



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

FIM SPEEDWAY WORLD CUP REGULATIONS 2023



CONTENTS

FIM Speedway World Cup	1-19
<i>Diagrams</i>	20
<i>Ranking list</i>	20

REGULATIONS

1	GENERAL	5
	1.1 Titles	5
	1.2 Descriptions	5
	1.3 National teams	5
	1.4 Dates of the race meetings	5
	1.4.1 Re-staging or abandonment of a meeting	6
	1.5 Supplementary regulations (SR's)	6
	1.6 FIM SWC operations manual	6
2	OFFICIALS	6
	2.1 International jury	6
	2.2 SoN commission	7
	2.3 FIM SWC race director	7
	2.4 Club staff uniform	8
3	RIDERS AND TEAM MANAGERS	8
	3.1 Licences	8
	3.2 Checking of the riders' licences	8
	3.3 Entries	8
	3.4 Team composition	8
	3.5 Starting positions draw	9
	3.6 Signing on	9
	3.7 Team managers' briefing meeting	9
	3.8 Rider's team colours	9
4	TRACKS / STADIUMS	10
	4.1 Tracks	10
	4.2 Stadium facilities	10
	4.3 Track inspection	10
	4.4 Stadium facilities inspection	10
	4.5 Pits entrance	10
5	MOTORCYCLES AND EQUIPMENT	10
	5.1 Scrutineering	10
	5.2 Fuel	11
	5.3 Tyres	11
	5.4 Artificial heating of speedway tyres	11
	5.5 Front fork covers	11
	5.6 Number of motorcycles	11
	5.7 Riding number jackets	12
	5.8 Helmet colours	12
6	PRACTICE	12

7	OPENING CEREMONY	13
8	RACES	13
8.1	FIM SWC final tournament format	13
8.2	Punctuality in starting	14
8.3	2 minutes time allowance	14
8.4	Unsatisfactory start	15
8.5	Timekeeping	15
8.6	FIM SWC qualifying system	15
9	RESULTS	15
9.1	Riders' scores	15
9.2	Ties	15
9.3	Tactical substitute	16
9.4	Replacing an injured rider	16
9.5	Results and final SWC overall classification	16
9.6	Official results	16
9.7	Communication of results	16
9.8	Prize-giving ceremony	16
9.9	Press conference	16
10	TEAMS' REMUNERATION	17
10.1	Travel and hotel expenses	17
10.2	Hotel accommodation	17
10.3	Guest tickets	17
10.4	FIM awards	17
10.5	Prize money	17
11	ALCOHOL AND DOPING CONTROLS	18
12	PROTESTS AND PENALTIES	18
12.1	Time limit	18
12.2	Right of protest and appeal	18
12.3	Fines	18
	HELMETS DIAGRAM	20

1 GENERAL

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

1.1 Titles

The FIM recognises the FIM Speedway World Cup as a FIM world championship for national teams, hereafter referred to as the “SWC”. The SWC race meetings are the sole prerogative of the FIM and shall be organised in accordance with all FIM requirements. The SWC is run in conjunction with promoter Discovery Sports Events hereafter referred also as “DSE”.

The rules of the FIM sporting code, **FIM Track Racing appendices, FIM Standards for Track Racing circuits and FIM Track Racing technical rules**, except where otherwise stated in this regulation.

1.2 Description

4 teams from different nations (FMN's) will compete in each race meeting.

The SWC tournament will have a total of 4 meetings and will be composed as follows:

25th July – Practice & **semi-final 1**

26th July – Practice & **semi-final 2** | Re-staging day **semi-final 1**

27th July – Rest day | Re-staging day **semi-final 2**

28th July – Race off

29th July – Practice & final | Re-staging day race off

30th July – Re-staging day final

1.3 National teams

National teams (e.g. Polish team, Swedish team) are nominated exclusively by their respective FMN. The riders of a national team must be holders of a passport of the country, which they represent.

