Autocross of Matschenberg

Round 4 of the 2025 FIA European Autocross Championship
Round 4 of the 2025 FIA European Cross Car Championship
Round 3 of the 2025 FIA European Junior Cross Car Championship

Cunewalde (GERMANY) / 06 – 08 June 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

- Track Name: **Cunewalde / Weigsdorf-Köblitz, Germany**
- Length: 820 metres
- Width of start: 15,0 m
- Maximum width: 16,0 m
- Minimum width: 11,0 m
- Direction: counterclockwise
- Location: Scan the QR code

SCAN ME

2. LOCATIONS / MAPS / ATTACHMENTS:

- Appendix 1 – Circuit map with the 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 directions after the Red Flag

3. COMMUNICATION 1 – ONLINE NOTICE BOARD (ONB)

4. 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

5. 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



6. PROGRAMME

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

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

Saturday, 28 June 2025		Sunday, 29 June 2025	
07:30 – 08:00	Administrative checking (CoC)	07:00 – 07:30	Tyre registration (CoC)
07:40 – 08:10	Scrutineering (CoC)	08:00	2nd Qualifying Heat
07:40 – 08:10	Tyre registration	10:45	3rd Qualifying Heat
08:30	Warm-up	13:10	Steward's 2nd meeting (or 15 minutes after the last race)
10:15	1st Qualifying practice	**13:20**	**Drivers or Nations presentation**
12:50	**SIMULATION OF THE START PROCEDURE**	14:15	Semi-Finals and Finals (Podium after each Final)
13:35	2nd Qualifying practice	17:50	Steward's 3rd meeting (or 30 minutes after the last race)
16:30	1st Qualifying Heat	**18:30**	**OFFICIAL PRIZE GIVING**
19:40	Closing time for CoC waivers for tyre registration		

7. EVENT SCHEDULE

The event schedule will be published on Friday, 27 June 2025, till 21:00 via Sportity.

8. MEETINGS

DATE	TIME	ACTIVITY	REMAINDER
27.06.	**19:30**	**DRIVERS` BRIEFING**	**Driver's Briefing – Mandatory Attendance.** **Location – Blaue Kugel (See RD Communication No 1 via Sportity)** **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.**
28.06.	**12:50**	**START/FALSE START SIMULATION**	Location – on the grid (drivers only).
29.06.	**13:20**	**DRIVERS OR NATIONS' PRESENTATION**	**It will take place on a track (grid) without racing cars (See RD Communication No 2 via Sportity).** Please note: It is essential to follow the organiser's instructions.
29.06.	**18:30**	**OFFICIAL PRIZE GIVING**	Official Prize Giving – **Festival tent Paddock (location see Appendix 2)**

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

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

10. ON TIME / EVENT SCHEDULE

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

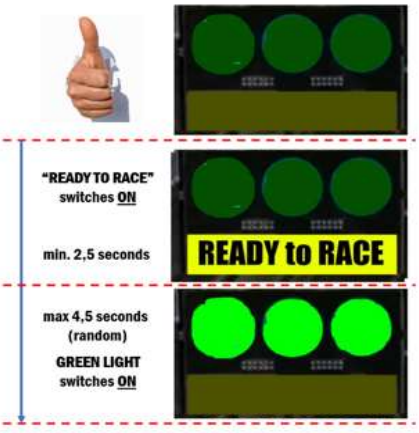


10.2. **UNDERSTANDING TO BE ON TIME:**

- Before beginning the Warm-up, each Qualification practice, Qualification heats, and (Semi-)Finals, the Drivers need to be equipped with complete safety equipment and their racing cars in the pre-grid area 10 (ten) minutes before the scheduled time of a particular category in the event schedule.
- 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.



