



FIM SPEEDWAY WORLD CUP REGULATIONS

2026



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1 GENERAL

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 regulations and 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 team manager to ensure that all persons involved with their entries always observe the FIM regulations. The responsibility of the team manager 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 always carry an appropriate pass 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 FIM regulations.

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 **will** be organised in accordance with all FIM requirements. The SWC is run in conjunction with promoter **Mayfield Sports Management** hereafter referred also as “**MSE**”.

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 **3** meetings and will be composed as follows:

Semi-final 1 with four teams competing, semi-final 2 with four teams competing.

The winning team of each semi-final will join the 1st placed team from the 2025 FIM Speedway of nations and the 2026 FIM SWC final hosting team.

1.3 National teams

National teams (e.g. **Danish** team, **Australian** 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. **The FIM international jury will check the national identity/age of each rider.**

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/MSE 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 **for each meeting**.

If either semi-final 1 or 2 does not reach **the 12 heats**, the **SWC/SoN commission** will decide the **qualified** team to the final.

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 SGP 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 persist, then precedence shall be given to the better-ranked team (art 8.1).

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, 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 **super licenced** clerk of the course. This manual is the exclusive property of the FIM/MSE 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 FIM 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 is 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 FIM 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 FIM international jury will hear any protests that are lodged during the race meeting. No protest can be lodged against the referee's or technical steward's statement of facts.

Any neutral or legal person, holder of a FIM licence, who considers themselves 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 CAI within 5 days at the latest after the notification of that decision.

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

The FIM 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 SWC**.

The authority and duties of the FIM 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 SWC/SoN commission

The **SWC/SoN 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/SoN commission** will consist of:

The FIM CCP director

The FIM SGP SWC/SoN race director

The MSE CEO

The MSE series director

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/SoN 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 SWC and is a voting member of the FIM international jury.

The race director is responsible for carrying out regular meetings with the promoter and team managers in order to obtain good cooperation.

The race director will 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 SGP or FIM Track Racing world championship 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' passports

The riders' and team managers' passports must be presented to the clerk of the course prior to the first jury meeting and will be checked by the jury president.

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. **The teams will enter the tournament by submitting squad/team declarations forms to the FIM/CCP administration.**

Riders, who have been entered by their FMN for the SWC tournament and refuse or are 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, they will be considered ineligible for the SWC of that season.

Riders who have been nominated by their FMN to participate in the SWC tournament 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 FIM international jury of the race meeting from which the rider is absent or by the SWC/SoN commission, if the absence is known before the race meeting.

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

Withdrawal during an FIM race meeting

A rider entering the SWC tournament (from the signing on) must race in all the programmed heats and run off, semi-final or final (when applicable) 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 FIM international jury by the doctor of the race meeting. In this case, the rider must undergo a 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 FIM international jury of the race meeting. The FIM 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 withdraws for any reason and the withdrawal is accepted by the FIM international jury, the rider is not allowed to re-enter that race meeting again.

The FIM and the CCP main committee can withdraw a rider's licence and impose a ban on a rider or a team who refuses to participate in a FIM championship to which they have been qualified or in which they have already been entered.

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

The CCP will refer the case to the CAI pursuant to art.3.3.2, last paragraph of the FIM disciplinary code.

3.4 Team composition

The 4 competing **teams will** 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

The teams qualified for semi-finals will nominate a squad of 10 riders on the official SWC squad declaration form, no later than 3 weeks before **their respective** semi-final

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 **their respective semi-final**, the FMN **will** nominate the 5 riders, including the nominated captain.

3 weeks before before the final, **the two FMNs qualified in the final from 2025 SoN will nominate a squad of 10 riders. Six days before the final, all qualified FMNs will nominate the 5 riders, including the nominated captain.**

The number 5 rider can replace any 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 **FIM CCP administration** will issue a list, including the teams draw position, as soon as possible after the **semi-final 2**.

Teams will be allowed to change their riders between the semi-finals and the final but still have to be chosen from the 10 riders preliminary squad declaration.

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/SoN commission**.

For teams that progress in the SWC final, the starting positions draw shall be balloted by the **SWC/SoN commission**

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, they are deemed to have entered the race meeting and are 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 manager's briefing meeting will be held before the practice and the race, according to the SRs. The race director will call for additional meetings with the team managers and/or the riders if necessary. It is compulsory for all team managers and riders to be present if asked to do so by the race director.

Only team managers, FIM jury members, and MSE's representatives will be permitted to attend the briefing.

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 throughout practice and race day.

