INFORMATION FOR COMPETITORS AND DRIVERS

Updated 30th April 2025

Dear Autocross & Cross Car Competitors and Drivers,

Welcome to the 2025 season of the FIA Autocross and Cross Car Championships where you will have the chance to compete in the 8 different countries at the 10 of the most exciting and challenging Autocross tracks.

We have prepared for you some useful information before the start of the season and off course if you have any questions, just don´t hesitate to contact us.

For the media output will be made the Instagram profile of the Championship with the updated information, photos and videos during the season. This social media profile will be used to promote our Championship, so in general, please, cooperate with the media output of this profile as we can all benefit from more followers and viewers.

We are all looking forward to the new upcoming season and we hope it will be successful for all of you.

The FIA Road Sport Department

Any communication regarding these disciplines should be addressed to:

Milan Tejchman – FIA Autocross & Cross Car Consultant
Email: autocross-consultant@fia.com
Phone: +420 608 468 141 (preferred communication via WhatsApp)

and in copy to

Romilio Quintanilla – Off-Road and Hill Climb Sporting Coordinator
Email: rquintanilla@fia.com
Phone: +41 782 670 993 / +41 783 475 904 (preferred communication via WhatsApp)

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1. CALENDAR:



The race of "Vilkyciai" has been cancelled and the race of Nyirád has been moved to the 06-08 of June 2025.

2. REGISTRATIONS AND REGULATIONS

If you want to participate a competition, please, don't forget to register to every event at the FIA registration platform:

https://registrations.fia.com/autocross

Note: Pay attention, that first closing date of entries is **2 weeks before the event**, second closing date of entries is **1 week before the event** and after that you can't register anymore.

The FIA Registration Platform will be launched on Monday 10 March 2025.

The Sporting and Technical regulations are available via the following link:

https://www.fia.com/regulation/category/102

3. COMMUNICATION PROTOCOL

The Official Notice Board: http://www.chronomoto.com/fiaautocross/

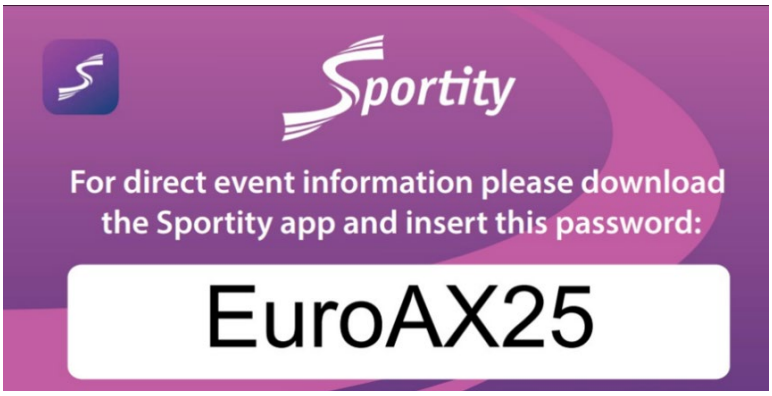
As a communication tool will be used the App SPORTITY.

According to the Supplementary Regulations there is the obligation, that each Competitor will have to register their "Sportity" account at the latest during administrative checks to receive the official communications during the event.

- Please download the App from the App Store or Google play scanning the following QR codes:



- Enter the password: **EuroAX25** in the application:



That will give you access to all the official documents posted throughout the year as well as useful information about the Championship or each event.

4. AUTOCROSS TYRES

KUMHO will be at all Events with a tyre sale and fitting service.

Tyre specifications: R800compound K71 for SuperBuggy
R800compound K33 for Buggy 1600 and Junior Buggy

The limitation is unchanged:

		SuperBuggy	Buggy1600 / Junior Buggy
1st participation	New	Max 10	Max 8
	Total	10	8
Next races	New	Max 6	Max 4
	Total (new + registered)	10	8

Please contact the team of KUMHO to order your tyres prior to each event:

Justino REIS
Phone: +351 919 927 615
Email: support@asrtyres.com and in copy to: info@asrracing.com

5. CROSS CAR TYRES

GOLDSPEED will be at all Events with a tyre sale and fitting by their partner Life-Live.

Tyre specifications: C-9205 front tyre
C-9203 rear tyre

The limitation is unchanged:

		Cross Car Senior and Junior
1st participation	New	Max 6 (3 front + 3 rear)
	Total	6 (3 front + 3 rear)
Next races	New	Max 4 (2 front + 2 rear)
	Total (new + registered)	6 (3 front + 3 rear)

GOLDSPEED contact:

Stijn BOERBOOM
Phone: (+31) 6-130 968 34
E-mail: s.boerboom@schuurmanbv.com

GOLDSPEED contact relating the order of tyres:

Phone: +33 (0)6 71 37 05 16

Email : goldspeed@lifelive-motorsport.com

The Cross Car tyre orders must be placed exclusively through the platform: https://www.goldspeedtires-xc.com/

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6. MANUFACTURER'S CUP – ART. 6.4 AND 15.1.4

There will be Manufacturer's Cup for both categories Autocross and Cross Car with the season´s entry fee of EUR 2,000 per Manufacturer. – Art 6.3.

The classification is made at each event with the score of number of points equal to the sum of points scored by the best Driver in every category and each division:

Autocross Manufacturer´s Cup: Junior Buggy – Buggy 1600 – Super Buggy
Cross Car Manufacturer´s Cup: Cross Car Junior – Cross Car

If you want to participate in Manufacturers Cup, then you must register at the platform*:

https://registrations.fia.com/autocross

** If you do not have a competition licence, please indicate TBC in the Registration Platform.*

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7. MAIN CHANGES IN THE 2025 SPORTING REGULATIONS

This additional information is from FIA Off-Road Seminar for Officials and be aware, **that only officially published regulations via FIA website are correct and valid regulations**.