11. START LIGHT PANEL / STARTING PROCEDURE



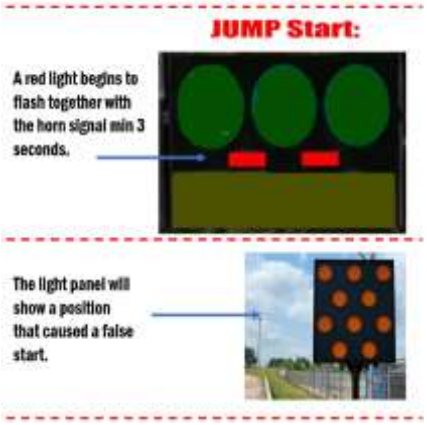
11.1. When the track is clear and the grid is positioned, drivers are at the starter's disposal.

11.2. 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.

11.3. 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.

11.4. After that, **"READY TO RACE"** switches OFF, immediately, the start will be given with a GREEN LIGHT switch ON.

12. START LIGHT PANEL / FALSE START



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

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

12.3. If the **"STICKS"** 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.

12.4. On each row will be a Judicial camera and Judges of fact to double-check the fact of a false start, if any.

12.5. The margin (tolerance zone) between the electronic system **"STICKS"** and the car is 15cm +/- 5cm (Art. 11.1.1. of SportReg).

13. SAFETY FIRST (REMINDER):

13.1. **Safety equipment:**

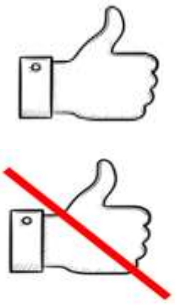
a) During all practice sessions and races, each Driver must wear a helmet and fire-resistant clothing as required by Chapter III of Appendix L and be properly restrained by the safety harness until reaching the scrutineering area.

After exiting the track, it can unfasten the seat belts and remove the glasses (see Appendix 3, pictures 6 and 7)

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

13.3. **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.**

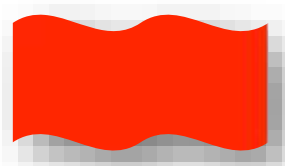
13.4. **Returning to the car or any action near the car until the end of the race is prohibited.**

13.5. **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.**

14. SIGNALLING (REMAINDER)

14.1. **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. All flags will be shown only in a waving manner. Any violation of the flag or marshal signals will be reported to the Stewards.**

14.2. **RED FLAG:**



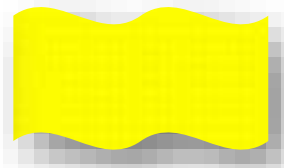
- All cars shall stop racing, reduce speed or STOP, and proceed slowly back to the start grid.
- It is essential to follow the instructions of the marshals, as well as the marshal's signs (see below).
- To avoid any further accidents, it is essential that after the red flag, drivers stop racing (release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

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



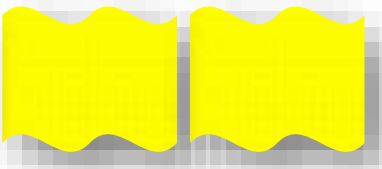
- A sign with a "SLOW" means that speed should be reduced or continuously moving slowly.
- A sign with a "STOP" means that movement should be stopped at a marshal post, which first shows the "STOP" sign.

14.4. **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.

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



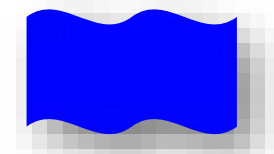
- There is a hazard wholly or partly blocking the racing line, or a person is on the track. Two yellow flags will be shown for two laps for a single incident, then reduced to one yellow flag shown until the end of the race. If a new obstacle appears in the same marshal sector during this period, two 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.

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



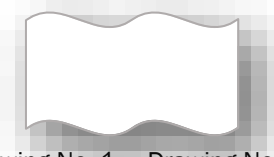
- A sign with an arrow to the left or right indicates the recommended direction to pass obstacles safely, but **the Driver's responsibility is to choose the direction**.

14.7. **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.**

14.8. **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.

14.9. **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.

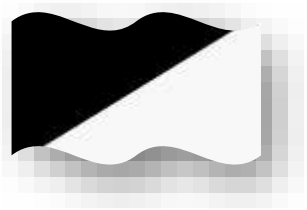
15. CODE OF DRIVING CONDUCT (REMAINDER) / WHITE AND BLAK AND BLACK FLAG

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.

