

Autocross of Mollerussa

Round 10 of the 2024 FIA European Autocross Championship

Round 10 of the 2024 FIA European Cross Car Championship

Round 5 of the 2024 FIA European Junior Cross Car Championship

Spain, 11 – 13 October 2024

RACE DIRECTOR EVENT NOTES

The Sporting Regulations of the FIA European Autocross & Cross Car Championship 2024 hereinafter referred to as “SportReg”.

The Supplementary Regulations are hereinafter referred to as “SR”.

1. TRACK INFORMATION

- Track name: **Circuit Parc de la Serra – 25230 Mollerussa (Lleida) Spain**
- Length: 975 metres
- Width of start: 15,5 m
- Maximum width: 16,0 m
- Minimum width: 15,0 m
- Direction: clockwise
- Location: Scan the QR code



2. LOCATIONS / MAPS / ATTACHMENTS:

- Appendix 1 – Circuit map with most important objects
- Appendix 2 – Location of the meetings
- Appendix 3 – Waiting area / Pre-grid / Exit from track / Areas where assistance is or is not permitted
- Appendix 4 – Tyre cleaning area
- Appendix 5 – Driving direction after the Red Flag

3. COMMUNICATION 1 – ONLINE NOTICE BOARD (ONB)

The Official Notice Board will be the ONLINE NOTICE BOARD (ONB).

There will be published:

- **START ORDERS AND RESULTS** (intermediate and final)
- **OFFICIAL MESSAGING SYSTEM**
- www.chronomoto.com/fiaautocross



NEXT EVENT (in 1 day):
Rd10 - Autocross of Mollerussa (ESP)
Round 10 | 12-13.10.2024

NOTICE BOARD // RESULTS

POINT STANDINGS



4. COMMUNICATION 2 – SPORTITY

Official communications with the Competitors.

There will be published:

- **SUPPLEMENTARY REGULATIONS**
- **BULLETINS**
- **DECISIONS BY THE FIA RACE DIRECTOR, COC AND STEWARDS**
- **EVENT SCHEDULE**
- **ALL OTHER INFORMATION REGARDING THE PARTICULAR EVENT**



5. PROGRAMME

5.1. The programme is in Supplementary Regulations (published on Sportity).

5.2. No changes expected in Supplementary Regulations article I, "PROGRAMME":

Saturday, 12 October 2024		Sunday, 13 October 2024	
08:00 – 08:30	Administrative checking (Only if requested to the CoC)	09:00 — 09:15 08:30-08:45*	Tyre registration - SB, B1600, JB, XC, JXC (Only if requested to the CoC)
08:15 – 08:45	Scrutineering (Only if requested to the CoC)	09:30 08:30*	2nd Heat begins
08:15 – 08:45	Tyre registration - SB, B1600, JB, XC, JXC	10:50	3rd Heat begins
09:00	Stewards' 1st meeting	12:30	Stewards' meeting (10 min after the end of 3rd Heat)
10:00 09:40*	Warm-up (2 laps)	13:20	Semi-Finals and Finals (Podium after each Final)
11:40 11:10*	1st qualifying practice session	16:30 16:20*	Stewards' meeting (30 min after the last Final)
13:20	SIMULATION OF THE START PROCEDURE	17:00	Official Prize Giving - Paddock area
14:15 14:00*	2nd qualifying practice session		
16:00	1st Heat begins		

* Bulletin No. 1

6. EVENT SCHEDULE

The event schedule will be published on Saturday, 12 October 2024, till 08:00 AM via Sportity.

7. MEETINGS

11.10.	19:30	DRIVERS` BRIEFING	At the technical tent (location – see Appendix 2) Mandatory for each driver. Absence of the Drivers` briefing – fine 250 EUR (Art. 14.2.19 of the SportReg).
12.10.	12:50	START/FALSE START SIMULATION	Location – on the Grid (drivers Only).
13.10.	12:30	DRIVERS / NATIONS PRESENTATION	It will take place on the track. It is essential to follow the organiser's instructions.
13.10.	17:00	OFFICIAL PRIZE GIVING	Paddock area (location: social tent – see Appendix 2)