1.4 Dates of the race meetings

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

To provide for postponements that may be necessary, for example because of weather conditions, the FMNR or the organiser must declare one re-staging date.

If semi-final 1 or 2 is postponed again and cannot be held on the re-staging date, the race meeting

classification shall be decided according to the **2023** ranking list (art 8.1). Highest team ranking, placed 1st; second highest team ranking, placed 2nd and so on.

If the race-off is postponed and cannot be held on the re-staging date, the team qualifying for the final will be awarded to the highest scoring 2nd place team from **semi-finals 1 & 2**.

In the case of teams tied on points, precedence will be given to the team having the greatest number of first, second, third or fourth places. If ties still persist, then precedence shall be given to the highest ranked team (see art 8.1). If either **semi-final 1** or **2** does not reach the full 20 heats the SWC commission will decide the qualifying team to the final.

The re-staging dates must always be the day after the original date of the meeting. This shall be notified in the supplementary regulations (SR's).

If the meeting is postponed again and cannot be held on the re-staging date, the meeting classification shall be decided according to the ranking-list (art 8.1): highest ranked team - placed 1st. Second highest ranked team - placed 2nd and so on.

The SWC tournament has precedence over any other Track Racing race meeting, with the exception of the FIM Speedway Grand Prix race meetings.

1.4.1 Re-staging or abandonment of a race meeting

If a SWC 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 meeting must be re-staged in accordance with art 1.4 - Dates of the race meeting.
2. If the race meeting is interrupted at any time after heat 12 is accomplished and the remaining heats cannot be completed the same day, the results will be considered valid and the following will determine the race meeting classification:

The team with the highest number of points, considering the total number of points scored up to and including the last completed heat, shall be declared the winner. The team with the second highest amount of scored points shall be declared second and so on. In the case of teams tied on points, precedence shall be given to the team having the greatest number of first, second, third or fourth places. If ties still persist, then precedence shall be given to the better 2023 SWC ranked team.

1.5 Supplementary regulations (SR's)

Supplementary Regulations, referred to hereafter as SR's, must be issued by the FMNR in accordance with the FIM sporting code, the FIM Track Racing appendices and regulations.

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

1.6 FIM SWC operations manual

A FIM SWC operations manual will be provided for each SWC organiser and the nominated SWC clerk of the course. This manual is the exclusive property of the FIM/DSE and cannot be used in whole or in part for any other category of race meeting. The organisers are compelled to follow all the instructions contained in this manual.

2 OFFICIALS

2.1 International Jury

The members of the international jury with voting rights are: the jury president, the referee, the race director and the FMNR delegate / clerk of the course. In the case of a tie, the jury president has the casting vote. The following persons are entitled to attend the meetings of the international jury but without the right to vote: the members of the board of directors, the directors of the permanent commissions and panels, the

FIM chief executive officer, the FIM sports director and the administrative staff of the sporting commission concerned, the environmental steward, the chief medical officer, the technical director, technical steward, the FMN delegate(s), the team managers and any guests in possession of an FIM licence invited by the jury president.

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

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

The authority and duties of the international jury are:

a) To ensure the smooth and efficient running of the event.

b) To approve all the official results of the event.

c) To impose penalties for any infringements of the regulations.

d) To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during an event, contrary to the current regulations or instructions given by an official of the event.

e) To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of persons occurring during an event.

f) To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the regulations.

g) To adjudicate on any protest relating to infringements of the regulations.

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

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

2.2 SWC commission

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

The SWC commission shall consist of:

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

The decisions require a simple majority and in case of a tie, the CCP director shall have a casting vote.

The FIM CCP coordinator will attend all SWC commission meetings and working groups to record the official minutes, without any voting rights.

2.3 Race director

The race director is responsible for the conduct and efficient running of the FIM SWC. He is a voting member of the international jury.

He is responsible for carrying out regular meetings with the team managers in order to obtain good cooperation.

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

Within the SWC commission, he shall update the SWC regulations as well as the SWC operations manual.

