



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

2026 FIA RALLYCROSS SPORTING REGULATIONS

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A WORLD IN MOTION



EUROPEAN
RALLYCROSS
CHAMPIONSHIP

2026 FIA RALLYCROSS SPORTING REGULATIONS (RXSR)

LOG OF MAIN CHANGES

This is a non-exhaustive list and has no regulatory value.

CHANGES FROM THE VERSION OF 11.02.2026

FIA RALLYCROSS SPORTING REGULATIONS

- 9.1.5 Tyre registration
- 9.2.3 Dry weather tyres
- 12.3 Racing Nets
- 17.1.1 Type of fuel
- 32.2.1 Pre-Grid area
- 32.2.2 Presents in the pre-grid
- 32.2.5 Lateness in the pre-grid
- 32.4.6 False starts
- New 34.3.5 Quarter-Finals
- New 34.4.5 Semi-Finals
- New 35.2 Decision concerning infringements
- 41.5 Appeal Deposit

NEW: APPENDIX V1 – FIA RX WORLD CUP

APPENDIX I – LIST OF SANCTIONS

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GENERAL PRINCIPLES

1. GENERAL CONDITIONS

The Fédération Internationale de l'Automobile ("the FIA") organises Rallycross Championships which are the property of the FIA. The word "Championships" automatically includes the FIA World Cup in Rallycross and the FIA Regional Rallycross Championships.

The purpose of the present Sporting Regulations is to establish the framework of regulations applicable to the organisation of the Rallycross events counting towards the Championships, as well as candidate events for these Championships. All Championships are governed by the FIA International Sporting Code and its appendices (the Code) and these regulations, which consist of articles applicable to one or more of the specific Championships.

Their application is recommended for all non-FIA Rallycross events.

The FIA is the sole rights holder of the Championship brand and logos, and all commercial and media rights relating to the latter.

1.1. Application

- 1.1.1. All drivers, competitors and officials participating in the Championships undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the Code, the applicable Technical Regulations, the present Sporting Regulations and the Supplementary Regulations of each event.
- 1.1.2. For the purposes of these Sporting Regulations, tyre manufacturers, fuel suppliers, and any other suppliers associated with competitive cars are considered competition participants in accordance with Article 1.3 of the International Sporting Code. As such, they are subject to the same obligations and must comply with all decisions issued by the sporting authority.
- 1.1.3. In very exceptional cases, the FIA may grant waivers to these regulations. No waiver will be granted when the request concerns safety regulations and/or the performance of the vehicles. Any article in the Supplementary Regulations which might change these regulations without a waiver is void.
- 1.1.4. The Race Director and the Clerk of the Course are charged with the application of these Regulations and the events' supplementary regulations before and during the running of the event. They must inform the Stewards of any important incidents that have occurred which require the application of these Regulations or the events' Supplementary Regulations. If, during the competition, a single, several or all competitors are directly affected by any such application, the Race Director or the Clerk of the Course must issue and publish a corresponding notification addressed to the competitor/s concerned.
- 1.1.5. Anything that is not expressly authorised by these Regulations is forbidden.
- 1.1.6. Any breach of these Regulations will be reported to the Stewards, who may impose a penalty as stipulated in the International Sporting Code. Any case not provided for in the regulations will be studied by the Stewards, who alone have the power to make decisions (Art. 11.9 of the Code). They may settle any matter which might arise during an event.

1.2. Official Language

The various documents, and in particular the supplementary regulations and any bulletins, must be written at least in English which shall be the final version should any dispute arise as to their interpretation. The documents written in the language of the organising country remain at the discretion and responsibility of the organiser.

1.3. Interpretation

Should any dispute arise as to the interpretation of these Regulations, only the FIA has the authority to decide. During the event, the Stewards will decide on any dispute. Headings in these documents are for ease of reference only and do not form part of the Regulations.

1.4. Date of Application

These Regulations come into force on 1st January 2026 and after this date amendments come into force on the date of their publication on the FIA website.

2. DEFINITIONS

2.1. ASN

National Sporting Authority recognised as such by the FIA.

2.2. Beginning of the event

The event begins on the day of administrative checks or the pre-event scrutineering (whatever is earlier).

2.3. Bulletin

An official written document intended to clarify or complete the Supplementary Regulations of an event as detailed in Appendix II-2. A bulletin cannot change or amend the FIA Rallycross Sporting Regulations. This can only be done by the issuing of a waiver granted by the FIA.

2.4. Briefing

A briefing is a meeting where Officials or the organiser will provide additional information to the competitors. Briefings may be held at the organiser's discretion. The date, time and attendance requirements must be specified in the Supplementary Regulations. Any information delivered which in any way affects the timing or regulations must be confirmed by a written Bulletin.

2.5. Camera

A device for capturing still, moving or video images to be utilized for media purposes such as advertising, promotion, live-streaming, video, television, etc. and/or for satisfying sporting regulations.

2.6. Code

Refers to the FIA International Sporting Code.

2.7. Competition

A sequential series of on-track sessions, as defined in and subject to these Regulations, involving multiple vehicles and ending in the awarding of points towards the Championships. The first competition element is the start of the first practice session.

Single Header competition: One competition during one event.

Double Header competition: Two competitions during one event.

2.8. Competitor

Represents individuals directly associated with a driver and/or team entered in an event, including but not restricted to driver, team management, etc. The competitors admitted taking part must hold an appropriate International Licence. If no competitor is listed on the entry application, the driver is deemed also to be the competitor and must hold the two corresponding licences.

If a competitor is unable to be present in person at the competition, he must nominate his representative in writing. The person having charge of an entered car during any part of a competition is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

2.9. Communication

Official written document of an informative nature which may be issued by either the Clerk of the Course, Race Director or the Stewards.

2.10. Decision

A document issued by the Stewards to announce their findings following an inquiry, hearing or investigation. Decision will be published on the Official Notice Board.

2.11. Driver

An individual piloting a race car and holds an FIA international driver's competition licence for the current year, which is valid for the competition.