It is recommended that to create a national team identification and feeling, all members of a team, including the riders, use and incorporate their national colours into uniforms, racing suits, etc.

The team manager must be clearly identifiable. Their uniform or jacket shall at least be inscribed on the back with "team manager" and the name of the country represented.

All persons having duties in the pit area must observe a reasonable dress code.

4 TRACKS/STADIUMS

4.1 Tracks

Tracks used for the SWC/SoN 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 SWC operations manual."

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

The international jury and the clerk of the course will carry out a track inspection on all non-permanent tracks before any practice takes place. If homologated, the FIM one event track licence will be issued. Each non-permanent track will be required to have a track test before practice 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 referee switchboard must incorporate the FIM orange box starting system.**

4.3 Track Inspection

At each meeting, prior to any 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 FIM jury president will apply a one event track licence. This applies to both permanent and temporary tracks, including those used for a series of events.

4.4 Stadium facilities inspection

The race director and the FIM SWC promoter **can** 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

Ensuring that a viewing area (large enough for 100 people) with direct access from the pits is available for the riders, officials, mechanics and team managers.

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 Machine examination

At every SWC/SoN race meeting, a **machine examination** is compulsory.

Before practice takes place, all machines and equipment must be checked for compliance with the current regulations. Machines and equipment that do not comply are prohibited.

The weight of some machines, methanol and engines RPM chosen at random, must also be checked during the race meeting.

The jury president or race director can order any parts from the machines to be re-checked or re-tested at any time, during or after the practice or the race meeting, as well as engines after the race meeting.

The technical team must be prepared for this.

The riders' team members must present their rider's machines and equipment at the time stipulated in the SR for the machine examination and according to the time stipulated in the individual 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 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, which comply with FIM technical rules, for purchase at each race meeting. This will not apply if the tyres are provided by **MSE**.

The tyres intended for use during the SoN practice and race meeting must be presented fitted to the FIM technical director or nominated deputy at the time specified in the published tyre check schedule, if required. The FIM technical director can ask for tyres to be unfitted for a detailed inspection of the tyres 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 FIM SWC promoter will supply two sets of front fork covers to each team member. It is compulsory to fit these covers on the motorcycles during machine examination, practice, opening/prize giving ceremony, 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 Race jackets

MSE will supply the race jackets. It is compulsory for each teams' riders to wear this race jacket at all times during practice, opening ceremony, TV interviews, press conferences, racing, draws, prize-giving ceremony and in the pits area.

Riders must wear the teams race jackets with the starting number that has been allocated to them on the back.

The team manager is responsible for distribution and must return their entire team's race jackets, fork covers and transponders to the clerk of the course or their nominated deputy immediately after the last heat or after the press conference for the teams concerned. The cost of any race jackets, fork covers and transponders not returned will be charged to the team manager and deducted from the prize money.

Where a rider wears a neck brace, the neck brace must be free of any personal advertisements and must not cover any elements. The promoter reserves the right to supply stickers to be used on the neck brace if any elements are covered.

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 **three 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, **and** for the final.

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 will have a maximum of 5 riders participating in the practice.

Each rider must make **themselves** 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 race jacket** order (1-2-3) then (4-5). However, if the rider is not ready, they 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/SoN 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 can 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/SoN commission** before the start of the tournament. The making up of the ranking list **will** be produced by the FIM/CCP administration to all event officials and FMNs concerned.

The SWC comprises three meetings: semi-final 1 | semi-final 2 | 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 final as follows:

The host nation of the final **and 2025 FIM SoN winner** are seeded directly to the final. The winners of semi-final 1 and 2 will qualify directly 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 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. They will give the order for the parade or the riders to enter the track.

8.3 Start time allowance

Upon the order from the race director, the pits' gate will be opened; the referee will start the 90-second time allowance for that heat/race, and the riders will have access to the track.

The race director has the option to use a 60-second time allowance for a restart after an unsatisfactory start.

A mechanical control white line will be made across the width of the track (a maximum of 5 metres from the pit gate in race direction). During the 90 or 60-second 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 to the starting tape and be ready to start within the 90 or 60-second time allowance.

In front of the starting tape, a countdown clock is placed on the infield indicating the remainder of the 90 or 60-second time allowance. If, in the opinion of the referee, any rider or riders are not ready to start when the 90 or 60-second time allowance has expired, they must be disqualified from the heat/race. The disqualified rider or riders will not be replaced.

Riders of the same team can change gate positions with their partner at any time but must be ready to start by the end of the 90 or 60-second allowance.