8. ORDER OF STARTING GROUPS / LAPS / RE-RUN

ORDER OF STARTING GROUPS:	LAPS:	RE-RUN IF THE RACE IS STOPPED
1 st Junior Cross Car	- 2 laps – Warm-up, once only (W)	W – No re-run
2 nd Cross Car	- 4 laps – Qualifying practice (QP)	(QP) – Re-run*
3 rd JuniorBuggy	- 5 laps – Qualifying Heats (QH)	(QH) – Always re-run (all laps)
4 th Buggy1600	- 6 laps – Semi-Finals (SF)	(SF) – No re-run after 4 laps
5 th SuperBuggy	7 laps – Finals (F)	(F) – No re-run after 5 laps

*A re-run over the total number of laps minus the number of laps completed by the first car on track must take place (Art. 11.3 of the SportReg)

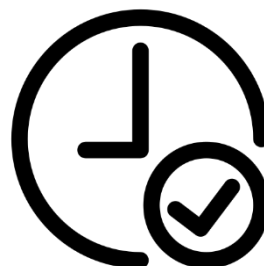
9. ON TIME / EVENT SCHEDULE

9.1. TIRE REGISTRATION – will be permitted only during the time slots as defined in the PROGRAMME

9.2. UNDERSTANDING TO BE ON TIME:

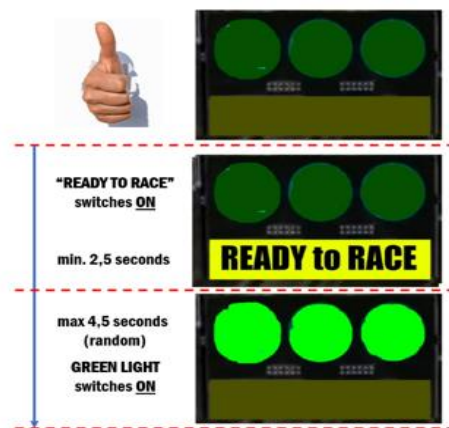
- Before beginning the Warm-up, each Qualification practice, Qualification heats and (Semi-)Finals, the Drivers need to be with complete safety equipment and their racing cars in the pre-grid 10 (ten) minutes before the scheduled time of a particular category starting time in the event schedule.
- Each competitor is responsible by himself for the presence in time at the pre-grid.
- When the first group is started, the next group of starters must follow the marshal's instructions to take place on the grid.

TIRE REGISTRATION



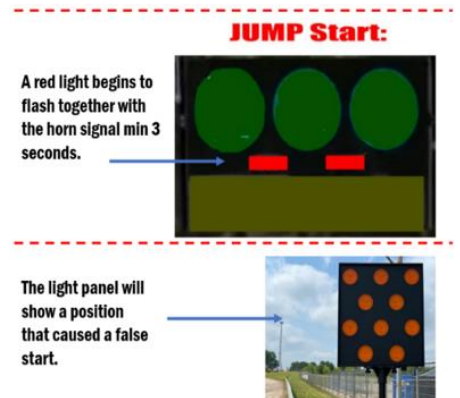
10. START LIGHT PANEL / STARTING PROCEDURE

- 10.1. When the track is clear, and the grid is positioned, drivers are at the starter's disposal.
- 10.2. The start-line marshals will visually check if all drivers are ready for the start, show the "GREEN FLAG" in front of the first row, and go from the grid.
- 10.3. Then a **"READY TO RACE"** sign is switched ON and stays on for a minimum of 2.5 seconds, then counted randomly by the system to a max of 4.5 seconds.
- 10.4. After that, **"READY TO RACE"** switches OFF, immediately, the start will be given with a GREEN LIGHT switch ON.



11. START LIGHT PANEL / FALSE START

- 11.1. For Definitions of false start, see Art. 11.1.2. of SportReg.
- 11.2. There will be a false start automatic system with **"BEAMS"** on each grid position, equipped with a video recording on each row.
- 11.3. If the **"BEAMS"** is touched before the green light switches on, the false start system blocks the green light signal, and on the light panel, the red light begins to flash together with a horn signal of at least 3 seconds.
- 11.4. On each row will be a Judicial camera and Judges of fact to double-check the fact of a false start, if any.
- 11.5. The margin between the electronic system **"BEAMS"** and the car is 15cm +/- 5cm (Art. 11.1.1. of SportReg)



12. SAFETY FIRST / REMAINDERS:

12.1. Safety equipment:

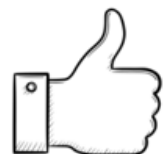
- a) During all practice sessions and races, each Driver must wear a helmet and fire-resistant clothing as required by Chapter III of Appendix L and be properly restrained by the safety harness until reaching the scrutineering area.