2.12. Event

One or more competitions on the Rallycross Season Calendar held in immediate sequence at a single venue.

2.13. FIA

Any mention of the FIA refers to the FIA Road Sport Department.

2.14. FIA Technical Passport

A document issued by an ASN and authenticated/validated by the FIA Technical Delegate at the first Championship event in which the vehicle takes part. Each car must be accompanied by this document.

2.15. Holding Area

A designated and controlled area with restricted access, permitted only to authorized personnel possessing the appropriate pass. Vehicles within this area are subject to Parc Fermé regulations and must remain under the supervision of the Officials.

2.16. Joker Lap

An alternate longer (in distance and/or time) route through the racetrack than the main route. The Joker Lap must be taken once when required.

2.17. Incident

An Incident refers to a fact or a series of facts involving one or more drivers. It may include any action by a driver that is reported to the Stewards or Race Director.

2.18. Media Zone

A media zone is a designated area at the race track where journalists and broadcasters interview drivers and team representatives after sessions such as practice, qualifying, Quarter-Finals, Semi-Finals or Final.

2.19. Notification

An official written document issued and published by the Race Director or Clerk of the Course informing, as appropriate, a competitor(s)/driver(s) of the application of these Regulations and/or the Supplementary Regulations.

2.20. Official Notice Board

All classifications, results, bulletins, notifications and decisions issued by the Officials will be published on the Official Notice Board, along with the time of publication. Where applicable, a Digital Notice Board (DNB) may be used.

2.21. Official Messaging System (OMS)

Official Messaging System (OMS) is a standardized digital communication platform used by the Officials—such as the Race Director and Stewards—to send real-time, official instructions, updates and race control decisions (e.g., penalties, investigations, warnings), to competitors and drivers during the event.

If the event includes an OMS, it shall be part of the Official Notice Board.

2.22. Official Time

The official time of the event will be the local GPS time, as provided by the official timekeeping team and displayed on the timing screens.

2.23. Parc Fermé

An area in which any operation, checking, tuning or repair on the vehicle is not allowed unless expressly provided for by these regulations or by the Supplementary Regulations and where only authorised Officials are admitted.

2.24. Practice

Practice sessions are scheduled times during race weekends when teams and drivers can test and adjust their cars. These sessions help them get used to the track and get ready for all races.

2.25. Qualifying (Heat)

A qualifying are preliminary races in a competition that helps determine which driver advance to the next stage of the competition. Qualifying may consist of several races. They allow multiple drivers to race in smaller groups rather than all at once, ensuring fairer and safer competition.

2.26. Race

A race is part of Qualifying, Quarter-Finals, Semi-Finals or the Final.

2.27. Session

A time slot for an event activity (Practice, Qualifying, Quarter-Finals, Semi-Finals, or the Final.)

2.28. Spotter

A team-designated individual responsible for providing real-time communication, strategic guidance, and safety-related information to the driver dur-

ing official sessions. The spotter must observe the race from a designated location and is primarily responsible for advising on track conditions, the positioning of other competitors, and the timing of the Joker Lap.`

2.29. Starter

A starter is any driver having passed scrutineering and crossed the start line in a practice session under the power of their car's engine.

2.30. Team

A team is made up of the competitor, the driver(s) and support personnel.

2.31. Team Garage

A team garage is the designated area or space at a race circuit paddock where a racing team operates during a race weekend.

CHAMPIONSHIP REQUIREMENTS

3. CHAMPIONSHIP AND CHAMPIONSHIP COMPETITIONS

3.1. Attribution of Championship Points

3.1.1. For each Championship, points are awarded only to competitors who are eligible and registered for that Championship. Non-registered competitors may not score points nor deprive nominated competitors of points.

3.1.2. Points for the drivers' Championships are awarded to the driver named on the entry form.

3.2. Points allocation

3.2.1. Quarter-Final

Championship points will be awarded to all classified drivers based on the ranking in each Quarter-Final, as follows:

1 st	6 Points
2 nd	5 Points
3 rd	4 Point
4 th	3 Points
5 th	2 Points
6 th	1 Point

3.2.2. Semi-Final

Championship points will be awarded to all classified drivers based on the ranking in each Semi-Final, as follows:

1 st	12 Points
2 nd	10 Points
3 rd	8 Point
4 th	6 Points
5 th	4 Points
6 th	2 Points

3.2.3. Final Classification

Championship points will be awarded to all classified drivers based on the ranking in the Final, as follows:

1 st	22 Points
2 nd	15 Points
3 rd	12 Point
4 th	9 Points
5 th	6 Points
6 th	3 Points

3.2.4. Total Championship points

The Championship classification (points) in each competition will be obtained by adding the points scored in the Quarter-Final, in the Semi-Final and in the Final.

3.2.5. Attribution of reduced Championship points

If a competition that contributes towards a championship cannot be completed, only the points earned up to the quarter-final or semi-final stage shall be awarded.

In exceptional circumstances, the FIA may decide to apply a different principle for the attribution of reduced points.

3.3. Number of results for the final Championship classification

3.3.1. The classification will be established considering the criteria required for each Championship. The winner of the Championship will be the drivers having accumulated the highest number of points in their respective Championship.

3.3.2. Regardless of the criteria required for each Championship, all results are taken into account for the final classification when the Championship is held over four events or less.

3.3.3. In case of Disqualification of a competitor for the whole competition, this event will always count as one of the those which serve to determine the final total score for the Championship.

3.4. Participation

If fewer than six registrations are received for a championship, the FIA reserves the right not to award the corresponding title.

4. CHAMPIONSHIPS FOR DRIVERS

See the relevant Championship regulations (if applicable).

5. DEAD HEAT IN THE CHAMPIONSHIP

5.1. Drivers' Championship

For drawing up the final and/or provisional classification of a Championship, the rule for deciding between drivers who have scored the same points total shall be:

5.1.1. According to the greater number of first places, then second places, then third places, etc., achieved in the Finals of each championship round on their Championship, counting only those events which have served to make up their points total.

