AUTOCROSS OF FOZ CÔA

Round 10 of the 2025 FIA European Autocross Championship

Round 10 of the 2025 FIA European Cross Car Championship

FOZ CÔA (PORTUGAL), 17 - 19 OCTOBER 2025

RACE DIRECTOR EVENT NOTES

The Sporting Regulations of the FIA European Autocross & Cross car Championship 2025 hereinafter referred to as "SportReg".

The Supplementary Regulations are hereinafter referred to as "SR".

1. TRACK INFORMATION

- 3,8Track Name: **Eurocircuito de Foz Côa – 5150-644 Vila Nova de Foz Côa**
- Length: 1000 metres
- Width of start: 14,5 m
- Maximum width: 17,0 m
- Minimum width: 14,5 m
- Direction: Counterclockwise
- Location: Scan the QR code

SCAN ME

2. LOCATIONS / MAPS / ATTACHMENTS:

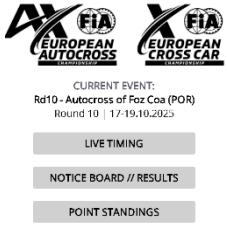
- Race Director Communication No.1 Appendix 1 – Circuit map with the most important objects
- Race Director Communication No.1 Appendix 2 – Location of the meetings
- Appendix 1 – Waiting area / Pre-grid / Exit from track / Areas where assistance is or is not permitted
- Appendix 2 – Tyre cleaning area
- Appendix 3 – Driving directions 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)
- www.chronomoto.com/fiaautocross



SCAN ME

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 can be found in the Supplementary regulations (already on Sportity).**

5.2. **Changes expected in Supplementary Regulations article I, "PROGRAMME":**

Saturday, 18 October 2025		Sunday, 19 October 2025	
08:00 – 08:30	Administrative checking (CoC)	07:30 – 08:00	Tyre registration (CoC)
08:10 – 08:40	Scrutineering (CoC)	08:30	2nd Qualifying Heat
08:10 – 08:40	Tyre registration	~~10:15~~ 10:40*	3rd Qualifying Heat
09:00	Warm-up	~~12:00~~ 12:30*	Steward's 2nd meeting (or 15 minutes after the last race)
10:40	1st Qualifying practice	13:40	Semi-Finals and Finals (Podium after each Final)
12:50	SIMULATION OF THE START PROCEDURE	16:30	Steward's 3rd meeting (or 30 minutes after the last race)
13:40	2nd Qualifying practice	~~19:00~~ 17:30*	OFFICIAL PRIZE GIVING
16:00	1st Qualifying Heat		
19:00*	Closing time for CoC waivers for tyre registration		

* Bulletin No. 1

6. EVENT SCHEDULE

The event schedule is published on Friday, 17 October 2025 via Sportity.

7. MEETINGS

DATE	TIME	ACTIVITY	REMINDER
17.10.	**19:30**	**DRIVERS` BRIEFING**	Mandatory attendance. **Location – At the tent (location see RD Communication No.1, Appendix 2)** Please note that absence from the Drivers' Briefing will result in a fine of 250 EUR, in accordance with Article 14.2.19 of the Sporting Regulations.
18.10.	**12:50**	**START/FALSE START SIMULATION**	Location – on the grid (drivers only).
19.10.	**17:30**	**OFFICIAL PRIZE GIVING**	**Location – At the tent (location see RD Communication No.1, Appendix 2)**