12.2. Stopping on the track:

- a) If the reason for stopping a car is not an accident, it is strictly prohibited to stop cars on the racing line or near it, especially places immediately after jumps or where the cars cannot be seen from a distance (blind spots). The car must be parked in the safest possible location or drive out of the track.
- b) The driver, with a hand gesture "OK" sign, must inform the nearest marshal(s) that there are no health issues.
- c) The driver must immediately get out of the car at the safest possible time (with or without assistance from the marshals) and go to a safe place behind track barriers or near the marshal's post.
- d) If a car stops in a dangerous place on the track and for the driver it seems unsafe to leave, he is not allowed to leave the car until the marshal's instructions and the driver must follow them immediately.

- 12.3. During the race, if the driver leaves the track (through exit or pre-grid) or stops the race on the track and gets out of the car, the driver cannot rejoin the race.
- 12.4. Returning to the car or any action near the car until the end of the race is prohibited.
- 12.5. After a heavy accident, if the driver feels pain or is unsure about his/her health conditions, it is recommended that they stay in the car. Do not attempt to leave it on your own; wait for the doctor's arrival and, if necessary, the extrication team.

After exiting the track, it can unfasten the seat belts and remove the glasses (see Appendix 3, pictures 4)



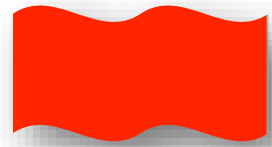
If the hand gesture "OK" sign is missing, the race can be stopped, and the rescue procedure under the red flag.

13. SIGNALS / REMAINDER

13.1. All flag signals will be used according to Art. 2.5.5. of Appendix H of the FIA International Sporting Code and Art. 12.2. of the SportReg. **All flags will be shown only in a waving manner.**

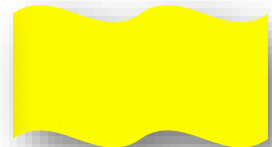
13.2. RED FLAG:

- All cars shall stop racing, reduce speed or STOP, and proceed slowly back to the start grid.
- It is essential to follow the instructions of the marshals.



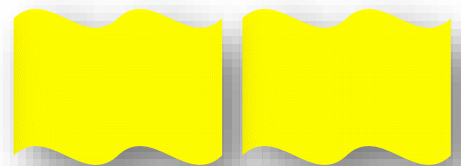
13.3. YELLOW FLAG – SINGLE WAVED:

- Reduce your speed, do not overtake, and be prepared to change direction.
- There is a hazard beside or partly on the track.
- Overtaking is prohibited between the yellow flag and the last obstacle, which must be entirely passed with the full length of the car.



13.4. YELLOW FLAG – DOUBLE WAVED:

- Reduce your speed significantly, do not overtake, and be prepared to change direction OR STOP.
- There is a hazard wholly or partly blocking the track and/or “racing line”.
- Overtaking is prohibited between the yellow flag and the last obstacle, which must be entirely passed with the full length of the car.



13.5. DIRECTION SIGNS

- Marshals can show signs with recommended directions on how to pass obstacles safely. It will be used together with yellow flags. However, it is the driver's responsibility to choose the direction.



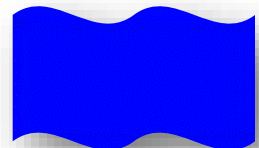
13.6. BLUE FLAG

- **During practice:**

A faster car is close behind and is about to overtake.

- **During the race:**

The flag should normally be shown to a car about to be lapped if the driver does not seem to be making full use of his rear-view mirrors. When shown, the driver concerned must allow the following car to pass at the earliest opportunity and drive outside the racing line.



13.7. WHITE FLAG

- This flag should be waved to indicate to the driver that there is a much slower vehicle on the track sector controlled by that flag point.