5.1.2. In the event of a further tie, the same principle as above shall apply considering the place in the Semi-Finals.

- 5.1.3. In the event of a further tie, the same principle as above shall apply considering the place in the Quarter-Finals
- 5.1.4. In the event of a further tie, the FIA itself will decide the winner and decide between any other tying drivers, based on whatever other considerations it thinks appropriate.

6. CHAMPIONSHIP EVENTS CHARACTERISTICS

6.1. General provisions

Each Championship event will be run over two days, unless otherwise detailed in the Supplementary Regulations.

6.2. Competition composition

Each competition will comprise (free) Practice, Qualifying, Quarter-Finals, Semi-Finals and the Final.

6.3. Number of laps

The number of laps will be as follows.

Qualifying races	4 laps
Quarter-Final races	5 laps
Semi-Final races	6 laps
Final race	6 laps

OFFICIALS

7. OFFICIALS AND DELEGATES

7.1. Stewards

The panel of Stewards (the Stewards) shall always comprise three members. The Chair and one member shall be appointed by the FIA. The third member shall be appointed by the ASN of the country organising the event. FIA may nominate also a driver adviser to the panel.

7.2. FIA Delegates

- 7.2.1. The delegates listed in Appendix IX may be appointed by the FIA and each of them will draw up a report covering his responsibilities at the event.

7.2.2. Race Director

The Race Director shall have ultimate authority over the following matters, and the Clerk of the Course may issue instructions regarding them only with the Race Director's explicit approval.

- a) The control of all Practice Sessions, Qualifyings, Quarter-Finals, Semi-Finals, and Finals and any race, adherence to the timetable.
- b) The stopping of any car in accordance with the Code or Sporting Regulations.
- c) The stopping of a practice session, Qualifyings, Quarter-Finals, Semi-Finals, and Finals or suspension of the any race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- d) The starting procedure.

7.3. Clerk of the Course

The Clerk of the Course is responsible for conducting the event in accordance with the applicable regulations. The Clerk of the Course shall work in permanent consultation with the Race Director.

7.4. Competitors Liaison Officers (CLO)

The principal duty of the CLO is to provide information or clarifications in connection with the regulations and the running of the competition to the competitors. A schedule of their activities and location during the competition will also be posted on the Official Notice Board.

ELIGIBLE CARS AND MATERIAL

8. CARS IN RX EVENTS

8.1. Eligible cars in championship competitions

The Championships competitions are open to cars in the following categories:

- **RX1: Four-wheel drive Touring cars** complying the Appendix J Articles 251 to 253 and 279 regulations for RX1 cars. Cars must be rigidly closed non-convertible models.
- **RX3: Front-wheel drive Touring cars** complying the Appendix J Articles 251 to 253 and 279 regulations for RX3 cars. Cars must be rigidly closed non-convertible models.
- **RX4: Front-wheel drive Touring cars**, homologated in **Group Rally4** cars from 01/01/2019 and conforming to the 2025 Appendix J, Art. 260. The exceptions listed in Article 279.2 are permitted.
- **RX5: Off-Road single-seaters**, 4-wheeled vehicles designed and built specifically for participating in Off-Road Competitions. The vehicles must have 2- wheel drive and comply with Appendix J, Article 279B. The total corrected cylinder capacity of the homologated engine of each car shall not exceed 890cm³. The throttle potentiometer of certain engine types might be sealed upon request of the FIA Technical Delegate.

The specific championship regulations (see appendices) show which categories are recognised in the respective championship.

8.2. National / Regional Cars

Cars homologated or otherwise approved by the ASN (National Sporting Authority) of the host country may be permitted to participate in Championship events. Such vehicles shall compete in separate categories and races and shall not be eligible to score points in any FIA Championships.

TYRES AND WHEELS

9. GENERAL

9.1. For all types of cars

9.1.1. Drivers shall use only tyres as defined in the applicable provisions of Appendix J, which must be supplied exclusively by the single tyre supplier designated by the FIA. Only tyres with the original tread pattern may be used.

9.1.2. Barcode numbers

Each tyre must have two identical moulded barcode numbers and a moulded RFID (one the side of the tyre) at the beginning of each competition.

If the barcode on the outside tyre wall is no longer readable, it is the competitor's responsibility to ensure that the RFID is readable on the outside of the tyre wall before each session. The point where the RFID is located must be marked on the tyre. If there is no original barcode left and the RFID on the outside tyre wall is not readable when the car arrives on the pre-gid, the tyre will not be accepted and will have to be changed.

9.1.3. Treatment of tyres

Any chemical and/or mechanical modification and/or treatment such as cutting, grooving, scrubbing in, the application of solvents or softeners, the fitting of electric or mechanical temperature conditioners such as heat retaining devices or pre-heating is therefore prohibited.

The cooling or heating of the tyre-wheel assembly while either mounted on the car, or by any artificial means whatsoever, is prohibited. This applies to both wet-weather and dry-weather tyres.

9.1.4. The maximum pressure for fitting tyres onto the rim is 8 bars. This pressure must allow the tyre to stick to the outer walls of the rim. Tyres may only be fitted onto rims by the FIA appointed single tyre supplier.

9.1.5. Tyres must be registered during scrutineering and/or during the time slots as defined in the Supplementary Regulations. Only these registered tyres may be used for the Qualifying, Quarter-Finals, Semi-Finals and Final. Unregistered tyres are permitted in all other races but must comply with the current tyre specification.

9.2. Tyre Quantity

9.2.1. Further information about adding or reducing the number of newly registered tyres or previously registered tyres may be defined in the Supplementary Regulations part 2.

9.2.2. The tyres cannot be transferred to another driver participating in the same competition.

9.2.3. Dry weather tyres

The number of dry-weather tyres presented to the scrutineers for registration is limited per driver and per competition.

- Per Single-Header competition, each driver may use no more than 8 tyres.

- Per Double-Header competition, each driver may use no more than 12 tyres.