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

ORDER OF STARTING GROUPS:	LAPS:	RE-RUN IF THE RACE IS STOPPED
1st Cross Car	- 2 laps – Warm-up, once only	No re-run
2nd JuniorBuggy	- 4 laps – Qualifying practice	Re-run*
3rd Buggy1600	- 5 laps – Heats	Always re-run
4th SuperBuggy	- 6 laps – Semi-Finals	No re-run after 4 laps
	- 7 laps – Finals	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 the Warm-up, each Qualifying Practice, Qualifying Heat, Semi-Final and Final, drivers must arrive in the pre-grid area on time with their racing cars fully ready and with all required safety equipment.
- A driver shall be considered late if, within two (2) minutes after the first car of the respective group (from among those already present in the pre-grid) has crossed the pre-grid exit line, the driver has not entered the pre-grid or is not present in the tyre check area. A driver considered late shall not be permitted to start the race.
- Each competitor is responsible for himself for being present on time at the pre-grid.
- When the first group is started, the next group of starters must follow the marshal's instructions to take their place on the grid.

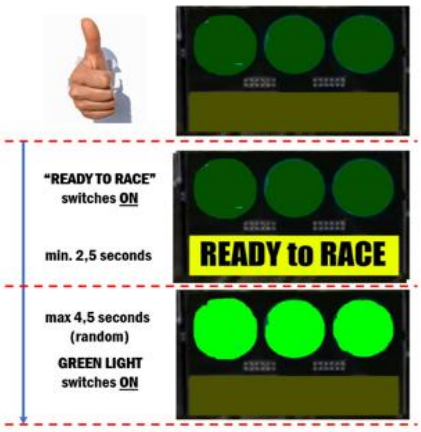
10. START LIGHT PANEL / STARTING PROCEDURE

10.1. When the track is clear and the grid is positioned, drivers are at the starter's disposal.

10.2. The start-line marshal 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

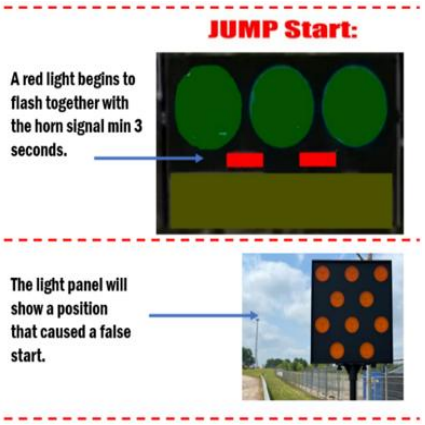
11.1. For Definitions of false start, see Art. 11.1.2. of SportReg.

11.2. A false start automatic system with **"STICK"** on each grid position will be equipped with a video recording for each row.

11.3. If the **"STICK"** 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 (tolerance zone) between the electronic system **"STICK"** and the car is 15cm +/- 5cm (Art. 11.1.1. of SportReg).



12. SAFETY FIRST (REMINDER)

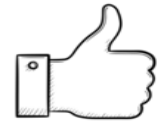
12.1. **Safety equipment:**

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.

After exiting the track, it can unfasten the seat belts and remove the glasses (see Appendix 2, picture 5)

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 in 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 driven off 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 the driver feels it is unsafe to leave, they are not allowed to leave the car until the marshal's instructions are given, and the driver must follow them immediately.

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

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.**

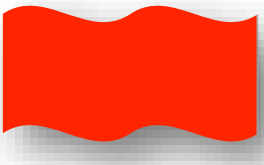
12.4. **Returning to the car or any action near the car until the end of the race is strictly prohibited.**

12.5. **After a severe accident, if the driver feels pain or is unsure about their health condition, 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.**

13. SIGNALLING (REMINDER)

13.1. **All flag signals will be used in accordance with Art. 2.5.5. of Appendix H of the FIA International Sporting Code and Art. 12.2. of the SportReg. <u>All flags will be shown only in a waving manner</u>. <u>Any violation of the flag or marshal signals will be reported to the Stewards</u>.**

13.2. **RED FLAG:**



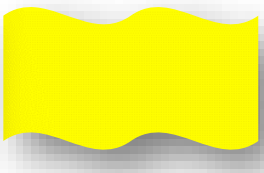
- All cars shall stop racing, reduce speed or STOP, and proceed slowly back to the start grid.
- It is essential to follow the instructions of the marshals, as well as the marshal's signs (see below).
- To avoid any further accidents, it is essential that after the red flag, drivers stop racing (release the throttle) and do not brake hard, except when it is necessary to avoid another accident.