2.4 Club staff uniform

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

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

3 RIDERS AND TEAM MANAGERS

3.1 Licences

Only riders with a current and valid FIM SGP Licence or FIM Track Racing world championship licence will be allowed to take part in the SWC Championship race meetings. A FIM one-event licence is only valid for one race meeting. The team manager must be a holder of a valid FIM clerk of the course licence.

3.2 Checking of the riders' licences

The rider's and team manager's licences must be presented to the clerk of the course prior to the practice and will be checked by the jury president. The licence will be returned to the rider and team manager after all fork covers and race jackets have been returned.

3.3 Entries

No entry fee may be charged.

Only seeded or qualified FMNs and their nominated riders will be allowed to participate in the FIM SWC tournament of that year. 3 weeks prior to **semi-final 1** of the SWC tournament, all seeded and qualified teams must submit the official SWC squad declaration form, to the FIM. This declaration form must be duly completed and signed by the FMN, as it enters the FMN into all the SWC tournament race meetings they may qualify for that year.

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

3.4 Team composition

The 4 competing teams shall each consist of 5 riders.

TEAM A (Red)	Starting n°	1	2	3	4	5
TEAM B (Blue)	Starting n°	1	2	3	4	5
TEAM C (White)	Starting n°	1	2	3	4	5
TEAM D (Yellow)	Starting n°	1	2	3	4	5

All the FMNs shall nominate a squad of 10 riders (including host FMN) on the official SWC squad declaration form, no later than 3 weeks before **semi-final 1**.

The names and composition of the declared teams will remain confidential and must not be disclosed by the FMN or their representatives to the media or any other party until announced by FIM or the promoter.

Six days before **semi-final 1**, the FMN shall nominate the 5 riders competing in **semi-final 1** or 2, **including the nominated captain**.

One day before the race off the FMN shall nominate the 5 riders competing in the race off, including the

nominated captain.

One day before the final the FMN shall nominate the 5 riders competing in the final, **including the nominated captain.**

The number 5 rider can replace his teammate at any time during the race meeting. **Each rider is entitled to race in a maximum of 5 heats, plus one additional heat as a tactical substitute.** If notification of replacement is not given to the FIM SWC race director before the heat starts, that rider will be disqualified. The international jury will issue a list, including the teams draw position, as soon as possible after the completion of **semi-final 2** and race off.

Teams will be allowed to change their riders between the **semi-final 1 / 2**, the race off and the final, but still have to be chosen from the 10 riders preliminary squad declaration.

Riders, who have been entered by their FMN for the SWC tournament and refuse or are unable to take part, shall be deemed suspended for competing internationally for a period of 1 day before and up to 3 days after the race meeting concerned. Furthermore, they shall be considered ineligible for the SWC of that season.

Riders who have been nominated by their FMN to participate in the SWC final tournament must participate therein unless prevented from doing so by injury, illness or other "force majeure". A suitable qualified medical practitioner must certify injury or illness in writing to that effect. In the case of a "force majeure", the international jury of the race meeting will decide on their admission.

If the absence of the rider is truly justified and accepted by the international jury, he will be accepted to re-enter the SWC final tournament.

3.5 Starting position draw

The starting positions draw for each team in **semi-final 1** and **2** will be pre-balloted by the **SWC commission.** For teams that progress in the SWC final, the starting positions draw shall be balloted by the international jury after **semi-final 2 and race off.**

3.6 Signing on

All team managers and their respective riders must sign on at the date and time stipulated in the SR, which should not be later than 30 minutes before the first international jury meeting.

When a team manager or a rider has signed on, he is deemed to have entered the race meeting and is not permitted to take part in any other motorcycle race meeting until the completion of the FIM SWC, unless eliminated from the competition.

3.7 Team managers' briefing meeting

A team managers' briefing meeting will be held prior to the practice and the race, according to the SR's. The race director may call for additional meetings with the team managers and/or the riders if he considers such action to be necessary. It is compulsory for all team managers and riders to be present if asked to do so by the race director.