Competitors are permitted to use tyres registered in previous events during the championship season, as follows:

Dry weather tyres				
	Single-Header		Double-Header	
	Newly registered	Previously registered	Newly registered	Previously registered
1st participation	8	0	12	0
From the 2nd participation on	4	4	8	4

For clarification the RX5 dry tyre allocation for the 1st participation is no more than 4 front tyres and 4 rear tyres:

From the 2nd participation onwards the RX5 tyre allocation is:

No more than 4 front tyres: 2 newly registered and 2 previously registered during the season

No more than 4 rear tyres: 2 newly registered and 2 previously registered during the season

9.2.4. Wet weather tyres – (Not applicable to RX5)

The number of wet-weather tyres presented to the scrutineers for registration is limited per driver and per competition and can only be used when the Race Director has declared a "wet race".

- Per single-header competition, each driver may use no more than 8 tyres.
- Per double-header competition, each driver may use no more than 12 tyres.

Competitors are permitted to use tyres registered in previous events during the championship season, as follows:

Wet weather tyres				
	Single-Header		Double-Header	
	Newly registered	Previously registered	Newly registered	Previously registered
1st participation	8	0	12	0
From the 2nd participation	4	4	8	4

9.3. Wet race

In the event of significant rainfall, the Race Director may declare the track 'wet' via the OMS. He also determines the end of the 'wet race'.

MECHANICAL COMPONENTS, FUEL AND EQUIPMENT

10. REPLACEMENT OF PARTS

10.1. Engines

10.1.1. RX1 and RX3 competitors may use up to 2 (two) engines (or sets of seals) per driver in a Championship season. Engines will be sealed, and a competitor may present up to 2 (two) engines (or sets of seals) at scrutineering during the Championship year.

10.1.2. An RX1 competitor may use 2 (two) turbos (or sets of seals) per driver in each competition and 3 (three) turbos per driver during the Championship year.

Competitors must present their spare turbos at initial scrutineering for identification and sealing.

There are no engine limitations for RX4 and RX5.

10.1.3. Any removal or breaking of one or more seals must be approved in advance by the FIA Technical Delegate for the Championship or by the FIA Technical Department. The breaking of any seal will be regarded as an engine or turbo change. Scrutineers may inspect the seals at any time and may disassemble components at the end of any competition to verify their compliance.

10.1.4. In exceptional circumstances (accident generating serious damage to the engine), an additional replacement of the engine or the turbocharger may be granted at the discretion of the FIA.

10.2. Penalties

10.2.1. The penalty for any breach of this rule, may result in a deduction of Championship points for each offence as follows:

- in case of using more than the allowed number of engines - 15 points
- In case of using more than the allowed number of turbos -10 points

11. ELECTRONIC EQUIPMENT

11.1. Electronic System RX1

11.1.1. The list of allowed sensors can be found in Appendix J, Article 279-3.8.

11.1.2. The list of allowed actuators can be found in Appendix J, Article 279-3.9.

11.2. Electronic System RX3

11.2.1. All the competitors of the RX3 Category must acquire and use the ECU unit and the ECU software supplied by the single ECU supplier designated by the FIA following a tender procedure.

11.2.2. This engine control unit must always be used in accordance with the manufacturer's instructions. The usage of any other engine control unit is forbidden. The only authorised sensors and actuators are those that can be connected to the single ECU unit.

11.3. Electronic System RX4

Must be compliant with Art. 260 in the Appendix J.

11.4. Electronic System RX5

Must be compliant with Art. 279B in the Appendix J.

12. SAFETY EQUIPMENT

12.1. Safety Seats

For cars whose technical passport was issued before 01.01.2024, the seat must be in compliance with one of the following FIA standards: 8855-1999, 8855-2021 or 8862-2009. The seats must be used in accordance with the seat manufacturer's instructions and with Technical Lists No. 12, 91 or 40.

For seats 8855-2021 and 8862-2009, the use of supports homologated with the seat is compulsory. The use of seats that comply with FIA Standard 8855-1999 is forbidden from 01.01.2027 onwards.

Seats in compliance with FIA Standard 8855-2021 or 8862-2009 are compulsory for cars whose technical passport is issued after 01.01.2024.

The seats must be used in accordance with the seat manufacturer's instructions and with Technical List No. 91 or 40. The use of supports homologated with the seat is compulsory.

Safety Harness

All the cars must be equipped with an FIA-approved 8853-2016 safety harness (Technical List No. 57).

12.2. Extinguisher system

All cars must be equipped with an extinguishing system in compliance with FIA Standard 8865-2015 (Technical List No. 52). The extinguisher must be triggered by the driver in case of persistent smoke or visible flames while the car is on the track.

Not applicable to RX5 category.

12.3. Racing Nets

All the cars must be equipped with FIA-approved 8863-2013 safety racing nets (see Technical List No. 48) on both sides of the driver. They must be installed in accordance with the "FIA Racing Nets Installation Specification for Touring and Grand Touring Cars". Window nets must not be used.

For RX4 cars only:

- the left-hand racing net is mandatory.
- the right-hand racing net is strongly recommended, but not mandatory.

The racing net installation forms must be provided to the FIA Technical Department at the latest 14 days before the competitor's first competition.

Not applicable to the RX5 category.

13. NOISE LIMIT

For all cars, the noise limit is 100 dB, measured with a sound level meter set to "A" and "SLOW", positioned 50 cm from the exhaust outlet at a 45° angle, with the engine running at 4,500 rpm. If national regulations require a lower noise limit than this, it must be stated in the Supplementary Regulations and communicated to all competitors well in advance.

PERFORMANCE MONITORING AND CONTROL SYSTEMS

14. IMPACT DATA RECORDER (IDR)

RX1, RX3 and RX4 cars must be fitted with the approved IDR sensor. At any time following an accident or incident, competitors must make the data recorder available and accessible to the FIA. This unit must be used throughout the Championship by each competitor. It must be installed in strict compliance with the relevant instructions and must always work during the competition.

ADR (Accident Data Recorder) is strongly recommended and can be used instead of IDR.

15. CAR POSITIONING SYSTEM

All cars must be fitted with a car positioning system supplied by the FIA timing supplier to a specification determined by the FIA. No other parts which, in the opinion of the FIA, can perform a similar function may be fitted to any car.