13.3. **MARSHALL SIGNS** – which can be used together with a red flag (Art. 12.2.3.a of SportReg):



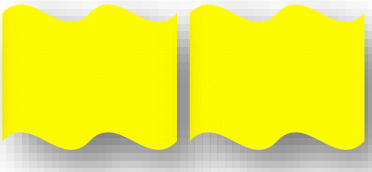
- A sign with a "SLOW" means that speed should be reduced or continuously moving slowly.
- A sign with a "STOP" means that movement should be stopped at a marshal post, which first shows the "STOP" sign.

13.4. **YELLOW FLAG – SINGLE WAVED** (Art. 12.2.1.a of SportReg):



- There is a hazard beside or partially on the track, but not on the racing line. One yellow flag must be waved for two laps for the same incident.
- Once the flag has been shown, drivers may reduce speed, and Overtaking is prohibited from the yellow flag until the last obstacle has been fully passed.
- Drivers must be prepared to change direction if necessary.
- No green flag will be shown to signal the end of the yellow flag zone. The incident area ends only after the last obstacle has been completely passed by the full length of the car.

13.5. **YELLOW FLAG – DOUBLE WAVED** (Art. 12.2.1.b of SportReg):



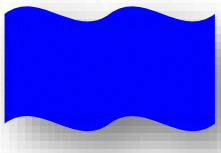
- There is a hazard wholly or partly blocking the racing line, or a person is on the track. Two yellow flags will be shown for two laps for a single incident, then reduced to one yellow flag shown until the end of the race. If a new obstacle appears in the same marshal sector during this period, two yellow flags will be shown again until the end of the race.
- Once the flags have been shown, drivers may reduce their speed significantly, and overtaking is prohibited from the yellow flags until the last obstacle has been fully passed.
- Drivers must be prepared to change direction or stop if necessary.
- No green flag will be shown to signal the end of the yellow flag zone. The incident area ends only after the last obstacle has been completely passed by the full length of the car.

13.6. **MARSHALL SIGNS** - which can be used together with a yellow or double yellow flag (Art. 12.2.3.b of SportReg):



- A sign with an arrow to the left or right indicates the recommended direction to pass obstacles safely, but **<u>the Driver's responsibility is to choose the direction</u>**.

13.7. **BLUE FLAG:**



- During practice, A faster car is approaching from behind and is about to overtake.
- During the race – The blue flag should be shown to a car that is about to be lapped, especially if the driver does not appear to be fully using their rear-view mirrors. When the flag is shown, the driver must allow the faster car to pass at the earliest safe opportunity. **The driver should move off the racing line to facilitate the overtake. If the driver continues past two marshal posts without yielding, it will be considered blocking.**

13.8. **WHITE FLAG**



- This flag is waved to warn the driver that there is a much slower car on the part of the track controlled by this flag.
- The driver must get ready to overtake the slower car.

13.9. **AREAS WHERE ASSISTANCE IS PERMITTED (Art. 11.5 of SportReg)** – repairs may be carried out only in the paddock and pre-grid before the start.

Drawing No. 1 Drawing No. 2



- 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.

14. CODE OF DRIVING CONDUCT (REMINDER) / WHITE AND BLAK AND BLACK FLAG

Ground rules according to Chapter V of Appendix L of the ISC.



Principals: The driver is responsible for ensuring that the manoeuvre is carried out safely at any time and may freely choose to drive on the right or left only if it is 100% clear to do so, meaning that no part of another car is alongside, and violations of the Code of Driving Conduct (criteria's see below) may result in the decision of showing of the black-and-white flag (warning) or black flag (classified last in the Heat, behind of those who did not start, and classified last in the Semi-/Finals, ahead of those who did not start), in accordance with Art. 12.2.2 of the SportReg, or may be reported to the Stewards for review and decision.