3.8 Rider's team colours

It is compulsory for all the members of the different national teams to wear their team colour uniform in the pits' and on the track during practice and race. It is compulsory for each team's riders to wear a team race suit at all times during practice, opening ceremony, TV interviews, draws, press conferences, racing, prize giving ceremony and in the pits area. If this rule is broken, the FMN will receive a fine of 2000 euros.

The team manager must be clearly identifiable. His uniform or jacket shall at least be highlighted on the back with "team manager" and the name of the country he represents. All persons having duties in the pits area must observe a reasonable dress code.

4 TRACKS/STADIUMS

4.1 Tracks

Tracks used for the SWC tournament 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, and with the FIM SWC operations manual.

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

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

4.2 Stadium facilities

If the SWC race meeting is to be contested during the evening, the stadium must have 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 Riders' vehicles must be provided adjacent to the pits and must provide sufficient accommodation for 20 large vehicles.

Furthermore, the stadium must strictly comply with the provisions outlined in the FIM SWC regulations, FIM track standards for Track Racing circuits (STRC), and the FIM SWC operations manual. **The start switchboard must incorporate the correct connection for the FIM orange box starting system.**

4.3 Track Inspection

At each SWC race meeting, prior to any practice or racing taking place, the race director accompanied by the referee, jury president and the clerk of the course, must carry out a track inspection, and if necessary, order any measure(s) to comply with every security provision for riders, officials and spectators. The SWC teams will have the possibility to walk around and inspect the track. Times will be specified in the SR.

4.4 Stadium facilities inspection

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

4.5 Pits entrance

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

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

5 MOTORCYCLES AND EQUIPMENT

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

5.1 Scrutineering

At every SWC race meeting, a technical verification is compulsory and official FIM specification declaration forms are provided for this purpose. All engines, machines and equipment must be checked in accordance with FIM Track Racing technical rules.

The referee, **jury president** or race director may order any engines or machines to be re-checked or re-

tested at any time, during qualifying practice or racing. Furthermore, the weight of some machines, chosen at random, must also be checked during the race meeting.

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

The mechanics must present their rider's machines and equipment at the time stipulated in the SR's for the machine examination and according to the time stipulated in the SWC time schedule.

5.2 Fuel

Only pure methanol may be used.

During practice and throughout the race meeting, it is compulsory for the teams to use the fuel supplied by the organiser, which must be provided free of charge to the teams.

The organiser must provide a fuelling area with all the equipment and manpower necessary to efficiently empty fuel tanks and refuel the bikes prior to each heat.

Furthermore, the jury president, **referee** or the race director can order a sampling of fuel during the race meeting

5.3 Tyres

The organisers are required to provide an adequate supply of FIM homologated speedway tyres. This will not apply if the tyres are provided by DSE.

The tyres intended for use during the SWC race meeting must be presented fitted to the FIM technical steward or his nominated deputy at the time specified in the published tyre check schedule if required.

The FIM technical steward can ask for tyres to be unfitted for a detailed inspection of the tyres. He 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. During practice and the race, riders will use tyres, which must be homologated and comply with the requirements of the FIM technical rules.

5.4 Artificial heating of speedway tyres

The referee shall immediately disqualify a rider whose motorcycle's rear tyre has been artificially warmed prior to the start of a heat. This includes the spinning of the rear wheel whilst in contact with the track or any other object but does not apply to practice starts.

5.5 Front fork covers

The FIM SWC promoter will supply **three** sets of front fork covers to each team member. It is compulsory to fit these covers on the motorcycles during machine examination, practice and racing.

It is not permitted to cover any part of the front fork cover in any way.

The cost of any fork cover not returned will be charged to the team manager and deducted from the team's prize money.

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.

5.6 Number of motorcycles

Each rider will be allowed a maximum of 2 motorcycles in the pits before the start of the race. The 2 motorcycles must be placed in the team's allocated pit area immediately after the machine examination has taken place.

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 pit area. Any extra motorcycles can be parked in the specially

provided “standby” area, near to the pits.