15.1. 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.

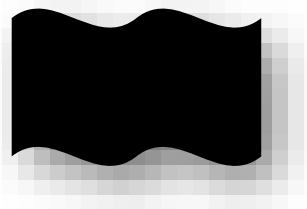
15.2. Decision to show the Black Flag (in case of one or several criteria below):

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,

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.

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

16. WAITING AREA AND PRE-GRID:

16.1. **Location: See Appendix 3.**

16.2. **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.**

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

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

16.5. 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.

17. AREA WHERE ASSISTANCE IS PERMITTED AFTER RED FLAG

17.1. 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.

17.2. For Qualifying Heats and Semi-Finals – the maximum allowed time is 15 minutes, which includes 8 minutes for transit from the track to the paddock and back to the Pre-Grid, 7 minutes for repairs and refuelling.

17.3. For Finals – the maximum allowed time is 17 minutes, which includes 8 minutes for transit from the track to the paddock and back to the Pre-Grid, 7 minutes for repairs and refuelling, and 2 extra minutes as a buffer.

17.4. 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 5.1). All cars must return to the Pre-Grid no later than the time published on the Official Messaging System (also mirrored on Sportity).

17.5. 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.

17.6. 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.

17.7. 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):

17.8. **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.**

17.9. **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.**

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

18. TYRE CLEANING:

18.1. Location See Appendix 4.

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

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

19. SUPPORT OBJECT AT THE START AREA:

19.1. 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.

19.2. 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.

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

20.1. After each final, the three top drivers must follow the marshals' signals to park their cars near the provisional awarding place (location shown in Appendix 2).

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

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

21. PADDOCK / REMAINDER:

21.1. **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.



21.2. **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.



22. OFFICIAL PRIZE GIVING / REMAINDER:



22.1. WEAR AUTOSPORT OVERALLS

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

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23. WARM-UP TYRES

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

23.2. **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 and Junior Cross Car

(Art. 10.4 of the SportReg)

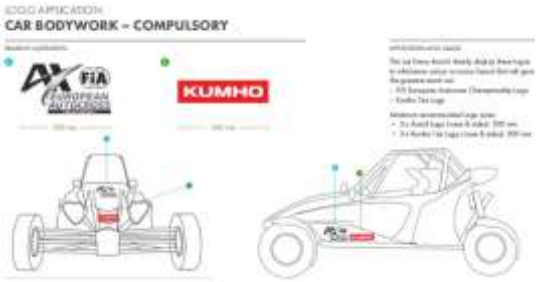
GOLDSPEED

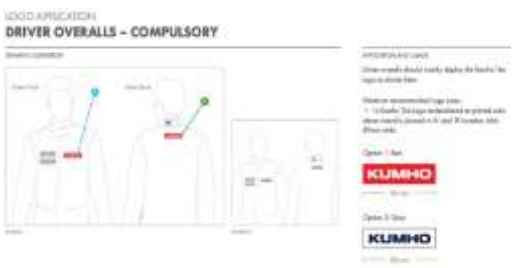


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24. MANDATORY BRANDING GUIDELINES (REMINDER) – SEE APPENDIX 2 OF SPORTREG

24.1. 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.