1.1. AREAS WHERE ASSISTANCE IS PERMITTED

- Repairs may be carried out only in the paddock and pre-grid before the start. A sign with a spanner on a white background circled and crossed out in red (see Drawing No. 1) means that from that point onwards, no assistance is permitted. A sign with a spanner on a green background (see Drawing No. 2) means that from that point onwards, external assistance is permitted. (Art. 11.5 of SportReg)

Drawing No. 1

Drawing No. 2



2. CODE OF DRIVING CONDUCT (REMAINDER):

- 2.1. Closing the gap or closing the gap significantly and causing a collision side by side or back is strictly prohibited.
- 2.2. **Not respecting other drivers' racing lines and causing a collision, forcing off the racing line or off the track, or forcing into a wall is strictly prohibited. The affected driver consequently loses one or more positions, cannot continue at the same speed, or retires.**
- 2.3. It is strictly forbidden for Drivers to drive their cars in a direction opposite that of the race.
(Art. 12.1.5 of the SportReg)
- 2.4. The driver is responsible for ensuring that the manoeuvre is carried out safely at any time.
- 2.5. Abnormal change of direction, pushing or other contact resulting in a lasting advantage are strictly prohibited.
(Art. (2b Chapter V of the App L of the ISC)
- 2.6. Repetition of serious mistakes or the appearance of a lack of control over the car will be reported to the Stewards (penalties up to disqualification).
(Art. 2d Chapter V of the App L of the ISC)
- 2.7. It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time.
(Art. 2e Chapter V of the App L of the ISC)



3. WAITING AREA AND PRE-GRID:

- 3.1. Location: See Appendix 3.
- 3.2. The number of mechanics in the Pre-Grid is limited to **2 persons** (the driver is not counted), and they can carry out repairs, except tyre changes after the tyre-checking area and refuelling.
- 3.3. Please inform the Competitors Liaison Officer when participation in the race is no longer possible.
- 3.4. Drivers are strictly forbidden to park cars or close or block the emergency and exit roads in the paddock or pre-grid.
- 3.5. For safety reasons, it is forbidden for anybody to climb on a race car when moving to the waiting area, pre-grid, paddock, etc. The exception is only during the Drivers' presentations.

4. AREA WHERE ASSISTANCE IS PERMITTED AFTER RED FLAG (see Appendix 5 – Driving direction after the Red Flag)

- 4.1. After the Red Flag, the drivers will be invited to leave the circuit (using normal exit 1 or additional exit 2 for towed-out cars) and enter the paddock, where necessary repairs and refuelling can occur. Except for false starts and qualifying practice, drivers will be invited to the grid immediately for the restart.
- 4.2. The maximum time will be given **10 (7 + 3 extra) minutes**, and time counting will start from the moment when the last car (also the last evacuated car) from that particular start will cross exit 1 (for cars that can be driven with engine power) or additional exit 2 (for evacuated cars) line (see Appendix 5.1., 5.2. and 5.3.) and till the time published on the Official Messaging System (doubled on Sportity) must be back in the Pre-Grid.
- 4.3. The judge of fact (Pre-Grid IN) nominated in the Supplementary Regulations will control the entering time when the Drivers cross the Pre-Grid IN line, which must be done using the driver's car engine power without stopping for the tyre check. The driver must remain in the Pre-Grid red line until further marshal instructions are given.
- 4.4. The number of mechanics in the Pre-Grid is limited to 2 persons (the driver is not counted), and they can do repairs. All entered cars will undergo repeated tyre checks. After that, the tyre changes are prohibited.
- 4.5. The restart will be denied for those who have not entered the Pre-Grid by the end of the nominated minute (last-minute counts).

(REMINDER):

- 4.6. **The maximum speed limit outside of the circuit, paddock, pre-grid, grid and driving (outside of marked place) to the start position on the grid is 20 km/h.**
 - 4.7. **Aggressive driving, speeding, wheel spins, and any contact (or incident) with persons, other transports, or structures in the paddock are strictly prohibited. Any violation will be reported to the Stewards for investigation and penalty application (up to exclusion from the competition).**
 - 4.8. **If the instructions mentioned above are breached, the Race Director will refuse the restart, according to Art 11.3.2 of SportReg.**
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5. PADDOCK, WAITING AREA AND PRE-GRID:

- 5.1. Please inform the Competitors Liaison Officer (CLO) when participation is no longer possible.
 - 5.2. It is strictly forbidden for Drivers to park cars or block the emergency or exit roads in the paddock.
 - 5.3. For safety reasons, it is forbidden for anybody to climb on a car when they are moving in the paddock, waiting area and pre-grid. Exception: only during the Drivers' presentations, if any.
-