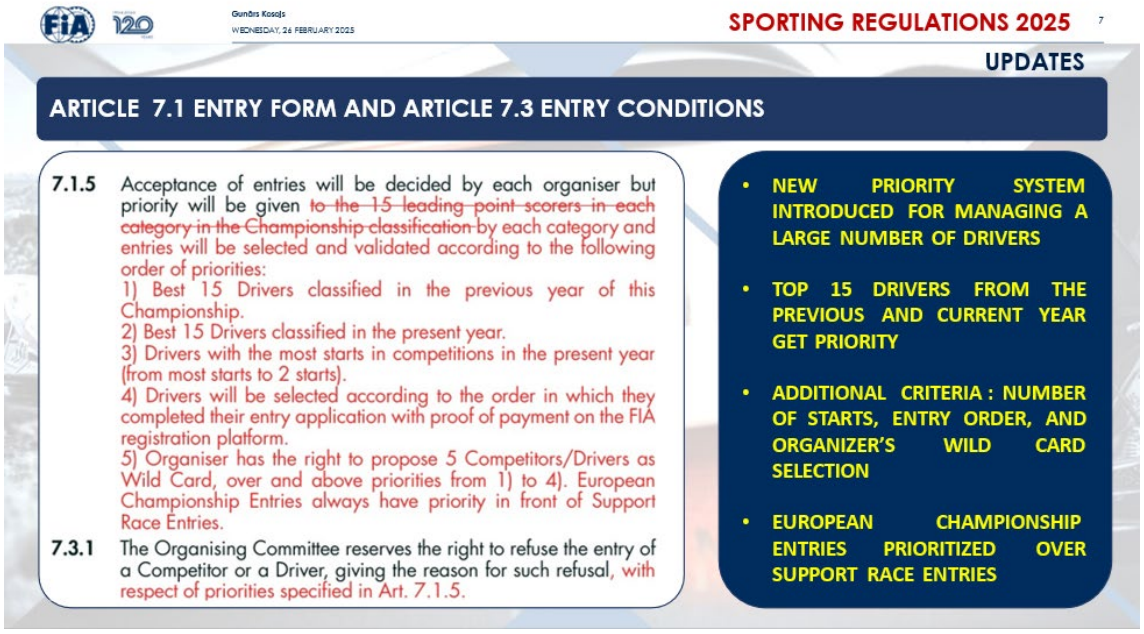
Note: pay attention, that it´s in full responsibility of each Competitor and Driver to read and to have a knowledge of the regulations of the discipline and in general for the motorsport.

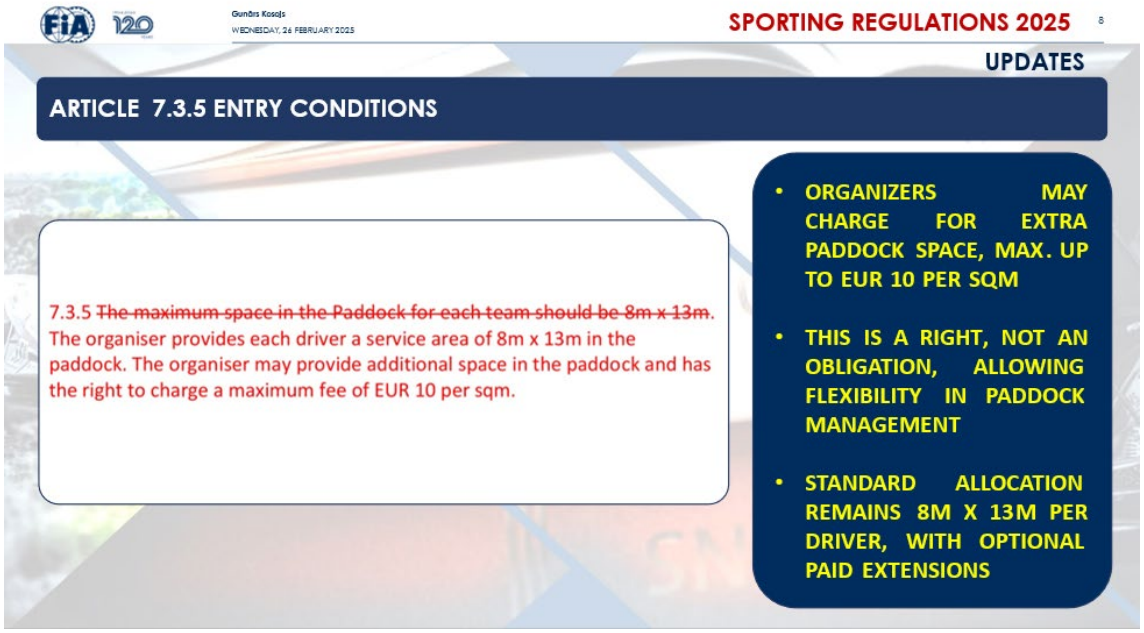
Information in the following page:

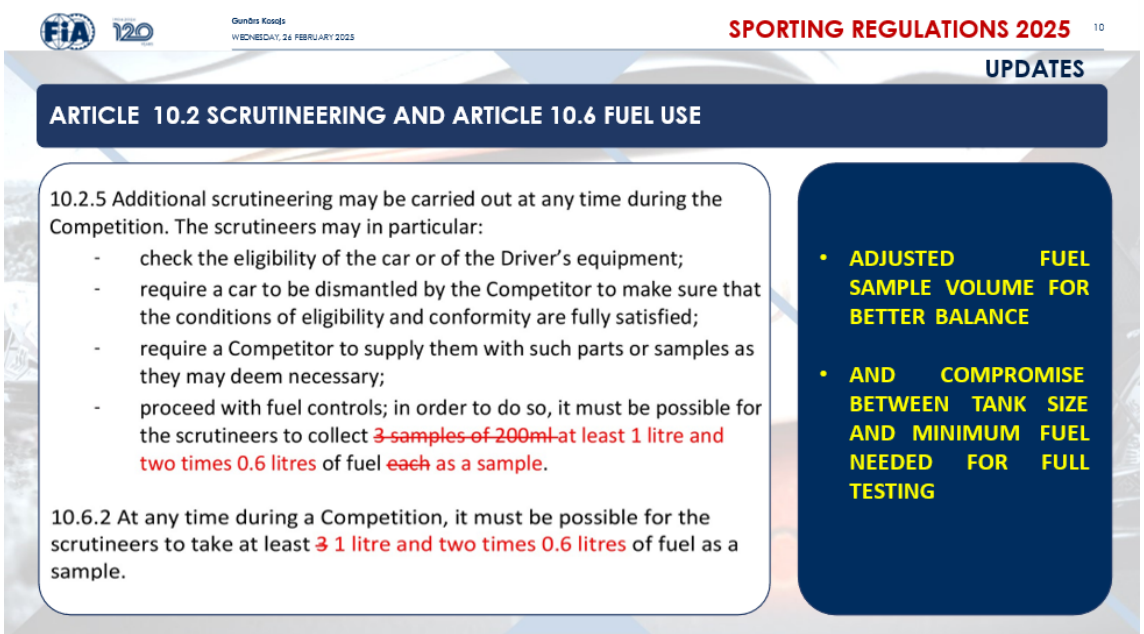

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ARTICLE 1 FOREWORD
1. FOREWORD
The Fédération Internationale de l'Automobile ("the FIA") organizes the FIA European Autocross and Cross Car Championships ("the Championships"), which is the property of the FIA and comprises:
1.1. three titles of FIA European Autocross Champion Driver, in the following specific Championships:
- The FIA European Autocross Championship, contested by Drivers entering cars in the SuperBuggy Category,
- The FIA European Autocross Championship, contested by Drivers entering cars in the Buggy1600 Category,
- The FIA European Autocross Championship, contested by Drivers entering cars in the JuniorBuggy Category,
1.2. two titles of FIA European Cross Car Champion Driver, in the following specific Championships:
- The FIA European Cross Car Championship, contested by Drivers entering cars in the Cross Car Category.
- The FIA European Cross Car Championship, contested by Drivers entering cars in the Junior Cross Car Category.
- the FIA Autocross Nations Cup ("the Nations Cup").
1.3. the FIA Autocross Manufacturer´s Cup ("the AX Manufacturer´s Cup") is contested by Drivers entering cars in the SuperBuggy, Buggy1600 and JuniorBuggy Category.
1.4. the FIA Cross Car Manufacturer´s Cup ("the XC Manufacturer´s Cup") is contested by Drivers entering cars in the Cross car and Junior Cross Car Category.
• STRUCTURAL CHANGES WERE MADE TO SIMPLIFY THE TEXT
• TWO NEW CUPS WERE INTRODUCED : AX MANUFACTURER'S CUP & XC MANUFACTURER'S CUP
• LINKED TO NEW ART. 6.3 AND ART. 15.1.4


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ARTICLE 6.3 MANUFACTURE
6. ELIGIBLE DRIVERS, MANUFACTURERS AND COMPETITORS
6.3 Manufacture
Applications to participate in a Competition of the AX or XC Manufacturer´s Cup shall be submitted to the FIA by means of the entry form available on www.fia.com and must be accompanied by copies of proof of payment of the season's entry fee of EUR 2,000 per Manufacturer. The season's entry fee payment must be completed at the latest 1 week before the first Event of the Championship.
With an FIA waiver after the closing date of entry, however, past events will not score championship points if the waiver is granted after the completed competition.
Eligibility requires that at least one car produced by the Manufacturer is entered in one of the categories, as verified by the FIA technical passport and roll cage certificate.
• NEW SECTION INTRODUCED FOR AX & XC MANUFACTURER'S CUP
• DEFINES LEGAL MANUFACTURER STATUS AND ENTRY REQUIREMENTS
• ENTRY FEE SET AT EUR 2,000, PAYABLE ONE WEEK BEFORE THE FIRST EVENT
• FIA WAIVER RULE ADDED, RESTRICTING RETROACTIVE CHAMPIONSHIP POINTS
• ELIGIBILITY REQUIRES AT LEAST ONE CAR PER MANUFACTURER WITH FIA CERTIFICATION


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ARTICLE 15.1.4 CHAMPIONSHIP STANDING
15.1.4 Manufacturer´s Cup standing
a) The classification of the AX & XC Manufacturer´s Cup, will be drawn up on the basis of the final classifications from each competition obtained in each category of the FIA European Cross Car Championship or FIA European Autocross Championship.
b) At the end of each of the Competitions, each Manufacturer entering the AX or XC Manufacturer´s Cup will score a number of points equal to the sum of points scored by the one best Drivers in every category of the FIA European Autocross Championship or FIA European Cross Car Championship.
c) The winner of the Manufacturer´s Cup will be the Manufacturer which has scored the highest number of points at the end of the Championship.
All the results obtained in the course of the year will count towards the final classification. Should more than one Manufacturer have scored the same number of points, the tie will be settled on the basis of the greatest numbe of 1st, then 2nd, then 3rd (and so on) places obtained.
• NEW SECTION INTRODUCED FOR AX & XC MANUFACTURER'S CUP
• TWO SEPARATE CUPS:
• AX MANUFACTURER'S CUP (BEST DRIVER FROM SUPERBUGGY, BUGGY1600, JUNIORBUGGY)
• XC MANUFACTURER'S CUP (BEST DRIVER FROM CROSS CAR, JUNIOR CROSS CAR)
• WINNING MANUFACTURER IS THE ONE WITH THE HIGHEST TOTAL POINTS
• TIE-BREAKER BASED ON THE HIGHEST NUMBER OF TOP FINISHES (1ST, 2ND, ETC.)