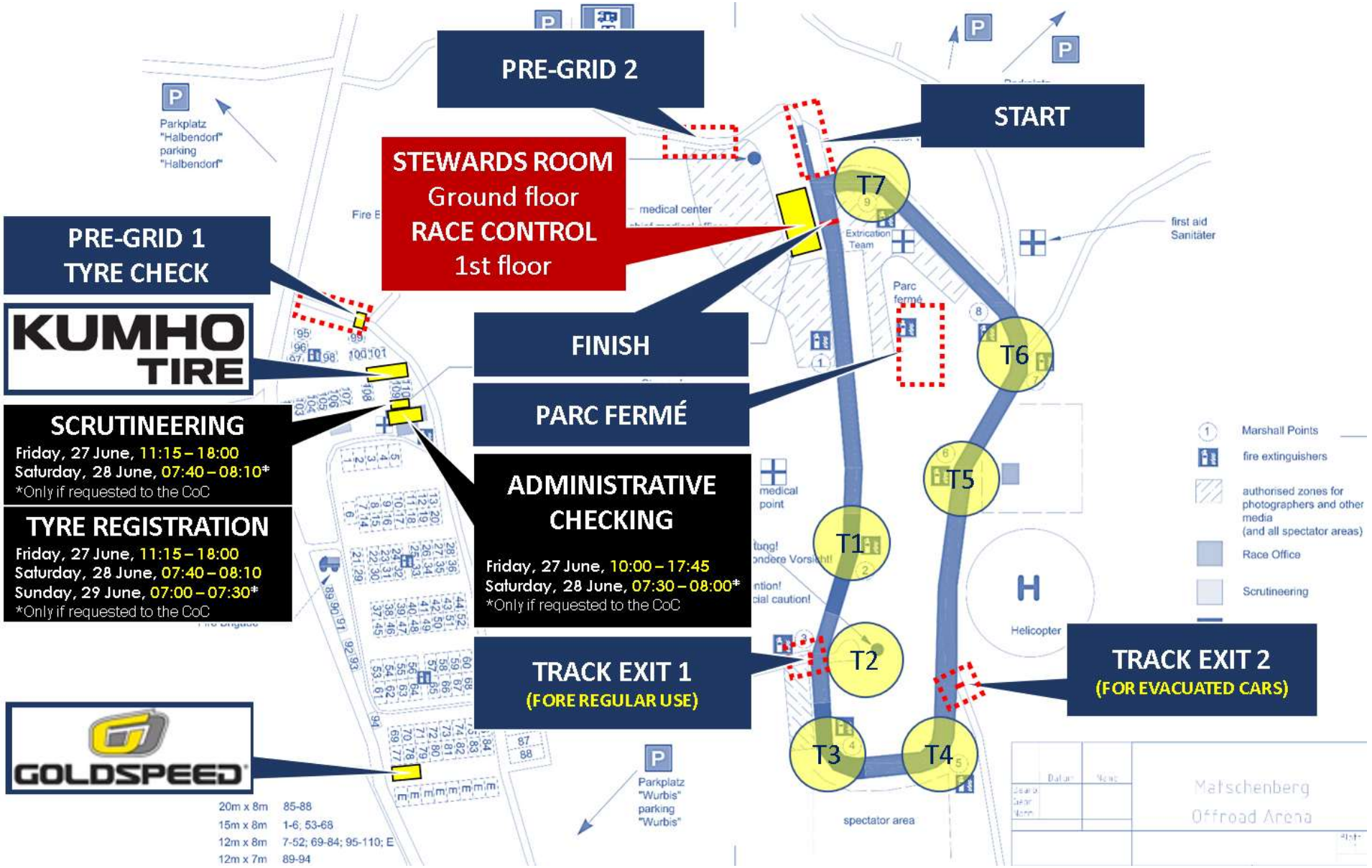


24.2. Cross Car and Junior Cross Car – New FIA XC and GOLDSPEED logos stickers will be available at the administrative checks or in the paddock at the tyre supplier.