5.7 Riding number jackets

The FIM SWC promoter will supply the riding number jackets. It is compulsory for each team’s riders to wear this riding number jacket at all times during practice, opening ceremony, TV interviews, draws, press conferences, racing, prize- giving ceremony and in the pits area. Riders shall wear the allocated team starting number on the back of their riding number jacket.

The covering of any part of the riding number jacket in any way is not permitted. Shoulder lapels are permitted but cannot cover any logos or adverts. Where a rider wears a neck brace, the neck brace must be free of any advertisements.

All riding number jackets will need to be signed out when received and signed back in when returned by the rider’s mechanic or representative to a collection point to be confirmed by the race director at each event. The cost of any riding number jacket not returned will be charged to the team manager and deducted from the team’s prize money.

5.8 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 shape of the helmet, colouring, etc.) that may affect the structure or durability of the helmet may be made only in accordance to the manufacturer’s precise recommendations and specifications.

In every heat and according to the allocated team colour, 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 must be coloured or produced in these prescribed colours.

The coloured area on helmets shall correspond to the area indicated on diagram 0. On the coloured area it is allowed to have **two** adverts with a maximum area of 50 cm² each.

Every rider’s helmet or helmet cover is considered as part of his personal equipment.

6 PRACTICE

Date and time of practice must be clearly stated in the SR's. **Practice is compulsory for semi final 1 & 2, not compulsory for the final. No practice will take place at the race off.**

Teams must do so within the official practice time schedule for each team.

Practice for all events will be one practice session where each rider will have **two** practice runs.

Teams may have a maximum of 5 riders participating in the practice.

Each rider must make himself ready in the lining-up zone, within the time limit of his team’s session. On the order of the race director, they will be allowed to enter the track.

Riders must practice according to their riding number jacket order (1-2-3) then (4-5). However, if the rider is not ready, he will miss that run.

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

Team managers, team members, mechanics of machines etc. are not permitted on the infield.

It is forbidden to make any practice starts on the corners or on the starting gate straight. No starting practice with the starting gate in operation will be provided.

The race director will decide on watering, grading, etc. of the track according to the conditions.

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

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

7 OPENING CEREMONY

An opening ceremony must be organised prior to the start of the 1st heat. During this opening ceremony, the announcer must present the teams, their riders and team manager 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 SWC commission. The race director, may, after consultation with the SWC promoter, give permission for one opening speech at the opening ceremony.

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

8 RACES

8.1 FIM SWC tournament format

The SWC tournament format may change for the following year and if so, will be reflected in the qualification system where necessary.

The SWC tournament involves 9 Teams in total. Each team shall be ranked from 1 to 9 by the SWC commission before the start of the tournament. The making up of the ranking list shall be produced and distributed by the FIM/CCP administration to all **event officials and** FMNs concerned.

The SWC comprises four meetings: **semi-final 1** | **semi-final 2** | race-off | the final, which includes the closing ceremony. 4 teams will compete in each race meeting.

A race meeting comprises 20 heats, run respectively with 4 riders plus 1 reserve rider according to the format. All heats will be raced over 4 laps.

Teams qualified to the race-off and the final as follows:

The host nation of the final is seeded directly to the final. The winners of **semi-final 1** and 2 will qualify directly for the final. The second and third placed teams in **semi-final 1** and 2 qualify for the race-off.

The winner of the race-off will qualify for the final.

