ranking, eight contestants with the highest score advance to the semi-finals.

In the first semi-final, contestants who won 1st, 4th, 6th and 7th place in the fundamental stage start and that is also the order in which they will select their starting gates.

In the second semi-final, contestants who won 2nd, 3rd, 5th and 8th place in the fundamental stage start and that is also the order in which they will select their starting gates.



The winner of each semi-final along with the contestant at the second place advance to the grand final.

Starting gates in the grand final are selected in the following order:

- 1st place of 1st semi-final
- 1st place of 2nd semi-final
- 2nd place of 1st semi-final
- 2nd place of 2nd semi-final

The winner of the event is the contestant who wins the heat in the grand final, regardless of the number of points he has collected throughout the whole tournament.

Exclusion

A player can be excluded from a heat by the umpire in cases which are strictly indicated in rules and regulations. Each instance of exclusion has its own label and it can be seen on the results screen.

Exclusion involves:

E - engine failure

F - a contestant's fall causing a heat to stop

T - touching the starting tape by a contestant

X - causing another contestant to fall

X - crossing the inner line of the track with both wheels

X - lapping (the leading contestant gets ahead of the last contestant who is currently in the previous lap)

An excluded contestant may not take part in a retake of the heat - such a heat takes place with an incomplete party of contestants.

The umpire makes decisions each time a contestant is to be excluded and the heat retaken!

Ties





In case of a draw after the completion of heat 20, 21 or 22, when two or more contestants have the same number of points, any ties are solved as follows:

- a. Precedence will be given to the riders having the most number of 1st, then 2nd, then 3rd, then 4th placings (Fourth place and zero points in a *completed* heat is still better than being disqualified for whatever reason.)
- b. If the tie still persists and involves only two riders, precedence is given to the rider who won in a direct clash (or clashes) of these two.
- c. If, on the other hand, the tie still persists, and involves more than two riders, then it is checked whether it is possible to determine a proper precedence, e.g.:
 - Rider A has beaten rider B
 - Rider A has beaten rider C
 - Rider B has beaten rider C

In this case, driver A has the best position, then driver B, and finally driver C.

- d. If a, b, c did not solve the tie, then the contestant with the lowest starting number allocated in the season (*GP number*) is treated as the winner of the draw.

The order of starting numbers is permanently set after completing the previous season 2014 and therefore is unambiguous.

		 (inner)			 (outer)
HEAT		CONTESTANTS STARTING NUMBER			
EVENT	1	1	2	3	4
	2	5	7	6	8
	3	10	11	9	12
	4	15	14	16	13
	TRACK GRADING				
	5	13	1	5	9
	6	14	10	2	6
	7	11	15	7	3
	8	4	8	12	16
	TRACK GRADING				
	9	6	16	1	11
	10	12	5	15	2
	11	8	9	3	14
	12	13	4	10	7
	TRACK GRADING				
	13	7	12	14	1
14	2	13	8	11	
15	16	3	10	5	
16	9	6	4	15	
TRACK GRADING					
17	1	8	15	10	
18	9	2	7	16	
19	3	12	13	6	
20	5	14	11	4	
TRACK GRADING					
SEMI-FINAL	21	Contestants who are placed 1,4,6,7			
	22	Contestants who are placed 2,3,5,8			
FINAL	23	Contestants who won 1 and 2 place in semi-final heats			