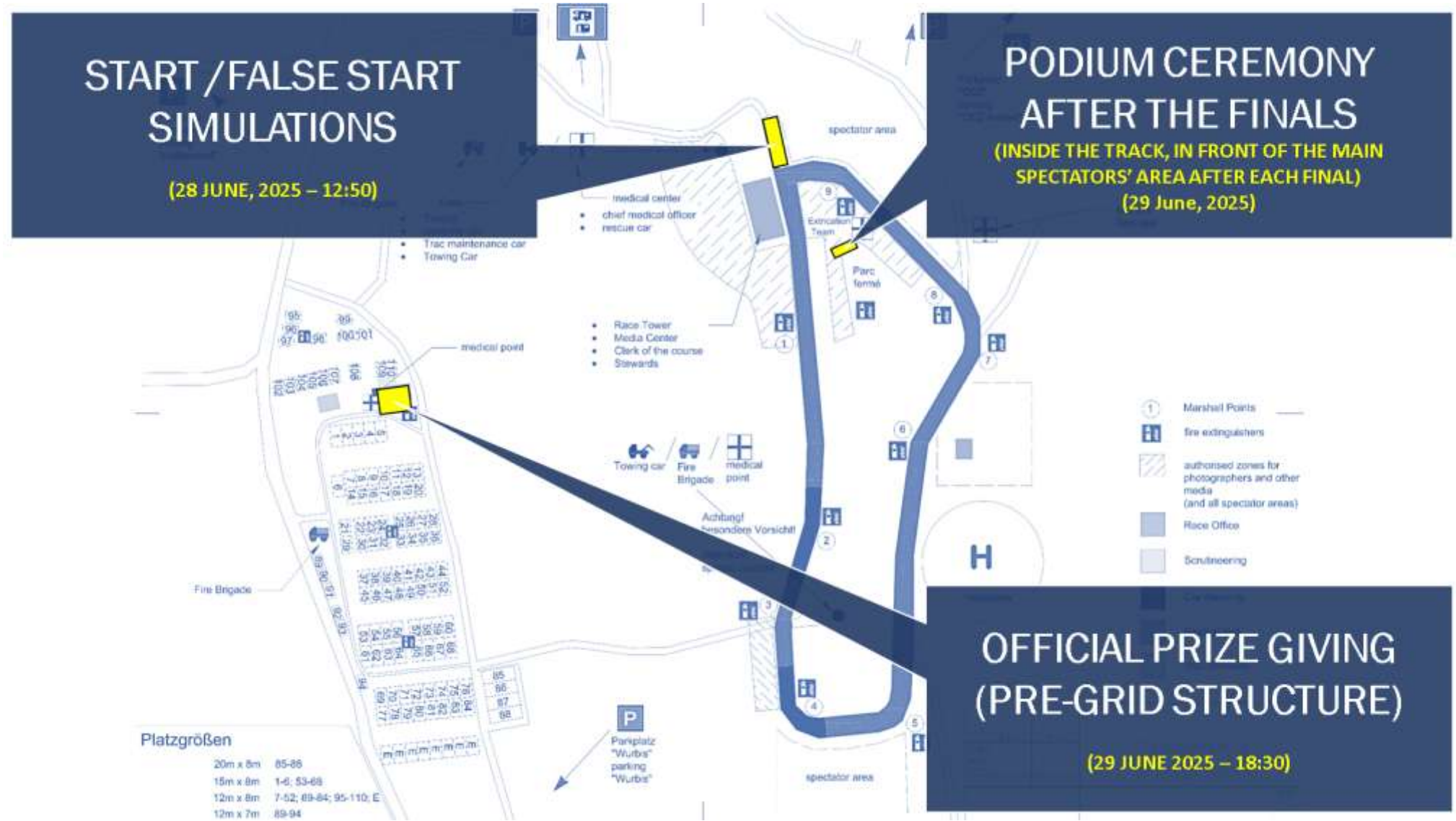


REMEMBER THOSE SPORTS FUNDAMENTAL PRINCIPLES: **- SAFETY, HONESTY, EQUITY** **WE WISH YOU ALL A GOOD AND FAIR RACE!**	**Mr Gunars KOSOJS (LVA)** FIA Race Director Mob.: +371 26 42 00 43 Email: gunars.kosojs@gmail.com	