Heat n°	RED TEAM Riding n° / gate	BLUE TEAM Riding n° / gate	WHITE TEAM Riding n° / gate	YELLOW TEAM Riding n° / gate
1	4 / 3	1 / 2	4 / 1	2 / 4
2	3 / 2	2 / 1	3 / 4	1 / 3
3	2 / 1	4 / 3	1 / 2	3 / 4
4	1 / 2	3 / 1	2 / 4	4 / 3
Track grading				
5	4 / 4	2 / 3	1 / 1	4 / 2
6	3 / 1	1 / 4	2 / 2	3 / 3
7	2 / 4	3 / 3	4 / 2	1 / 1
8	1 / 3	4 / 4	3 / 1	2 / 2
Track grading				

9	4 / 2	4 / 1	2 / 3	1 / 4
10	3 / 4	3 / 2	1 / 3	2 / 1
11	2 / 3	1 / 1	3 / 2	4 / 4
12	1 / 4	2 / 2	4 / 3	3 / 1
Track grading				
13	3 / 3	4 / 2	4 / 4	4 / 1
14	4 / 1	3 / 4	3 / 3	3 / 2
15	2 / 2	2 / 4	2 / 1	2 / 3
16	1 / 1	1 / 3	1 / 4	1 / 2
Track grading				
17	Choice of TM / 3	Choice of TM / 4	Choice of TM / 2	Choice of TM / 1
18	Choice of TM / 4	Choice of TM / 1	Choice of TM / 3	Choice of TM / 2
19	Choice of TM / 1	Choice of TM / 2	Choice of TM / 4	Choice of TM / 3
20	Choice of TM / 2	Choice of TM / 3	Choice of TM / 1	Choice of TM / 4

Nominations for heats 17-20 will be at the choice of each team manager. The team in 4th position after heat 16 will select their 4 riders first, then the team in 3rd position followed by the teams in 2nd and 1st position. In the case of teams tied on points, precedence will be given to the team having the greatest number of first, second, third or fourth places. If ties still persist, then precedence shall be given to the better-ranked team (see art. 8.1).

8.2 Punctuality in starting

All races must start at the time stipulated in the SR's. All officials, riders and team managers must be ready for the start when called upon to do so by the race director.

Only the race director can make alterations or changes to the starting time of the races. He will give the order for the parade or the riders to enter the track.

8.3 2 minutes time allowance

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

A mechanic control white line will be made across the width of the track (a maximum of 5 metres from pit gate in race direction). During the 2- or 1-minutes time allowance, the mechanics must only work on his rider's bike within the controlled area. Mechanics may only leave the controlled area to assist his rider in an emergency.

Riders must proceed as directly as possible in the race direction up to the starting tape and be ready to start within the 2- or 1-minutes time allowance.

In front of the starting tape, a countdown clock is placed on the infield indicating the remainder of the 2- or

1-minute time allowance. If, in the opinion of the referee, any rider or riders are not ready to start when the 2- or 1-minute time allowance has expired, they shall be disqualified from the heat. The disqualified rider or riders shall not be replaced.

8.4 Unsatisfactory start

Starts will be carried out in accordance with **FIM Track Racing appendices art. 10.5.**

Where, in the opinion of the referee, a start has been incorrect then he will immediately stop the race and order a restart.

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

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

In circumstances where the referee is of the opinion that an offence has been committed but the offending rider has gained no advantage and is deemed not to have interfered with any other rider in the same heat, the referee may allow the heat to continue and issue the warning after the heat is completed. In these circumstances the offending rider must be informed before leaving the pits for his next heat.

Any starting offence committed after a warning has been given in the same race meeting under this regulation will result in the disqualification of the rider from that race. This will be signified by the showing of his disqualification light by the referee. The team's reserve rider will not be permitted to take the place of any rider disqualified for starting offences.

8.5 Timekeeping

Race times for each heat must be taken and announced at every SWC meeting.

8.6 FIM SWC qualifying system

The SWC commission will decide one year prior to the next SWC tournament.

9 RESULTS

9.1 Riders scores

In each heat, points are awarded to the riders and teams as follows:

4 teams competing:	3 points for 1 st place
	2 points for 2 nd place
	1 point for 3 rd place
	0 point for 4 th place

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

Ties for:	1st / 2nd place: 2 ½ points
	2nd / 3rd place: 1 ½ point
	3rd / 4th place: ½ point

Each rider is entitled to race in a maximum of 5 heats, plus one additional heat as a tactical substitute.