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ARTICLE 7.1 ENTRY FORM AND ARTICLE 7.3 ENTRY CONDITIONS
7.1.5 Acceptance of entries will be decided by each organiser but priority will be given to the 15 leading point scorers in each category in the Championship classification by each category and entries will be selected and validated according to the following order of priorities:
1) Best 15 Drivers classified in the previous year of this Championship.
2) Best 15 Drivers classified in the present year.
3) Drivers with the most starts in competitions in the present year (from most starts to 2 starts).
4) Drivers will be selected according to the order in which they completed their entry application with proof of payment on the FIA registration platform.
5) Organiser has the right to propose 5 Competitors/Drivers as Wild Card, over and above priorities from 1) to 4). European Championship Entries always have priority in front of Support Race Entries.
7.3.1 The Organising Committee reserves the right to refuse the entry of a Competitor or a Driver, giving the reason for such refusal, with respect of priorities specified in Art. 7.1.5.
• NEW PRIORITY SYSTEM INTRODUCED FOR MANAGING A LARGE NUMBER OF DRIVERS
• TOP 15 DRIVERS FROM THE PREVIOUS AND CURRENT YEAR GET PRIORITY
• ADDITIONAL CRITERIA : NUMBER OF STARTS, ENTRY ORDER, AND ORGANIZER'S WILD CARD SELECTION
• EUROPEAN CHAMPIONSHIP ENTRIES PRIORITIZED OVER SUPPORT RACE ENTRIES


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ARTICLE 7.3.5 ENTRY CONDITIONS
7.3.5 ~~The maximum space in the Paddock for each team should be 8m x 13m~~. The organiser provides each driver a service area of 8m x 13m in the paddock. The organiser may provide additional space in the paddock and has the right to charge a maximum fee of EUR 10 per sqm.
• ORGANIZERS MAY CHARGE FOR EXTRA PADDOCK SPACE, MAX. UP TO EUR 10 PER SQM
• THIS IS A RIGHT, NOT AN OBLIGATION, ALLOWING FLEXIBILITY IN PADDOCK MANAGEMENT
• STANDARD ALLOCATION REMAINS 8M X 13M PER DRIVER, WITH OPTIONAL PAID EXTENSIONS


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ARTICLE 10.2 SCRUTINEERING AND ARTICLE 10.6 FUEL USE
10.2.5 Additional scrutineering may be carried out at any time during the Competition. The scrutineers may in particular:
- check the eligibility of the car or of the Driver's equipment;
- require a car to be dismantled by the Competitor to make sure that the conditions of eligibility and conformity are fully satisfied;
- require a Competitor to supply them with such parts or samples as they may deem necessary;
- proceed with fuel controls; in order to do so, it must be possible for the scrutineers to collect ~~3 samples of 200ml~~ at least 1 litre and two times 0.6 litres of fuel ~~each~~ as a sample.
10.6.2 At any time during a Competition, it must be possible for the scrutineers to take at least ~~3~~ 1 litre and two times 0.6 litres of fuel as a sample.
• ADJUSTED FUEL SAMPLE VOLUME FOR BETTER BALANCE
• AND COMPROMISE BETWEEN TANK SIZE AND MINIMUM FUEL NEEDED FOR FULL TESTING

ARTICLE 10.2.7 COMPETITION NUMBERS AND DRIVERS NAME

10.2.7 Competition numbers and Driver's name

The figures of the Competition numbers are displayed once on ~~each side of the car and once on~~ each side of the car and once on each side of a panel on the roof or on the bonnet. All other numbers are prohibited.
The roof number must be permanently fixed on a vertical support having no sharp edges, in line with the front-rear axis of the car. The panel must measure 24 x 35cm and must be in white colour. The number must be 18cm high with a stroke thickness of 4cm in Arial Black font and in black colour.

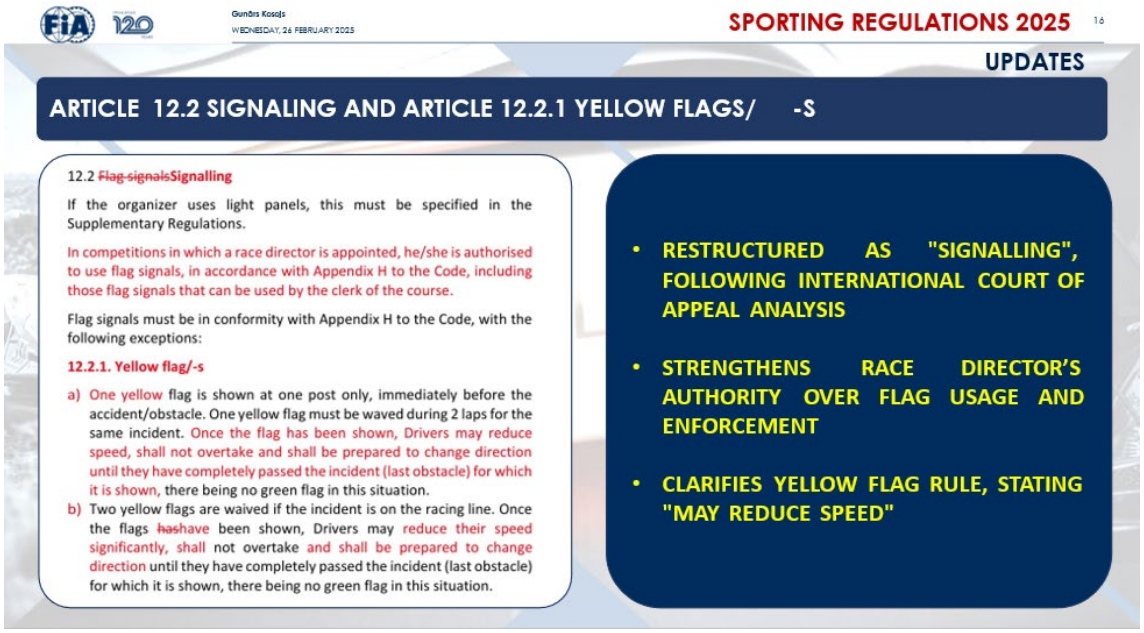
The name of the Driver in white letters in Arial Black font of a height of between 6 and 10cm, as well as his national flag, must be featured on the left and the right side of the body of each car.