6. TYRE CLEANING:

- 6.1. **Location:** See Appendix 4.
 - 6.2. **TYRE CLEANING WITH WHEEL SPINS BEFORE THE RACE IS ALLOWED ONLY ONCE ON PRE-GRID PARTICULAR AREA MARKED BETWEEN THE LINES.**
 - 6.3. Doing any wheel spins outside the circuit, paddock, pre-grid, and grid going (outside of marked place) to the start position is strongly prohibited.
-

7. START (SIMULATIONS) AREA DURING WARM-UP OR QUALIFYING PRACTICE

- 7.1. **Location:** See Appendix 2.
 - 7.2. The start (simulations) area during warm-up or qualifying practice will only be the grid.
 - 7.3. In warm-up and qualifying practice, after crossing the start and finish line, a driver cannot stop the car on the track or next to it (in runout areas) and do the start simulation.
-

8. SUPPORT OBJECT AT THE START AREA:

- 8.1. It is allowed to use (a) plastic, (b) rubber or (c) wooden support objects of various shapes (cube, oval, triangle, etc.) under the front wheel of the car. They should be light and not exceed 3 cm in length on any plane.
 - 8.2. The driver should inform the starting line marshal about the need to use a support object, and only the driver himself (by each start) issues it before or after stopping at his starting position.
-

9. PARC FERME / PODIUM CEREMONY AFTER THE FINALS / OFFICIAL PRICE GIVING:

- 9.1. The drivers must bring only those cars that took part in the Finals (not the Semi-Finals) to the Parc Fermé immediately after the finish, except for cars that did not complete the race for reasons other than problems with the engine (Art. 14.1 of the SportRegs).
After each final, the three top drivers must follow marshals' signals to park cars near the podium ceremony place.
 - 9.2. Three top drivers must park their cars immediately in the Parc Fermé after the podium ceremony.
 - 9.3. The Parc Fermé rules start from crossing the finish line.
-

10. PADDOCK / REMAINDER:

10.1. FIRE EXTINGUISHERS

Each Driver is responsible for ensuring that a single-piece fire extinguisher weighing at least 5kg is available in his team's area inside the paddock.

(Art. 12.3.1 of the SportReg)



10.2. PROTECTION OF THE ENVIRONMENT

Each Driver is requested to ensure that a plastic sheet (minimum dimensions 4 x 5m) is spread on the ground in the place reserved for his team where work is to be done on his car to prevent any pollution in case of an accidental leak, etc.

(Art. 12.3.2 of the SportReg)



11. OFFICIAL PRIZE GIVING (REMAINDER):

11.1. WEAR AUTOSPORT OVERALLS

Be aware of your clothing because of spectators and photographers, and respect each other and the organiser.



12. WARM-UP TYRES

12.1. Tyres not registered for this event can be used during the Warm-up session. They must be of the make and type defined in the SportReg.

SuperBuggy, Buggy1600, JuniorBuggy

(Art. 10.3 of the SportReg)

**KUMHO
TIRE**



Cross Car and Junior Cross Car

(Art. 10.4 of the SportReg)

**G
GOLDSPEED**



13. MANDATORY BRANDING GUIDELINES ARE PUBLISHED IN SPORTITY (REMINDER)

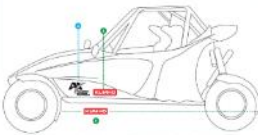
13.1. SuperBuggy, Buggy1600 and JuniorBuggy:

13.2. FIA AX and KUMHO TIRE logos stickers will be available in the paddock at the tyre supplier.

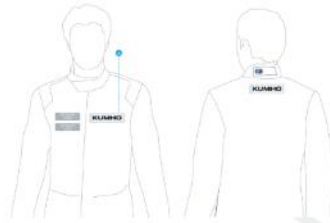
CAR BODYWORK - COMPULSORY
EXAMPLE ILLUSTRATION



APPLICATION AND USAGE
The car livery should clearly display these logos:
- FIA European Autocross Championship Logo
- Cooper Tires Logo
Minimum recommended logo sizes:
• 3 x FIA Euro Autocross logo (front & sides): 150 mm
• 3 x Kumho logo (1 line) (nose & sides): 150 mm
• 4 x Kumho logo (1 line) (back of mudguards): 80 mm
• Kumho - White lettering on Red background.