16. MANDATORY CAMERAS

16.1. Car Judicial cameras

- 16.1.1. Throughout the competition, all competitors must have installed in their car a judicial camera. It is the responsibility of each competitor to ensure that the camera is positioned in such a way for RX1, RX3 and RX4 that the track, the steering wheel and the pedals are clearly visible, and for RX5 that the camera is positioned in such a way that the track in front is clearly visible, the camera batteries are sufficiently charged, and that the SD recording card is in place and has sufficient capacity to record all the races in HD quality.
- 16.1.2. The weight of the camera system is included in the minimum weight of the car. The onus is on the competitor to ensure the judicial camera is switched on and recording for all practice sessions, Qualifying (heats), Quarter-Finals, Semi-Finals and Final. The camera must work as soon as the car enters the pre-grid area and must not be switched off until it returns to the paddock or to the parc fermé.
- 16.1.3. Championship Officials must be able to always access the footage during the competition following a protest or otherwise. The images must be viewed using the equipment (computer) of the competitor, who must ensure this equipment is working.
- 16.1.4. The footage can be used only by the Officials. Apart from cameras installed by the Championship TV contractor no other on car/in car video, still or motion picture cameras will be permitted without the written authority of the FIA, and such permission will usually be withheld. For the avoidance of doubt, competitors may not use footage from the judicial camera for any commercial purposes including but not limited to any form of television broadcast (free to air, internet, pay per view, subscription, satellite, terrestrial) any other form of internet use, advertising, sponsorship or any type of public performance.

FUEL - REFUELLING

17. FUEL

17.1. General and Technical Requirements

- 17.1.1. All type of fuel must be following Appendix J Art. 266. B.1 or 266.B.3.2
- 17.1.2. The cars must be equipped with FIA-specified refuelling couplings.
- 17.1.3. All cars must be fitted with FIA fuel sample couplings (see Technical List No. 5).
- 17.1.4. The FIA reserves the right to check the fuel of any competition car at any time. At any time, the RX1, RX3 and RX4 car must contain at least 3L of fuel for sampling, for RX5 at least 2.2 litres All personnel involved in refuelling operations must be wearing clothing which will provide adequate protection against fire and includes at least: long trousers, long-sleeved top, closed shoes, gloves and a balaclava.
- 17.1.5. Whoever is responsible for managing the refuelling—whether it's the fuel supplier, the organiser, or the competitor—must protect the ground with an Environmental Mat that has an absorbent top layer and a waterproof bottom layer.
- 17.1.6. Engines must be switched off throughout the refuelling operation.

18. REFUELLING

18.1. Paddock refuelling

- 18.1.1. Competitors are only allowed to refuel their competition vehicle in their team garage within the paddock.
- 18.1.2. Competitors are responsible for arranging the supply of the fuel with their own supplier unless otherwise specified in the Supplementary Regulations applicable to the competition.
- 18.1.3. Cars may only be refuelled in their designated team garage under the following conditions:
 - Fire extinguisher with operator on standby must be standing next to the car when refuelling.
 - No other work may be carried out on the car during refilling operation.
 - A suitable safety perimeter is established around the car.

STANDARD DOCUMENTS AND COMMUNICATIONS

19. FIA STANDARDISED DOCUMENTS

19.1. General

The format and procedure of the following documents as specified in Appendix II must be followed:

- Supplementary Regulations (electronic and optional in printed format)
- Bulletins (electronic and/or printed format)
- Event Guide (electronic format)
- Entry lists (electronic format)

- Results of the competition (electronic and optional printed format)

Official documents such as provisional and final classifications, bulletins, notifications and decisions will be published on a digital official notice board (DNB), along with the time of publication.

The Stewards or Race Director may issue instructions to competitors via special circulars, in accordance with these regulations, using the official Messaging System (OMS).

Documents shall not be amended once published unless all competitors and officials are informed, and the amendments are highlighted. Any documents which require FIA approval prior to publication shall not be amended without approval from the FIA.

INSURANCE

20. INSURANCE COVER

20.1. Description of the insurance cover

The Supplementary Regulations must give details concerning insurance cover taken out by the organisers. The certificate shall name the competitors, the FIA and the Officials of the event (description of the risks and sums covered).

20.2. Public Liability Cover

- 20.2.1. The Insurance premium which must be included in the entry fee must guarantee adequate Public Liability Insurance cover in respect of accidental personal injury or property damage to third parties. A total minimum of €10 million Public Liability Insurance cover for each and every occurrence and not aggregated is required subject to any applicable national law exemptions. If an applicable national law exemption is to be relied upon then a statement from a qualified lawyer with justification for the exemption in the territory should be included in the document submissions.
- 20.2.2. Public Liability cover shall be in addition to and without prejudice to any personal insurance policy held by a competitor or any other person or legal entity taking part in the event.
- 20.2.3. The Insurance cover must be in effect for competitors running within the schedule of the event, from the start of the competition element until the end of the event or at the moment of permanent retirement or disqualification.
- 20.2.4. The service vehicles, even those bearing special passes issued by the organisers, are not covered by the insurance policy of the event.

ENTRIES

ELIGIBLE DRIVERS AND COMPETITORS

20.3. Competitors and drivers

- 20.3.1. Drivers and competitors must hold valid international driver's/competitor's licences following the Code, Appendix L, with the necessary authorisations (visas) issued by their ASNs.

20.3.2. The Championships are open to:

- Drivers entered as or by permanent competitors participating in the whole Championship for drivers.
- Drivers entered as or by competitor for the Championship during the season for all remaining competitions.
- Non-permanent drivers entering the Championship on a competition-by-competition basis.

20.3.3. Drivers may only be entered in one single category for drivers in cases where several Rallycross Championships or series are run within the same event.

20.4. Permanent competitor

20.4.1. A permanent competitor is a legal entity or person entering one car for the whole Championship or during the Championship for all the remaining competitions.

20.4.2. The permanent competitor is responsible for selecting the driver for the car entered as part of this registration. The driver selected for each competition must be notified to the FIA in accordance with the procedure and methods specified in Article below.