9.2 Ties

After the completion of heat 12 to 20 of semi-finals 1 and 2 and race off events, when establishing the order between the teams in the list of the event classification at the conclusion of heat 12 to 20:

1a. The amount of first, second, third and fourth places in total taken by all riders will decide the better

placed team. Zero for last placing is better than for M-R-F-T-d-N

1d. If all other solutions cannot resolve the tie, then the team with the highest 2023 SWC ranking will be deemed the better placed team.

The final SWC classification

In case of any teams tied on points for the 1st place in the event classification of the SWC final, the team manager from the teams concerned shall nominate one rider each and a run-off between those shall determine the final classification. The maximum number of permitted heats (5+1) by each rider is not taken into consideration in this situation.

The order in which the teams shall choose their gate positions will be determined by ballot. The race director shall perform this procedure.

For the all other places in the final SWC classification,

1a. The amount of first, second, third and fourth places in total taken by all riders will decide the better placed team. Zero for last placing is better than for M-R-F-T-d-N

1d. If all other solutions cannot resolve the tie, then the team with the highest 2023 SWC ranking will be deemed the better placed team.

9.3 Tactical substitutes

When a team is six or more points in arrears of the leading team, the team manager may substitute a rider in the next or succeeding heats with another rider in his team **including the reserve**, but such riders may be used as **tactical** substitutes once only.

Substitutions must stop when the team is less than six points in arrears.

Tactical substitutes are not permitted in the nominated heats 17 – 20.

9.4 Replacing an injured rider

In the event of a rider being injured but not disqualified from the re-run of a heat, his place may be taken by the number 5 rider, or a tactical substitute if the circumstances of art. 9.3 and 9.4 are satisfied. Should the substitute rider be injured in the re-run heat in similar circumstances without disqualification, he may be replaced by the original rider if fit or another tactical substitute.

9.5 Results and SWC overall classification

The team having collected the most points at the end of the race meeting shall be declared the winner, the second highest point scoring team placed 2nd and so on.

In the case of teams tied on points, art. 9.2 shall apply.

Final SWC overall classification

The fourth placed team in **semi-finals** 1 and 2 shall be placed 8th and 9th. The second, third and fourth placed team in the race-off shall be placed 5th, 6th and 7th in the overall classification of the SWC tournament of that year.

The team having collected the highest number of scored points will be the better placed team. In case of teams tied on points, see art. 9.2.

9.6 Official results

The SWC secretary is responsible for drawing up the FIM SWC official results, which must be submitted to the international jury for approval and signature.

9.7 Communication of results

Immediately after the final race meeting of the international jury, the organiser must make available in the media centre for all the persons concerned with the race meeting, copies of the officially approved results, (i.e. each heat and classification). Only the FIM SWC official results form shall be used. Furthermore, the complete FIM SWC official results form shall be sent by e-mail to the FIM and the media concerned.

9.8 Prize-giving ceremony

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

The race director will escort the riders and team managers concerned as quickly as possible to the parade vehicle or the podium for the prize-giving ceremony.

It is compulsory for the riders and team managers to participate.

9.9 Press conference

The teams placed 1st, 2nd and 3rd shall immediately after the prize-giving ceremony make themselves available for the official press conference.

The race director may instruct any other officials, team managers, rider(s) to participate in the press conference.

10 TEAMS' REMUNERATION

10.1 Travel and hotel expenses

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

10.2 Hotel accommodation

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

Provided that no other agreement or arrangement has been made by the organiser, the FMNs of the teams, etc. are responsible for booking or reserving their own hotel requirements directly. **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.**

The organiser is responsible for the possibility of each team to book an appropriate number of rooms within the specified deadline.

For the SWC race director, a double room must be reserved and paid for by the organisers for the entire length of the tournament; starting two days prior to the first event until one day after the final.

For each FIM official listed in the SR's, the organisers must have a single or double room available to book for the full SWC tournament.