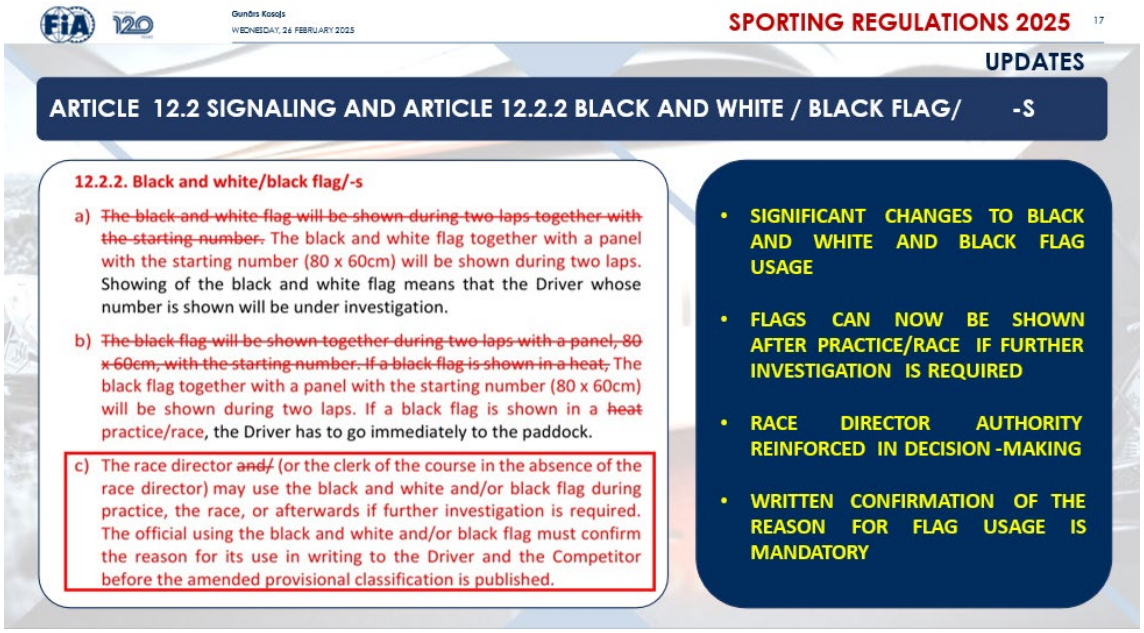
- IMPROVED NUMBER PANEL COLOR, AND FONT FOR BETTER VISIBILITY

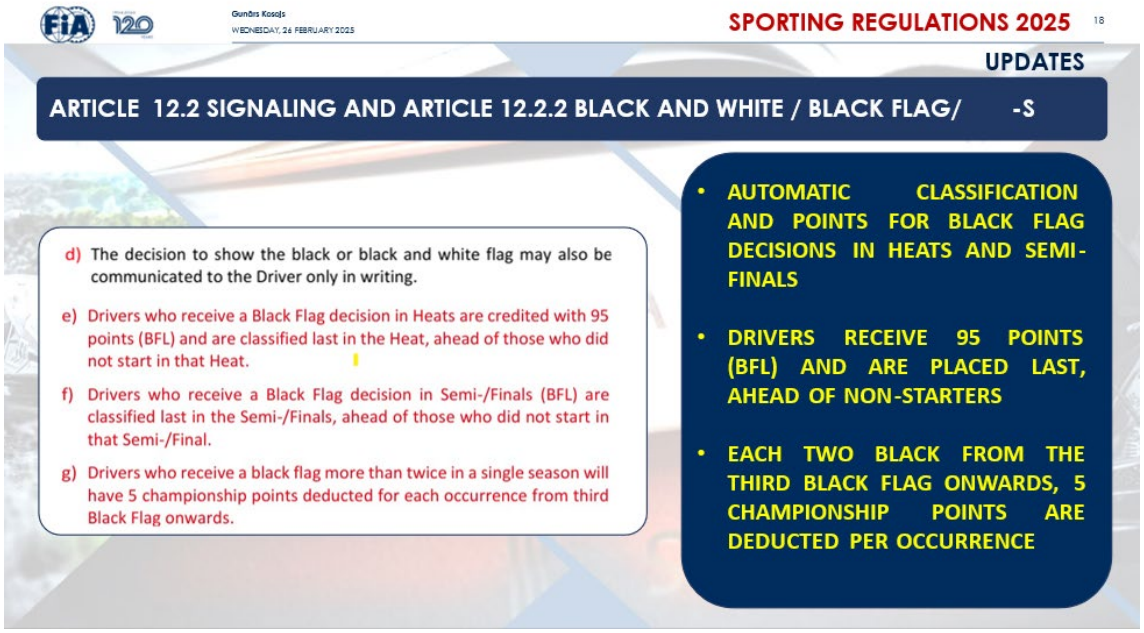
ARTICLE 11.1 START

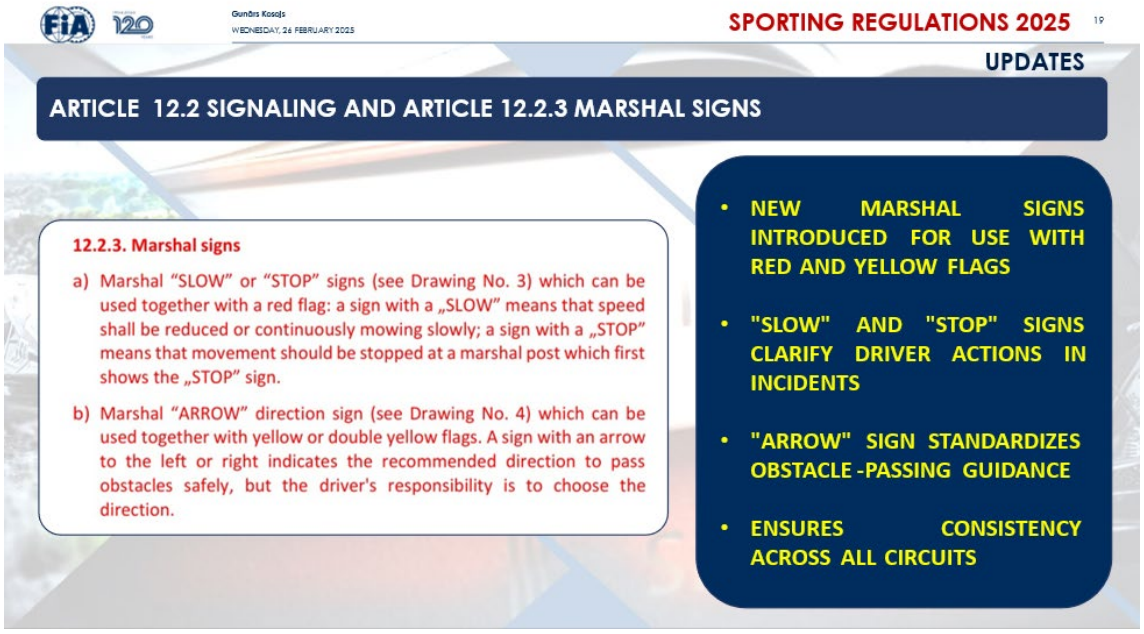
If the driver is late to the pre-grid or starting grid of the race, and if the race director deems that this hinders the running of the