20.4.3. The permanent competitor shall be responsible to the FIA to ensure that the car entered takes to the grid for each competition of the Championship. Any failure to participate will result in a penalty, except in cases of Force Majeure.

21. ENTRY PROCEDURES

21.1. Submission of Entry Forms (Entry Application)

21.1.1. Any competitors license-holder wishing to take part in a Rallycross event must send the due entry fee and the completed entry form to the FIA.

21.1.2. Registration applications to compete in the entire Championship must be submitted at the latest as outlined in the respective appendix specific to that Championship.

21.1.3. Registration applications to compete during the Championship for all the remaining competitions or on a competition-by-competition basis must be submitted to the FIA not less than 28 days before the competition in which the competitor wishes to take part.

21.1.4. Registration applications shall include:

- Confirmation that the applicant has read and understood the Regulations including all Appendices and agrees on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them.
- A copy of a valid competitor's licence
- An undertaking by the applicant to participate in every competition (or remaining competitions, or those entered on a competition-by-competition basis) with the number of cars and drivers entered.

21.1.5. Competitors will register in the Championship with the correctly completed and signed entry form available on www.fia.com. The competitor will ensure

that its drivers sign the driver's declarations and undertakings form during the registration.

- 21.1.6. The list(s) of registered competitors in the Championship will be validated and published by the FIA.
- 21.1.7. No amendments may be made to an entry form, once submitted, except as provided for in these Regulations.
- 21.1.8. All accepted entries will be published in the List of competitors (Entry List), including their car(s) and driver(s). Successful applicants are automatically admitted to the Championship or to the competition concerned. Unsuccessful applications will be notified no later than 14 days after the entry closing date.

21.2. Registration and Entry fees

21.2.1. Permanent competitors

The registration fee for permanent competitors is outlined in the respective appendix specific to that Championship.

A permanent competitor is authorised to change its driver during the season. Any request to change a driver entered by a permanent competitor must be submitted to the FIA via the online form at least 28 days prior to the concerned competition.

However, a permanent competitor can submit a late request to replace a driver. This request must be addressed by email to the FIA (offroad@fia.com), at the latest by midday on the Monday preceding the competition concerned. The permanent competitor will be kept informed as to whether its request has been accepted or rejected within the 24 hours following the submission of this request.

21.2.2. Non-permanent competitors (per competition)

The registration fee for non-permanent competitors is outlined in the respective Appendix specific to that Championship.

- 21.2.3. Once an Entry List has been published by the FIA, the registration/entry fee shall not be refunded to competitors who withdraw their registration in the Championship or their entry in a competition concerned.

IDENTIFICATION AND ADVERTISING

22. RACE NUMBERS AND COMPULSORY IDENTIFICATION

22.1. Race numbers

- 22.1.1. The competition numbers will be allocated from 2 to 199. The current champion may use number 1; other drivers will be allocated a number by request and with agreement of the FIA.
- 22.1.2. Competition numbers size, style and position will be detailed in the "Team Manual". Competition numbers will be issued by the FIA.
- 22.1.3. The "Team Manual" shall be shared with the teams (3) three months before the closing date for the championship entries.

22.2. Drivers name

The first initial and surname of the driver, followed by the national flags of the country according to Art. 9.4 of the Code, must appear on the rear side window on both sides of any car with rear side windows, The name must be:

- In white Helvetica.
- In upper case for the initial and first letter with the remainder in lower case.
- 6 cm high and with a stroke width of 1.0 cm.

23. ADVERTISING

23.1. Restriction on advertising

Competitors may affix any kind of advertising to their vehicles, provided that:

- it is authorised by the national laws and the FIA regulations.
- it is not of a political or religious character.
- it is not likely to give offence.
- it respects the regulations on competition numbers.
- it does not interfere with the drivers' vision through the windows.
- it complies with the provisions of the Code.

23.2. Mandatory Advertising

23.2.1. Overalls and Helmets

Overalls must have the mandatory Championship logos in the correct positions as defined in the "Team Manual". Articles 1.5 and 2 of Chapter III of Appendix L must be respected when applying any such logos. Drivers providing proof that the manufacturer of their helmet does not authorise the application of stickers to the helmet will be exempt from the requirement to affix the logos.

23.2.2. The FIA reserves the right to cover non- compliant logos on the overalls.

23.3. Organiser's optional Advertising

23.3.1. The organiser may require competitors to carry optional advertising. If a competitor declines this advertising the entry fee may not be more than doubled. In any case this additional charge is limited to a maximum of €3,000.

23.3.2. No additional fee for optional advertising referring to a make of automobile, tyres, fuel or lubricant may be imposed on a competitor if the competitor refuses such advertising.

23.3.3. Competitors who accept the organiser's optional advertising as specified in the supplementary regulations must reserve space for it.

23.4. Infringement of the regulations

At any time during the event, the absence or incorrect positioning of the mandatory or optional advertising will be reported to the Stewards.

ADMINISTRATIVE CHECKS AND SCRUTINEERING

24. ADMINISTRATIVE CHECKS

24.1. Time Schedule

The competitors and drivers or their official representative must report in due time to administrative checking, the location and time of which will be detailed in the Supplementary Regulations, unless a written exception has been granted to them by the Clerk of the Course. Fines for lateness will be detailed in the Supplementary Regulations.

24.2. Documents required

During the administrative checks the following original and valid documents will be checked:

- competitor's licence valid for the competition
- driver's competition licences valid for the competition (see Art. 7 and 9 of Appendix L)
- driver's passports or identification card
- ASN authorisation, for all foreign competitors and/or drivers
- driver declarations and undertakings forms, signed by the driver
- Entry Form duly signed by the competitor and the driver

25. SCRUTINEERING

25.1. General

25.1.1. Only those competitors which have passed the administrative checks may present their car(s) equipped with its race numbers and mandatory advertising at scrutineering.

25.1.2. Cars may be presented at scrutineering by a representative of the team unless otherwise detailed in supplementary regulations.