Appendix 1 – CIRCUIT MAP WITH MOST IMPORTANT OBJECTS

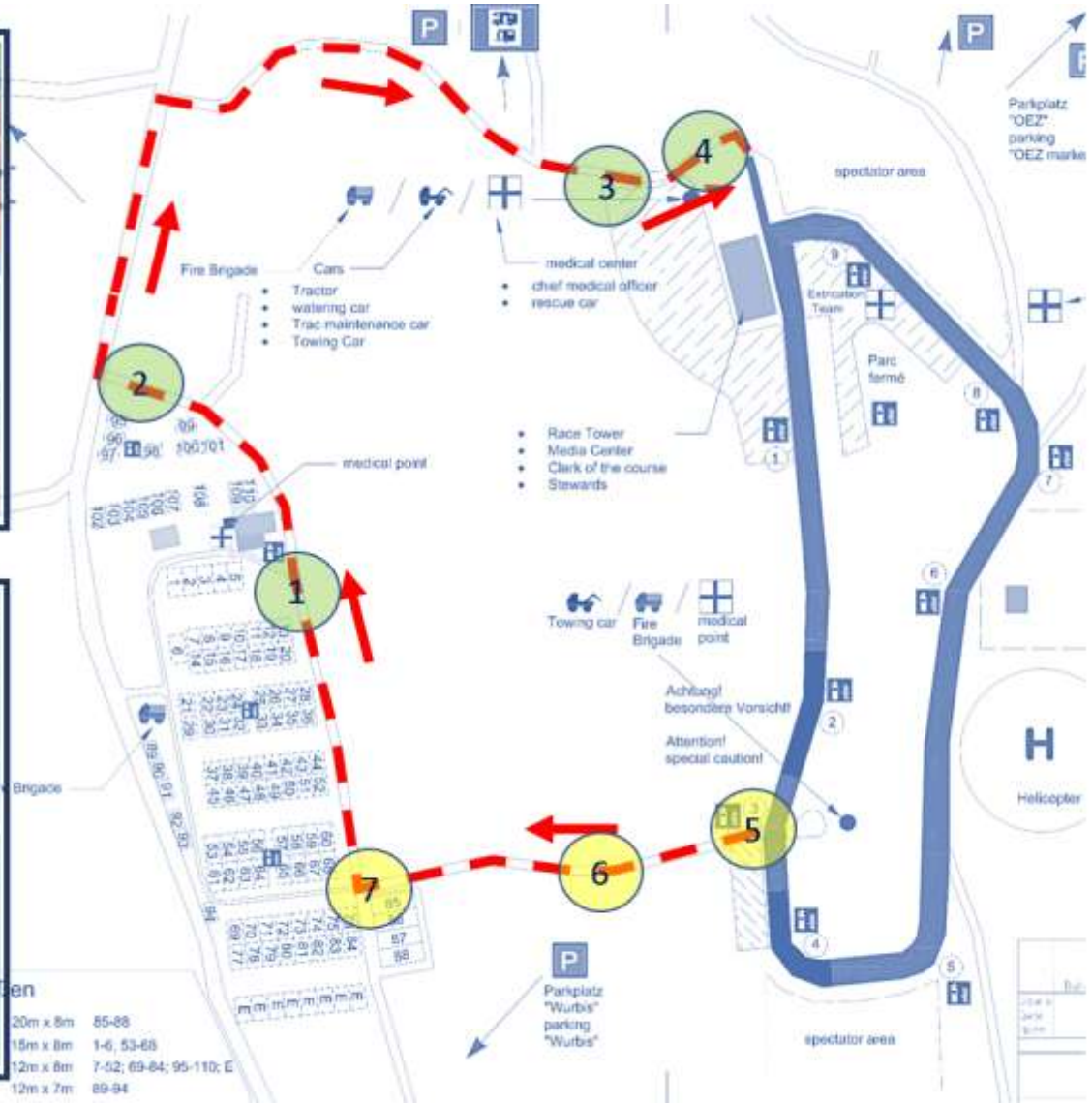


Appendix 2 – LOCATION OF THE MEETINGS

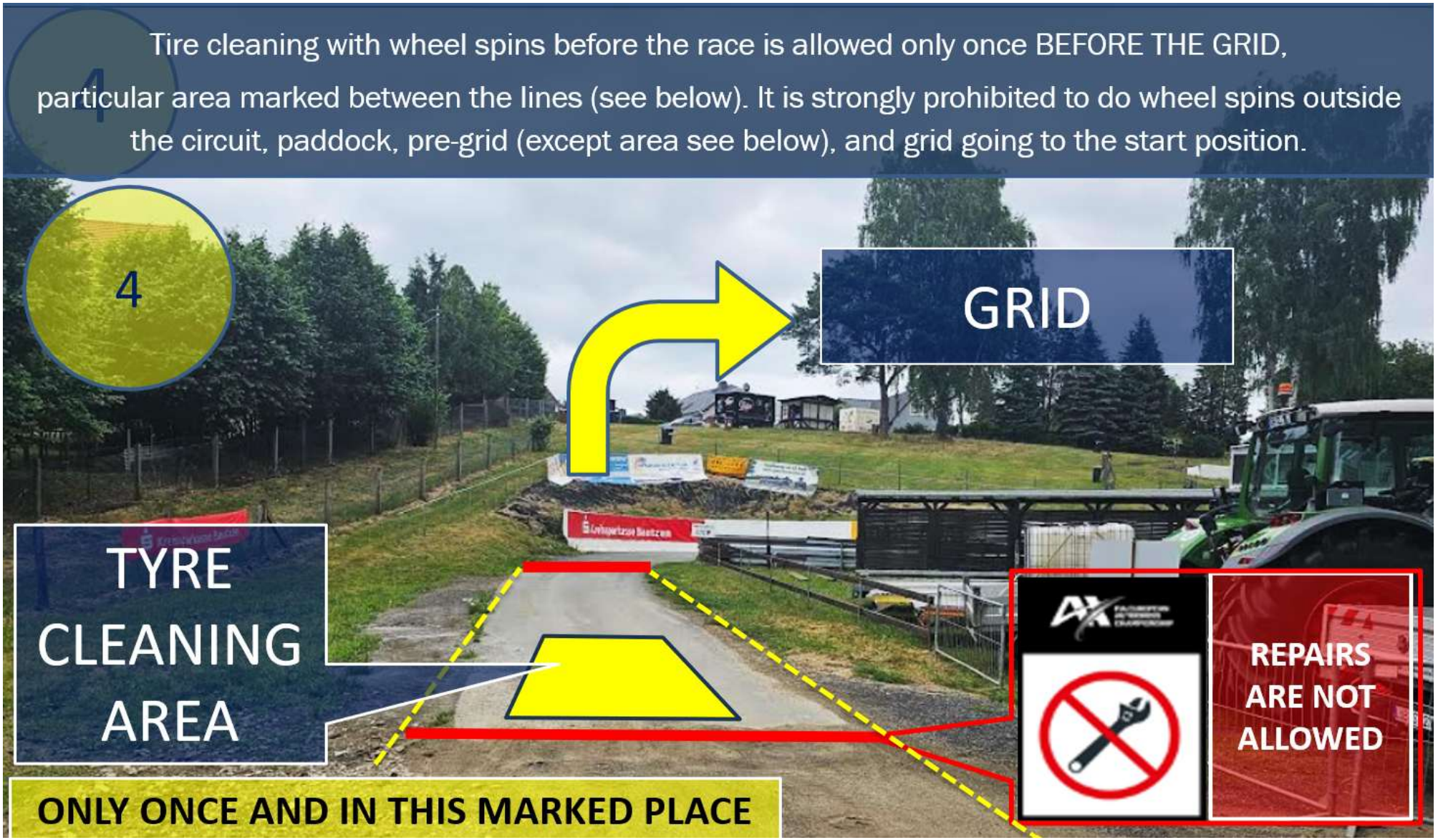


Appendix 3 – WAITING AREA / PRE-GRID / EXIT FROM TRACK / AREAS WHERE ASSISTANCE IS OR IS NOT PERMITTED





Appendix 4 – TYRE CLEANING AREA



Appendix 5.1 – (A) AFTER THE RED FLAG – TRACK EXIT AND EBTRANCE A – QUALIFYING HEATS, SEMI-FINALS AND FINALS



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