14.1. Closing the gap or significantly reducing the gap and causing a collision (either side-by-side or from behind) is strictly prohibited.



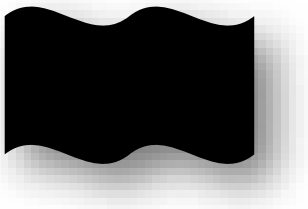
In a single race, a repeated collision or heavy contact occurs without any change in position, and both involved drivers can continue, provided that there are no other circumstances (criteria) listed below in Art. 14.2. In such cases, a black-and-white flag will be shown as a minimum.

In the event of equivalent repeated incidents during the same competition, a decision may be made to show the black flag.

14.2. Decision to show the Black Flag (in case of one or several criteria below):

a) abnormal changes of direction (especially after the start or at the breaking point, e.g., late defensive moves) or continually taking the line to the edge of the track, not leaving enough space,

b) failing to respect another driver's racing line,



c) driving unnecessarily slowly, erratically, or in a manner considered potentially dangerous to other drivers at any time,

d) and pushing or closing the gap or significantly reducing the gap and causing a collision (either side-by-side or from behind),

as a consequence, the affected driver(s) is forced off the racing line or track, or into a wall, or is prevented from maintaining racing speed and loses one or more positions, or is forced to retire, or if contact results in a lasting advantage, these actions are strictly prohibited.

These criteria include serious mistakes or any indication of a lack of control over the car.

14.3. It is strictly prohibited for drivers to drive their cars in the opposite direction of the race. Reported to the Stewards

15. WAITING AREA AND PRE-GRID

15.1. **Location: See Appendix 2.**

15.2. **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 and refuelling.**

15.3. Please inform the Competitors Liaison Officer (CLO) when participation in the race is no longer possible.

15.4. Drivers are strictly forbidden to park cars or close or block the emergency and exit roads in the paddock or pre-grid.

15.5. 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.

16. AREA WHERE ASSISTANCE IS PERMITTED AFTER RED FLAG

16.1. After the Red Flag, the drivers will be invited to leave the circuit 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.

16.2. The approximate time to enter the Pre-Grid (as an orientation) will be determined and published via the Official Messaging System and Sportity. This approximate time will be set:

- For Qualifying Heats and Semi-Finals – as 10 minutes from the moment the last car (including any towed-out car) has left the track. This time includes 3 minutes for transit from the track to the paddock and back to the Pre-Grid, and 7 minutes for repairs and refuelling. During this time, two other regular starts (QH or SF) may be held before the restart.

- For Finals – as 15 minutes from the moment the last car (including any towed-out car) has left the track. This time includes 3 minutes for transit from the track to the paddock and back to the Pre-Grid, 12 minutes for repairs and refuelling. During this time, one other start (F) may be held before the restart

16.3. A driver shall be considered late if, within 2 (two) minutes after the first car of the respective restart group (of those cars already present in the Pre-Grid) has crossed the Pre-Grid exit, the driver has not entered the Pre-Grid. A driver considered late shall not be permitted to start the restart race.

16.4. Time counting will start from the moment when the last car (including any evacuated car) from that particular start crosses the exit line (see Appendix 2, picture 3– for regular use and for evacuated cars). All cars must return to the Pre-Grid no later than the time published on the Official Messaging System (also mirrored on Sportity).

16.5. 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 car's engine power without stopping for the tyre check. The driver must remain in the Pre-Grid (red line) until further marshal instructions are given.

16.6. 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.

16.7. 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):

16.8. 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.

16.9. Aggressive driving, speeding, wheel spins, unsafe transit from the track to the paddock and back to the Pre-Grid, and any contact or incident involving persons, vehicles, or structures within the paddock are strictly prohibited. Any breach of this rule will be reported to the Stewards for investigation and may result in penalties, including possible disqualification from the competition.