10.3 Guest tickets

The organiser must supply, at the request of each team manager, and free of charge, a maximum of 12 tickets per team for the personal use of each rider competing at the race meeting. 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 will be paid to the respective FMN's directly by DSE after the SWC tournament is completed. This will be done according to the overall classification of the SWC tournament and to the following scale of

prize money. Should any race meeting be re-staged, the prize money will remain the same. (All amounts are shown in euros and are net amounts).

1 st	45'000. -
2 nd	40'000. -
3 rd	36'000. -
4 th	32'000. -
5 th	25'000. -
6 th	22'000. -
7 th	20'000. -
8 th	15'000. -
9 th	15'000. -
Total	250'000

11 ALCOHOL AND DOPING CONTROLS

Alcohol controls must be carried out in accordance with FIM medical code. They may be made before the start of practice, racing or at any time during the meeting. Doping controls must be carried out in accordance with the FIM anti-doping code. The sanctions for a positive doping or alcohol test will be applied according to the rules and proceedings laid down in the FIM anti-doping code, FIM medical code and FIM disciplinary and arbitration code.

12 PROTESTS AND PENALTIES

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

12.1 Time limit

Refer to art. 14.1 and the FIM disciplinary and arbitration code.

12.2 Right of protest and appeal

Refer to art. 14.2 and the FIM disciplinary and arbitration code.

12.3 Fines

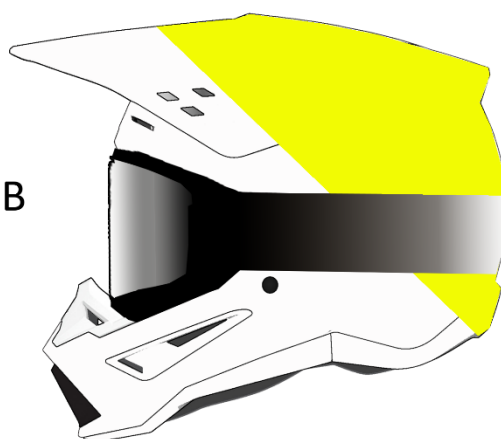
Every breach of the rule shall be penalised with a fine or penalised with another sanction provided for in the FIM disciplinary and arbitration code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider. The international jury shall sanction any persons breaking the rules as follows:

	AMOUNT
Any inappropriate conduct with words or signs	1'000€
with violence	2'000€ and up to disqualification from the race meeting
Arriving after the start of heat 1	600 € and up to disqualification from the race meeting
Absence without having advised the FIM and/or organiser in writing, or after having advised the FIM and/or organiser in writing but for a reason not accepted by the international jury	3'000€
Absence or late arrival at the: Signing on	300€
Machine examination	300€
Riders' briefing	300€
Opening ceremony	300€
Prize-giving ceremony	750€
Press conference	300€
Non-respect of the track walk time	First offence: Warning Second offence: 300€
Non-respect of the mechanics' line	First offence: Warning Second offence: 300€
Team suit not conform	2000€
Riding number jackets not worn during the TV interviews, draws, practice, opening ceremony, press conferences, racing, prize-giving ceremony and in the pits area	600 € + 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	600 € + disqualification from the race meeting
Any part of the race jacket or front fork cover covered by any object when provided by FIM and/or organiser On practice	300€
On racing	Disqualification from the race meeting
Helmet covers, or helmet colours not conform (art. 5.2 and diagram helmet colours)	First offence: 600€ Second offence: disqualification from the race meeting
Team member not wearing a team colour uniform	300€
Emptying the pit boxes before the final is completed	300€
Lost or forgotten pass	70€
Not using an environmental mat in the pits, parc fermé	70€ per mat

Diagram – Helmets



Helmet colour - A



Helmet cover - B

Ranking list

Place	FMN	Country
1 st	MA	Australia
2 nd	ACU	Great Britain
3 rd	SVEMO	Sweden
4 th	DMU	Denmark
5 th	ACCR	Czech Republic
6 th	PZM	Poland
7 th	SML	Finland
8 th	FFM	France
9 th	DMSB	Germany