DRIVERS OVERALLS - COMPULSORY
EXAMPLE ILLUSTRATION



APPLICATION AND USAGE
Driver overalls should clearly display the Kumho Tires logo as shown here.
• 1 x Kumho logo (1 line) embroidered or printed onto driver overalls, placed in both 'A' and 'B' location (Front Chest and Rear below Collar)
• Black text on White Background.
• Min 80mm text plus 8mm clear space all around.

KUMHO
80 mm

REMEMBER THOSE SPORTS FUNDAMENTAL PRINCIPLES:

- SAFETY
- HONESTY
- EQUITY

WE WISH YOU ALL A GOOD AND FAIR RACE!

**Mr Gunars KOSOJS
(LVA)**

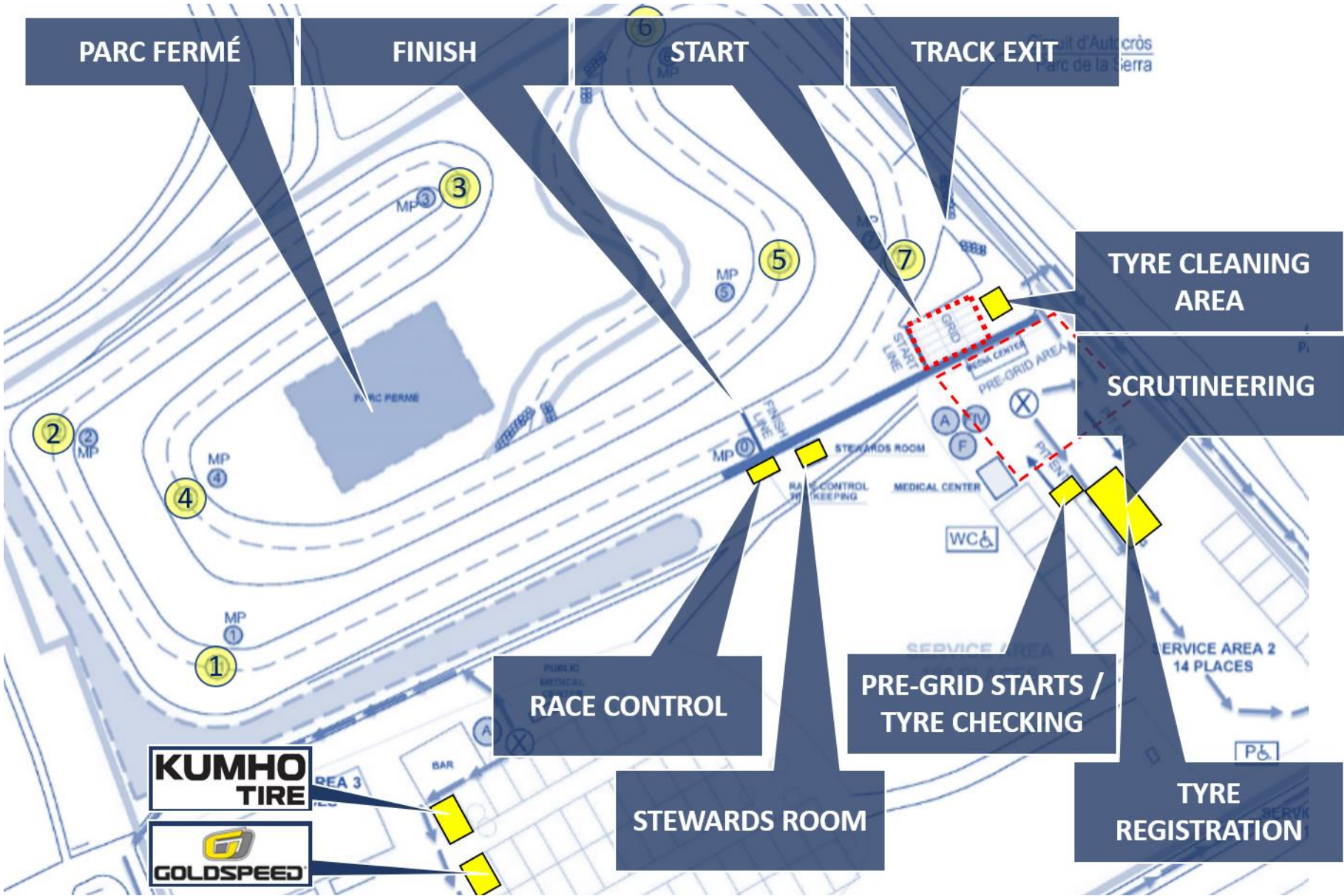
FIA Race Director

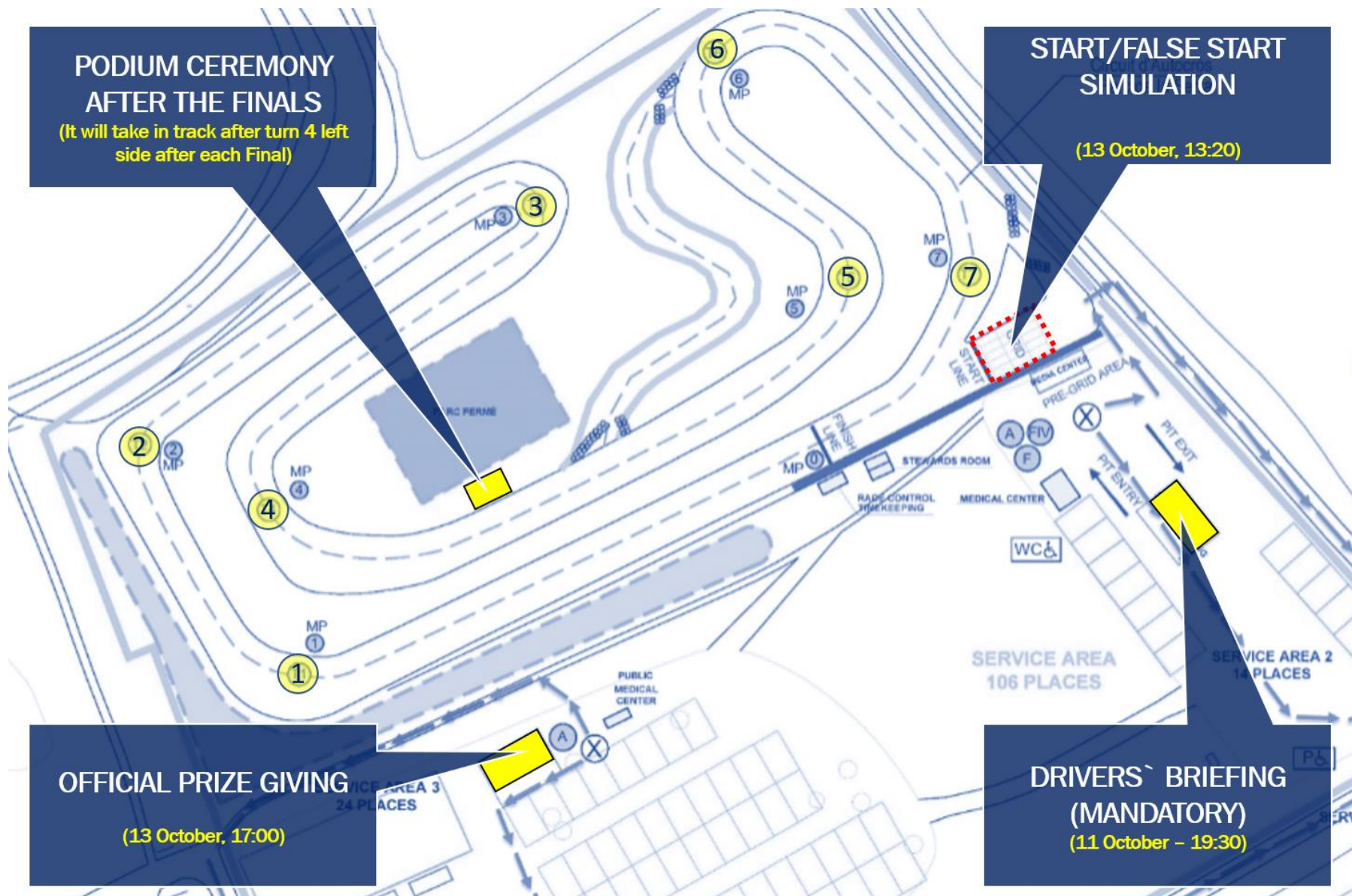
Mob.: +371 26 42 00 43
Email: gunars.kosojs@gmail.com