16.10. If the instructions mentioned above are breached, the Race Director will refuse the restart, according to Art 11.3.2 of SportReg.

17. TYRE CLEANING

17.1. Location See Appendix 3.

17.2. Tyre cleaning with wheel spins before the race is allowed only once before the Grid, in the particular area marked between the lines.

17.3. Doing any wheel spins outside the circuit, paddock, pre-grid, and grid going (outside the marked place) to the start position is strongly prohibited.

18. SUPPORT OBJECT AT THE START AREA

18.1. To prevent unintended rolling of the vehicle on the grid before the start of the race, it is permitted to use a support object made of (a) plastic, (b) rubber, or (c) wood, in various shapes (e.g., cube, oval, triangle) placed under the front wheel of the car. Such objects must be lightweight and must not exceed 3 cm in any dimension.

18.2. The driver should inform the starting line marshal about the need to use a support object, and only the driver himself (at each start) issues it before or after stopping at his starting position.

19. PARC FERME / PROVISIONAL PRIZEGIVING AFTER THE FINALS / OFFICIAL PRIZE GIVING

19.1. After each final, the three top drivers must follow the marshals' signals to park their cars near the provisional awarding place (see Rad communication No.3).

19.2. After the provisional prize giving, the drivers must park their cars immediately in the Parc Fermé.

19.3. The Parc Fermé rules start from crossing the finish line.

20. PADDOCK / REMINDER

20.1. **FIRE EXTINGUISHERS** (Art. 12.3.1 of the SportReg)

Each Driver is responsible for ensuring that a single-piece fire extinguisher of a minimum of 5kg is available within their own team's area inside the paddock.



20.2. **PROTECTION OF THE ENVIRONMENT** (Art. 12.3.2 of the SportReg)

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



21. OFFICIAL PRIZE GIVING / REMINDER



21.1. **WEAR AUTOSPORT OVERALLS**

Please wear proper clothing, as spectators and photographers will be present. Respect one another and show due respect to the organiser.

22. WARM-UP TYRES

22.1. **Tyres not registered for this event can be used during the Warm-up session.**

22.2. **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

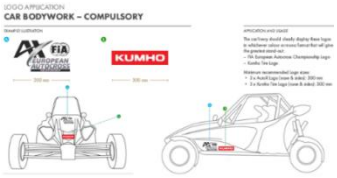
(Art. 10.4 of the SportReg)

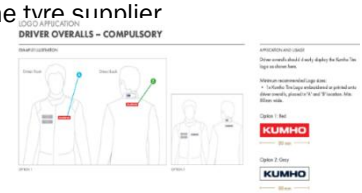
GOLDSPEED



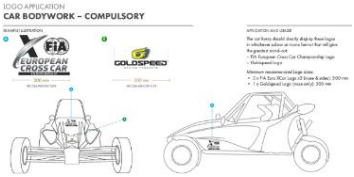
23. MANDATORY BRANDING GUIDELINES (REMINDER) – SEE APPENDIX 2 OF SPORTREG

23.1. SuperBuggy, Buggy1600 and JuniorBuggy – New FIA AX and KUMHO TIRE logos stickers will be available at the administrative checks or in the paddock at the tyre supplier.