25.1.3. At scrutineering, competitors must present all items of clothing, including helmets and an FIA-approved head retaining device, intended to be used. Compliance with Appendix L Chapter III will be checked.

25.1.4. The competitor must show the following original forms:

- Cars complete certified homologation or documents for the cars not homologated with the FIA but eligible to compete.
- Safety cage original certificate (if not included in the homologation form)
- FIA Technical Passport
- Racing net installation form

25.1.5. After scrutineering, if a car is found not to comply with technical and/or safety regulations, the Stewards, upon the proposal of the FIA Technical Delegate (if any) or the Chief Scrutineer, may set a deadline before which the car must be made to comply, or may refuse the start.

25.2. Timetable

A timetable for scrutineering, including the sealing of components and checking the weight of vehicles, shall be issued in the Supplementary Regulations or in a Bulletin. If a car arrives for scrutineering outside the specified

time schedule, it will be penalised in accordance with Appendix I (List of Sanctions).

26. CHECKS DURING THE EVENT

26.1. Additional Checks

- 26.1.1. A car can be checked in at any time during the competition and kept in Parc Fermé for inspection as required.
- 26.1.2. Various checks on safety items, including drivers' clothing, as well as on the car, on the conformity and eligibility may be carried out at any time during the event at the sole discretion and upon the instruction of the FIA Technical Delegate (if any) or the Chief Scrutineer with the knowledge of the Stewards
- 26.1.3. At any time during a competition, the scrutineers may:
 - a) check the eligibility of the car or of the driver's equipment,
 - b) require a car to be dismantled by the competitor to make sure that the conditions of eligibility and conformity are fully satisfied,
 - c) require a competitor to supply them with such parts or samples as they may deem necessary,
 - d) proceed, if applicable, to do fuel analysis.
- 26.1.4. At the end of each race, cars may be weighed by request of the FIA Technical Delegate (*if any*) or by the Chief Scrutineer. Having been signalled that their car has been selected for weighing, the driver will proceed directly to the weighing area. The result of the weighting will be given to the driver.
- 26.1.5. Any car which, after having passed scrutineering, is dismantled, modified or mended in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
- 26.1.6. The Clerk of the Course or/and Race Director may require that any car involved in an accident be stopped and checked.
- 26.1.7. The Clerk of the Course, Race Director or the Chief Medical Officer may ask a driver to undergo a medical examination at any time during a competition.

26.2. Responsibility of the competitor

- 26.2.1. The competitor is responsible for the technical conformity of his car throughout the competition.
- 26.2.2. Should identification marks be affixed, it is the responsibility of the competitor to see that these are preserved intact from pre-event scrutineering until the end of the event or until it will be allowed by these Regulations to cut the seals. Should they be missing, this will be reported to the Stewards.
- 26.2.3. It is also the responsibility of the competitor to see to it that any part of the car which has been handled during checking is reinstalled correctly.
- 26.2.4. Any fraud discovered, and identification marks presented as original which have been tampered with, will be reported to the Stewards.

27. FINAL CHECKS

27.1. Weighting

The weight of cars and drivers may be checked separately at the end of the competition, as specified in the Supplementary Regulations. This is subject to the presence of a certified and controlled scale in the podium Parc Fermé, where drivers are weighed immediately after exiting their cars. The cars will then be weighed in the designated area during final scrutineering, and the individual weights will be combined for verification.

27.2. Selection of cars

Post-event scrutineering involving the dismantling of a car may be carried out either at the discretion of the Stewards or following a protest or upon the recommendation of the Race Director/Clerk of the Course and/or the FIA Technical Delegate (if any) or by the Chief Scrutineer to the Stewards.

TEAM PERSONNEL AND AREAS

28. TEAM PERSONNEL

28.1. Team Personnel Requirements

- 28.1.1. Before each competition, the competitors must declare the name of their representative, if they are not representing themselves.

29. ACCESS AUTHORISATION

29.1. Track access

- 29.1.1. Drivers, competitors and team personnel may usually have access to the track (which includes the starting grid area marked by the Technical Control Zone signs) up until 30 minutes before the start of any activity on track. There will usually be no further access until after the scheduled track activities for the day are complete. Any other specific limitation will be mentioned in the Supplementary Regulations.
- 29.1.2. Access to the track by any motorised means of transport is strictly prohibited, except for drivers during official races.
- 29.1.3. Any kind of measurement of the racing surface, including the starting area (i.e. surface roughness, temperature, etc.), is forbidden.

29.2. Paddock

- 29.2.1. Competitors will be allocated paddock space in the process of completing their entry to the Championship or competition.
- 29.2.2. Each competitor is responsible for ensuring that one fire extinguisher of at least 6 kg of ABC type is available per car entered within their own team's area in the paddock.
- 29.2.3. Each competitor is required to ensure that a ground sheet (minimum dimensions 4 x 5m for each car) is spread on the ground in the paddock place reserved for their team where work is to be done on their car(s), to prevent any pollution in case of an accidental leak, etc.
- 29.2.4. Areas where work is permitted:

- A sign with a spanner on a white background circled and crossed out in red (see Drawing No. 3) means that from that point onwards, no assistance is permitted.
- A sign with a green spanner inside a green circle on a white background (see Drawing No. 3) means that from that point onwards, work is permitted.

29.2.5. No extra cooling devices other than the ones which are mounted legally in the competition cars are allowed to be used outside of the competitor's designated paddock space.

29.3. Spotters' tower

All competitors must have at least one spotter in the designated spotters' tower with active radio communication to the driver whenever their car is on track. A maximum of two spotters per driver is permitted in the tower. Spotters must leave the tower immediately after the car leaves the track. Only individuals wearing an official spotter pass are permitted entry into the spotters' tower.

A competitor liaison officer (CLO), or an assistant to the CLO, in permanent radio contact with the Race Director, will be present in the spotters' tower.