Competition, the start of this driver in this race will be refused. This decision of the race director is not subject to protest or appeal.

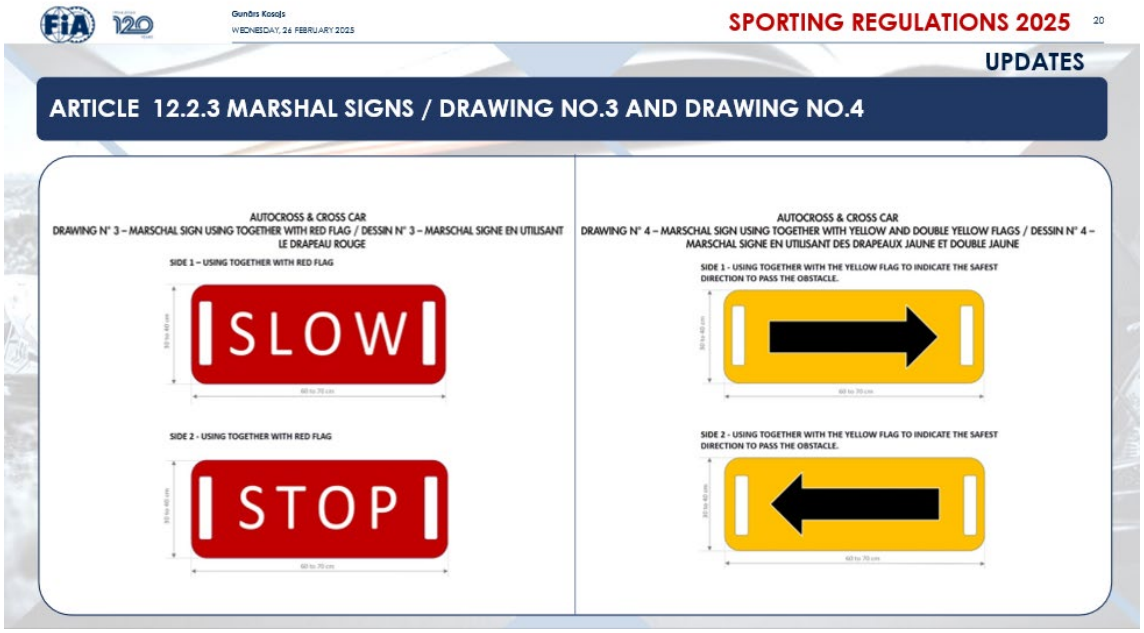
- NEW RULE GRANTS RACE DIRECTOR AUTHORITY TO EXCLUDE LATE DRIVERS FROM THE START
- NON-ATTENDANCE ON PRE-GRID/GRID
- DECISION IS FINAL AND CAN NOT BE PROTESTED