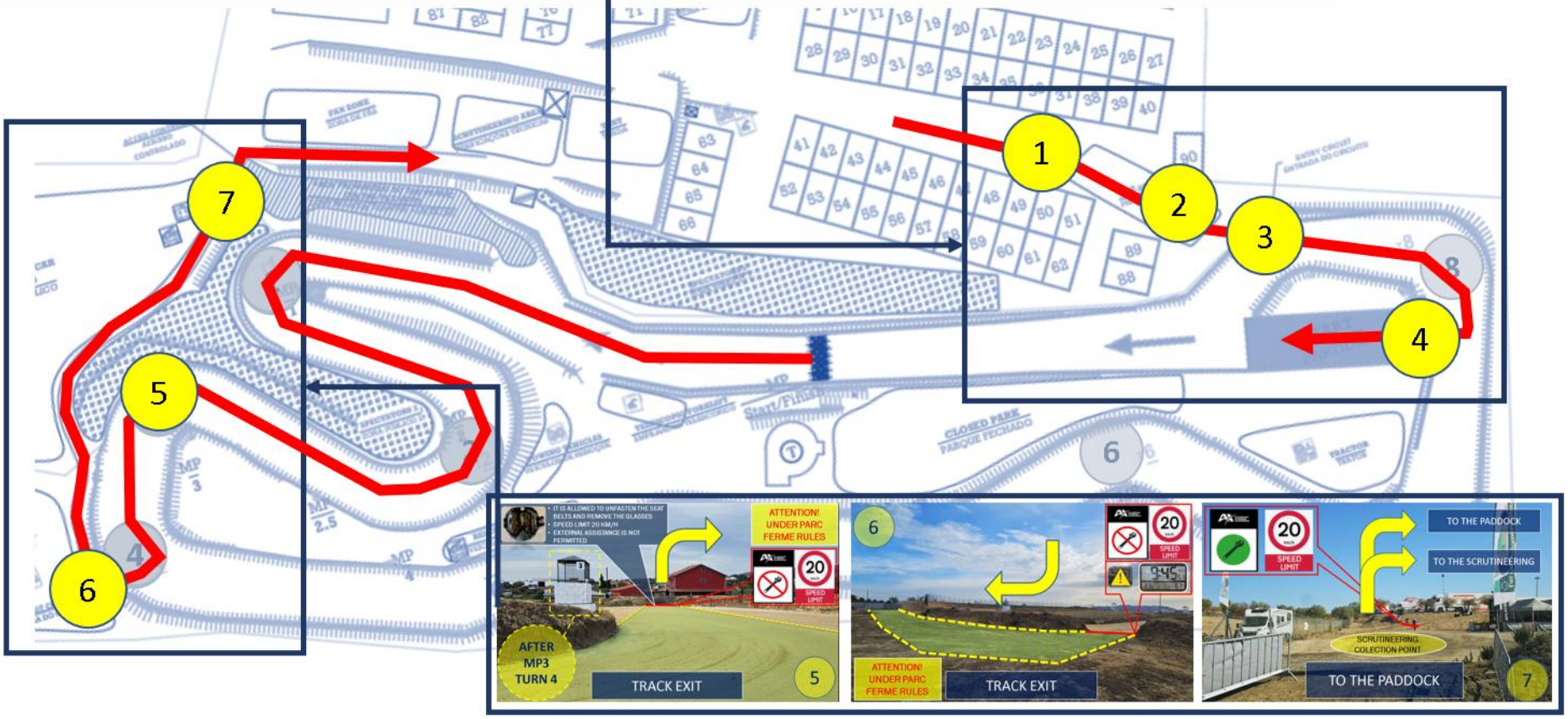
23.2. Cross Car and Junior Cross Car – New FIA XC and GOLDSPEED logos stickers will be available at the administrative checks or in the paddock at the tyre supplier.



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	

Appendix 1 – 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.



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






PADDOCK
PRE-GRID STARTS / TYRE CHECKING
PRE-GRID
REGULAR
RED FLAG
ONE WAY DIRECTION!
QH / SF
THE SERVICE AREA AFTER THE RED FLAG IS THE PADDOCK FOR
10 MINUTES
(3 + 7)
THE RESTART WILL BE GIVEN AFTER
2 NEXT RACES
FINALS
THE SERVICE AREA AFTER THE RED FLAG IS THE PADDOCK FOR
15 MINUTES
(3 + 12)
THE RESTART WILL BE GIVEN AFTER
1 NEXT RACE
START (GRID)