**Mr Marco RAMOS
(ESP)**

Clerk of the Course

Mob. +34 658 43 11 98
Email: albuozondemarco@yahoo.es





Appendix 3 – WAITING AREA / PRE-GRID / EXIT FROM TRACK / AREAS WHERE ASSISTANCE IS OR IS NOT PERMITTED



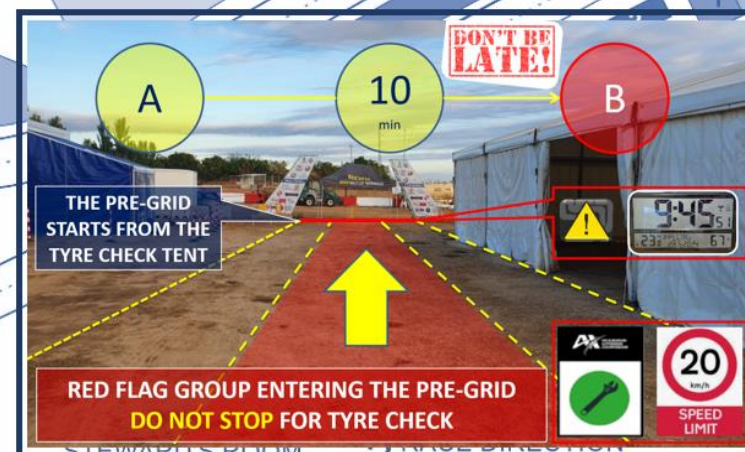
Tire cleaning with wheel spins before the race is allowed only once BEFORE THE GRID particular area marked between the lines (see below). It is strongly prohibited to do wheel spins outside the circuit, paddock, pre-grid (except area see below), and grid going to the start position.



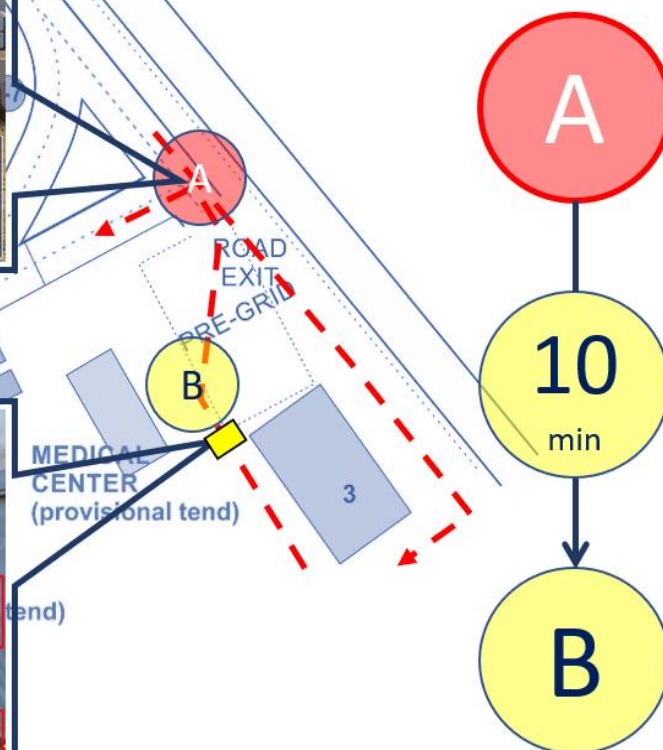
ONLY ONCE AND IN THIS MARKED PLACE

THE SERVICE
AREA AFTER
THE
RED FLAG
IS THE
PADDOCK

THE RESTART
WILL BE
GIVEN AFTER
**2 NEXT
RACES**



- 1 SECRETARY WELCOME (new building of permanent modules)
- 2 TIMEKEEPIN
- 3 SCRUTTINEERING TECNICAL AREA



RESTART
AFTER THE
RED FLAG
AT
**QUALIFYING
PRACTICE**
WILL BE
RESTARTED
IMMEDIATELY