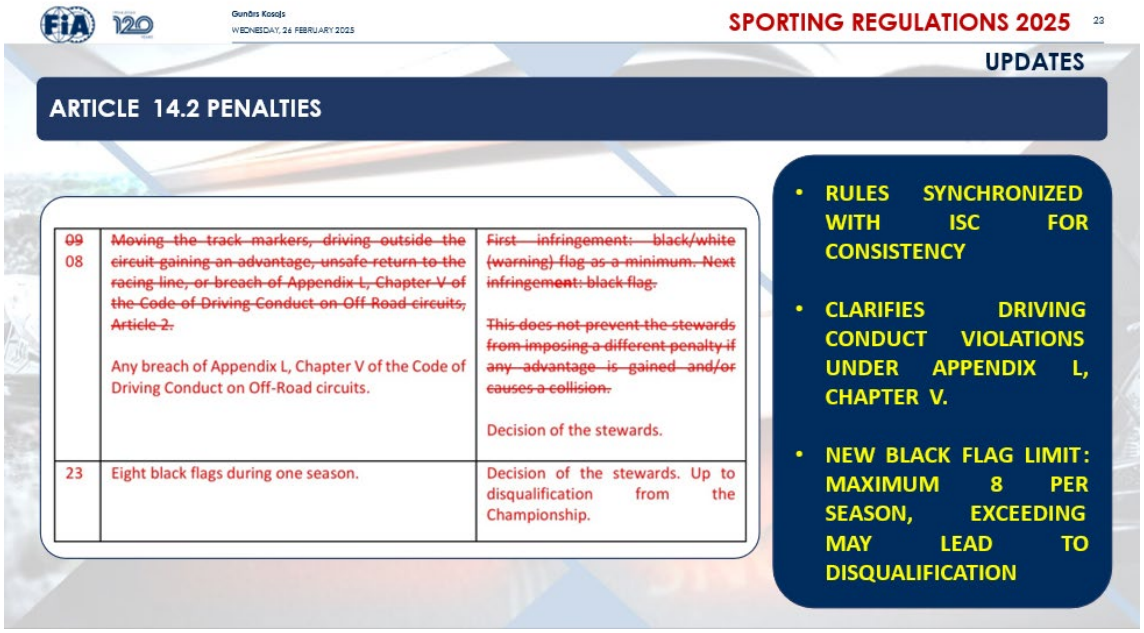

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ARTICLE 12.2 SIGNALING AND ARTICLE 12.2.1 YELLOW FLAGS/ -S
12.2 ~~Flag signals~~Signalling
If the organizer uses light panels, this must be specified in the Supplementary Regulations.
In competitions in which a race director is appointed, he/she is authorised to use flag signals, in accordance with Appendix H to the Code, including those flag signals that can be used by the clerk of the course.
Flag signals must be in conformity with Appendix H to the Code, with the following exceptions:
12.2.1. Yellow flag/-s
a) One yellow flag is shown at one post only, immediately before the accident/obstacle. One yellow flag must be waved during 2 laps for the same incident. Once the flag has been shown, Drivers may reduce speed, shall not overtake and shall be prepared to change direction until they have completely passed the incident (last obstacle) for which it is shown, there being no green flag in this situation.
b) Two yellow flags are waived if the incident is on the racing line. Once the flags ~~has~~have been shown, Drivers may reduce their speed significantly, shall not overtake and shall be prepared to change direction until they have completely passed the incident (last obstacle) for which it is shown, there being no green flag in this situation.
• RESTRUCTURED AS "SIGNALLING", FOLLOWING INTERNATIONAL COURT OF APPEAL ANALYSIS
• STRENGTHENS RACE DIRECTOR'S AUTHORITY OVER FLAG USAGE AND ENFORCEMENT
• CLARIFIES YELLOW FLAG RULE, STATING "MAY REDUCE SPEED"


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ARTICLE 12.2 SIGNALING AND ARTICLE 12.2.2 BLACK AND WHITE / BLACK FLAG/ -S
12.2.2. Black and white/black flag/-s
a) ~~The black and white flag will be shown during two laps together with the starting number.~~ The black and white flag together with a panel with the starting number (80 x 60cm) will be shown during two laps. Showing of the black and white flag means that the Driver whose number is shown will be under investigation.
b) ~~The black flag will be shown together during two laps with a panel, 80 x 60cm, with the starting number. If a black flag is shown in a heat,~~ The black flag together with a panel with the starting number (80 x 60cm) will be shown during two laps. If a black flag is shown in a ~~heat~~ practice/race, the Driver has to go immediately to the paddock.
c) The race director ~~and/~~ (or the clerk of the course in the absence of the race director) may use the black and white and/or black flag during practice, the race, or afterwards if further investigation is required. The official using the black and white and/or black flag must confirm the reason for its use in writing to the Driver and the Competitor before the amended provisional classification is published.
• SIGNIFICANT CHANGES TO BLACK AND WHITE AND BLACK FLAG USAGE
• FLAGS CAN NOW BE SHOWN AFTER PRACTICE/RACE IF FURTHER INVESTIGATION IS REQUIRED
• RACE DIRECTOR AUTHORITY REINFORCED IN DECISION -MAKING
• WRITTEN CONFIRMATION OF THE REASON FOR FLAG USAGE IS MANDATORY


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ARTICLE 12.2 SIGNALING AND ARTICLE 12.2.2 BLACK AND WHITE / BLACK FLAG/ -S
d) The decision to show the black or black and white flag may also be communicated to the Driver only in writing.
e) Drivers who receive a Black Flag decision in Heats are credited with 95 points (BFL) and are classified last in the Heat, ahead of those who did not start in that Heat.
f) Drivers who receive a Black Flag decision in Semi-/Finals (BFL) are classified last in the Semi-/Finals, ahead of those who did not start in that Semi-/Final.
g) Drivers who receive a black flag more than twice in a single season will have 5 championship points deducted for each occurrence from third Black Flag onwards.
• AUTOMATIC CLASSIFICATION AND POINTS FOR BLACK FLAG DECISIONS IN HEATS AND SEMI-FINALS
• DRIVERS RECEIVE 95 POINTS (BFL) AND ARE PLACED LAST, AHEAD OF NON-STARTERS
• EACH TWO BLACK FROM THE THIRD BLACK FLAG ONWARDS, 5 CHAMPIONSHIP POINTS ARE DEDUCTED PER OCCURRENCE


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ARTICLE 12.2 SIGNALING AND ARTICLE 12.2.3 MARSHAL SIGNS
12.2.3. Marshal signs
a) Marshal "SLOW" or "STOP" signs (see Drawing No. 3) which can be used together with a red flag: a sign with a „SLOW" means that speed shall be reduced or continuously mowing slowly; a sign with a „STOP" means that movement should be stopped at a marshal post which first shows the „STOP" sign.
b) Marshal "ARROW" direction sign (see Drawing No. 4) which can be used together with yellow or double yellow flags. 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.
• NEW MARSHAL SIGNS INTRODUCED FOR USE WITH RED AND YELLOW FLAGS
• "SLOW" AND "STOP" SIGNS CLARIFY DRIVER ACTIONS IN INCIDENTS
• "ARROW" SIGN STANDARDIZES OBSTACLE-PASSING GUIDANCE
• ENSURES CONSISTENCY ACROSS ALL CIRCUITS