8.4 Unsatisfactory start

Starts will be carried out in accordance with FIM Track Racing appendices art. 10.6.

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 can 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 their 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 tournament format can change for the following year, and if so, it will be reflected in the qualification system where necessary.

Seeded FMNs/teams that do not wish to participate in the SWC tournament must notify the FIM/CCP administration in writing, no later than five months before the start of the SWC.

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 the final when establishing the order between the teams in the list of intermediate classification at the conclusion of heat 12 to 20:

1. 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
2. If all other solutions cannot resolve the tie, then the team with the highest **2026** 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 will 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 will apply.

Final SWC overall classification

The 2nd, 3rd and 4th placed team in the semi-finals 1 and 2 will be placed 5th, 6th, 7th and 8th, 9th and 10th in the overall classification of the SWC tournament of that year.

The 1st, 2nd, 3rd and 4th placed team in the final will be placed 1st, 2nd, 3rd and 4th 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 FIM jury secretary is responsible for uploading the SGP official results on Sportity channel dedicated to SWC after the jury president and referee approval.

9.7 Communication of results

Immediately after the final international jury meeting, the international jury must communicate official approved results to the organiser.

Only the FIM SWC/SoN official results form will be used. The complete FIM SWC/SoN official results will be published on Sportity.

9.8 Prize-giving ceremony

The prize-giving ceremony will be organised immediately after the end of the final heat. Riders and team managers will 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 will immediately after the prize-giving ceremony make themselves available for the official press conference.

The race director can 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; starting **one day** prior **until one day after** the event.

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 **MSE** 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	28'000
2 nd	24'000
3 rd	20'000
4 th	18'000
5 th	12'000
6 th	12'000
7 th	10'000
8 th	10'000
9 th	8'000
10 th	8'000
Total	150'000

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.

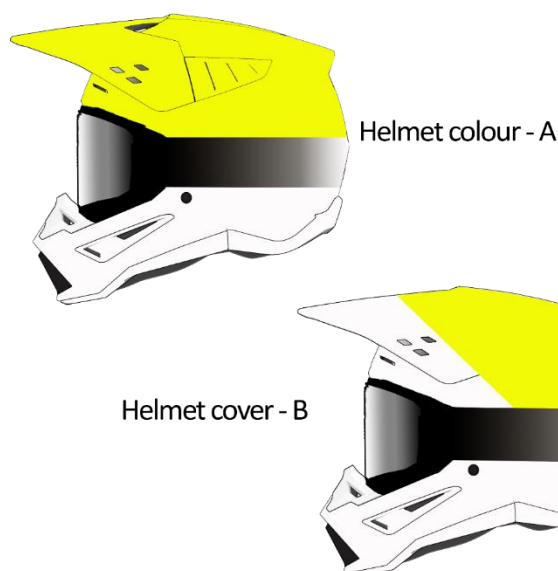
12.3 Fines

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, actions or signs	1'000€
with violence	2'000€ and up to disqualification from the race meeting
Absence from the race meeting without having advised the FIM in writing or absence from the race meeting after having advised the FIM in writing but for a reason not accepted by the international jury	28'000€
Absence or late arrival at the	
Signing on	500€ / rider
Machine examination	500€ / rider
Autograph session	500€ / rider
Official pictures	500€ / rider
Team managers' briefing	500€
Opening ceremony	500€ / rider
Prize-giving ceremony	500€ / rider
Press conference	500€ / rider
Non-respect of the track walk time	First offence: Warning* Second offence: 500€ / rider
Non-respect of the mechanics' line	First offence: Warning* Second offence: 500€
Race jacket not conforming, covered by any object or not worn during practice, opening ceremony, race meeting, prize-giving ceremony, press conference and in the pits area.	First offence**: 28'000€ Second offence: 28'000€ + disqualification from the race meeting

Front cover not conforming, covered by any object or not worn during practice, opening ceremony, race meeting, prize-giving ceremony, press conference and in the pits area.	First offence**: 28'000€ Second offence: 28'000€ + disqualification from the race meeting
Helmet covers or helmet colours do not conform (art. 5.9 and diagram helmet colours)	First offence*: 500€ Second offence: Disqualification from the race meeting
Lost or forgotten pass	100€
Emptying the pit boxes before the final is completed	500€ / rider
Lost of a forgotten transponder	200€

Diagram – Helmets



Only the FIM homologated helmets with a valid FIM homologation label sewn on the chinstrap will be allowed.

FRHPhe-02 (FIM)	
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A list of FIM homologated off-road helmets is available [HERE](#).