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ARTICLE 12.2.3 MARSHAL SIGNS / DRAWING NO.3 AND DRAWING NO.4
AUTOCROSS & CROSS CAR
DRAWING N° 3 – MARSHAL SIGN USING TOGETHER WITH RED FLAG / DESSIN N° 3 – MARSCHAL SIGNE EN UTILISANT LE DRAPEAU ROUGE
SIDE 1 – USING TOGETHER WITH RED FLAG
SLOW
SIDE 2 - USING TOGETHER WITH RED FLAG
STOP
AUTOCROSS & CROSS CAR
DRAWING N° 4 – MARSCHAL SIGN USING TOGETHER WITH YELLOW AND DOUBLE YELLOW FLAGS / DESSIN N° 4 – MARSCHAL SIGNE EN UTILISANT DES DRAPEAUX JAUNE ET DOUBLE JAUNE
SIDE 1 - USING TOGETHER WITH THE YELLOW FLAG TO INDICATE THE SAFEST DIRECTION TO PASS THE OBSTACLE.
SIDE 2 - USING TOGETHER WITH THE YELLOW FLAG TO INDICATE THE SAFEST DIRECTION TO PASS THE OBSTACLE.


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ARTICLE 14.2 PENALTIES
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Moving the track markers, driving outside the circuit gaining an advantage, unsafe return to the racing line, or breach of Appendix L, Chapter V of the Code of Driving Conduct on Off-Road circuits, Article 2.
Any breach of Appendix L, Chapter V of the Code of Driving Conduct on Off-Road circuits.
First infringement: black/white (warning) flag as a minimum. Next infringement: black flag.
This does not prevent the stewards from imposing a different penalty if any advantage is gained and/or causes a collision.
Decision of the stewards.
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Eight black flags during one season.
Decision of the stewards. Up to disqualification from the Championship.
• RULES SYNCHRONIZED WITH ISC FOR CONSISTENCY
• CLARIFIES DRIVING CONDUCT VIOLATIONS UNDER APPENDIX L, CHAPTER V.
• NEW BLACK FLAG LIMIT: MAXIMUM 8 PER SEASON, EXCEEDING MAY LEAD TO DISQUALIFICATION


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ARTICLE 14.3 PROTEST, APPEAL, RIGHT OF REVIEW
14.3 Protests, Appeal, Right of Review
14.3.3 The right of review must be made in writing in accordance with Art. 14 of the Code. The deposit for the petition of review is €2,000.
• NEW REGULATION ALIGNS WITH ISC REQUIREMENTS .
• DEPOSIT LEVELS MUST BE DEFINED WITHIN THE SPORTING REGULATIONS
• 2000 EURO


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ARTICLE 15.1.1 CLASSIFICATIONS OF A COMPETITION
15.1.1 Classification of a Competition
...
The winner of the Final will be the winner of the Competition. Position 1 to 20 in the final Competition will be according to the results of the Semi-Finals and Final; the remaining Drivers will be classified according to the three qualifying heats.
The last Event of the Calendar for every category will be declared as a SUPER FINAL and the number of scoring points for the Championship will be multiplied by the coefficient 1,5.
• THE FINAL EVENT OF THE SEASON IN EACH CATEGORY WILL BE DESIGNATED AS A SUPER FINAL .
• CHAMPIONSHIP POINTS EARNED IN THIS EVENT WILL BE MULTIPLIED BY A COEFFICIENT OF 1.5.
• THIS AIMS TO ENCOURAGE DRIVER PARTICIPATION AND SUPPORT EVENT ORGANIZERS .


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ARTICLE 15.1.2 CHAMPIONSHIP STANDING
a) For SuperBuggy, Buggy1600, and JuniorBuggy and Cross Car Categories Maximum number of classifications retained: from the total for the Championship, a certain number of best placing will be retained from the total number of Competitions, according to the FIA Calendar prior to the first Competition according to the following scale:
- up to 7 Competitions: the total,
- for 8 and 9 Competitions: the total minus 1,
- ~~for 9 Competitions: the total minus 1,~~
- ~~up to 9 Competitions: the total,~~
- ~~for 10 Competitions: the total minus 1~~
- For 10 and 11 Competitions: the total minus 2
- For 10 and 11 events the Competition will be divided into two groups (following the calendar chronologically), the first with 5 Competitions and the second with remaining Competitions. The best results from each group, minus 1 worst result, will be retained.
• UPDATED CHAMPIONSHIP POINTS SYSTEM TO INCLUDE 11 EVENTS
• CROSS CAR CATEGORY NOW INCLUDED IN THIS SYSTEM
• FOR 10 OR 11 EVENTS, COMPETITIONS ARE SPLIT INTO TWO GROUPS
• THE WORST RESULT FROM EACH GROUP IS NOT COUNTED IN THE FINAL STANDINGS
• ENSURES FAIRER CLASSIFICATION ACROSS A LARGER SEASON


Gunārs Kosejs
WEDNESDAY, 26 FEBRUARY 2025
SPORTING REGULATIONS 2025
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UPDATES
APPENDIX 1 - SUPPLEMENTARY REGULATIONS / ENTRY FEE
4.4. The entry fee is:
• ~~320€~~ 350€ when paid until the first closing date of the entries.
• 540€ when is paid after the first closing date of the entries, but at the latest on the closing date of the entries.
• ENTRY FEE INCREASED FROM 320 EUR TO 350 EUR DUE TO RISING EVENT COSTS
• ENSURES FINANCIAL SUSTAINABILITY AND MAINTAINS EVENT QUALITY