OBLIGATIONS

30. BEHAVIOUR

30.1. General Rules

- 30.1.1. Drivers must always behave in a sporting manner.
- 30.1.2. It is strictly forbidden for drivers to drive their car in a direction opposite that of the race.
- 30.1.3. The speed of the cars in the paddock may not exceed 20 kph. Failure to comply with this limit shall result in a fine of 50 € per kph over the limit.
- 30.1.4. Drivers are obliged to follow the instructions of the Officials and the marshals. Failure to do so will be reported to the Stewards.
- 30.1.5. Any deliberate or reckless contact between Drivers/cars after the finish is forbidden.

30.2. Driving Conduct

- 30.2.1. All provisions of the Code, Appendix L, Chapter V – Code of Driving Conduct on Off-Road Circuits – must be always observed.
- 30.2.2. In addition to the rules outlined in these regulations, drivers must adhere to the following conduct guidelines during a race. The following actions are considered breaches of acceptable driving standards:
 - Moving track markers
 - Driving outside the track limits
 - Failing to respect flag signals
 - Causing a collision
 - Forcing another driver off the track
 - Illegally preventing a legitimate overtaking manoeuvre
 - Illegally impeding another driver during an overtaking attempt

This list is not exhaustive. Other actions may also be deemed unacceptable at the discretion of the Stewards, based on their impact on safety and fair competition.

30.3. General

30.3.1. The time and location of the meetings will be included in the Supplementary Regulations.

30.3.2. A fine stipulated in Appendix I will be imposed by the Clerk of the Course on any team manager or driver who fails to attend the briefings or arrives late.

30.4. Drivers

30.4.1. The drivers' briefing, conducted by the Race Director, will take place after the administrative checks. Attendance in person is mandatory for all drivers, who must be accompanied solely by their designated team manager.

30.4.2. Following the briefing, the Race Director will publish the 'Briefing Notes,' which will be considered Officials' instructions.

RUNNING OF A COMPETITION

31. COMPULSORY PRACTICE

Drivers must complete at least one full lap during any Practice session. A driver who fails to meet this requirement may still be permitted to participate in the competition, subject to the discretion of the Stewards.

32. START PROCEDURES

32.1. General requirements

If a driver is unable to participate in his race, he must notify the competitors' Liaison Officer (CLO) before the start of the first race in his category. Failure to provide this information will be reported to the Stewards.

32.2. Pre-Grid area

32.2.1. During Qualifying and Quarter finals, drivers and their cars are required to be present in the pre-grid area while the grid for the preceding race is being assembled. This enables the organiser to advance drivers as necessary to fill any vacant grid positions.

32.2.2. For the Semi-Finals and the Final, drivers and their cars must be present in the pre-grid area 3 minutes before the scheduled start of the first race unless specified otherwise in the official timetable or on the OMS.

32.2.3. A Judge of Fact at the pre-grid entrance will indicate when it is closed. Cars will be considered in the pre-grid area once they have successfully passed the tyre check. A tolerance will be applied if the cars are already in the queue for the tyre checks, following a report from the Judge of Fact.

32.2.4. Spinning the wheels to clean or heat the tyres is permitted unless explicitly prohibited in the Supplementary Regulations and may be done only once in the designated area between the pre-grid and the start grid before the race.

- 32.2.5. Any lateness in the pre-grid area will result in the car will not be allowed to start this race which will be applied by the Race Director/Clerk of the Course.

32.3. Starts

- 32.3.1. Starting grids will be as defined in Appendix III (Drawings No 1 & 2). When positioned in the grid box, the cars must not touch the white lines. Officials will ensure the cars are placed on the grid in the correct positions.
- 32.3.2. The designated official for the start will show the "ready to race" sign. If the start is delayed for an extended period, the official will display the "START DELAYED" board.
- 32.3.3. The start signal will only be given after the false start detection system has been activated (Art. 33.4.1)
- 32.3.4. After this, the start will be given when the green light is switched on.
- 32.3.5. Timing will be by electronic beams, to one hundredth of a second at least.
- 32.3.6. A transponder system will be used, installed on the front right-hand side of the car. The competitors must procure their own transponder.

32.4. False starts

- 32.4.1. An automated system for detecting false starts is obligatory. If the false start system cannot fully identify which car has caused a false start, it will be backed up by video cameras positioned to film the front of the cars situated on the same line. A repeat of the green light will be placed opposite the camera. The video will be recorded with the time overlaid and must be capable of being viewed in slow motion. Judges of Fact for each row of the grid will be appointed to determine false starts in case of a technical breakdown of the system.
- 32.4.2. There must be a margin of between 10cm and 14cm between the false start system and the front of car.
- 32.4.3. A false start will be declared if a car crosses its starting line before the green light is switched on. Any movement of the car inside its starting zone is not considered as a false start unless the car crosses its starting line before the green light is switched on.
- 32.4.4. When a false start occurs, the system will prevent the green light from coming on. A yellow light will flash and will be accompanied by an audible warning. The system will also include a board visible to all drivers on the starting grid that will show a light indicating which driver caused the false start.
- 32.4.5. When a false start occurs in a Qualifying, **Quarter-Finals**, Semi-Finals or a Final, all drivers will return to their original starting position, and the starting procedure will begin again.
- 32.4.6. The driver(s) who caused the false start must pass through the Joker Lap section twice in the race concerned. A driver who makes two false starts in the same race will receive a black flag for that race. The Race Director/Clerk of the Course will apply this regulations.

33. RACE PROCEDURES

33.1. Joker Lap

- 33.1.1. In each Qualifying, Quarter-Finals, Semi-Final, or Final race, drivers must complete one Joker Lap, unless otherwise specified in these regulations. Drivers who take the Joker Lap more times than required will be reported to the Stewards.
- 33.1.2. A Judge of Fact will be appointed to record how many times each car passes through the Joker Lap.
- 33.1.3. Driver who finishes a race without taking the Joker Lap will receive a 30-second time penalty.
- 33.1.4. Using the Joker Lap during practice is optional.

33.2. Stopping a race

- 33.2.1. Should it be necessary to stop the race in an emergency for safety reasons or because of a false start, this should be done by displaying the red flag at the finish line and at all marshals' posts. This indicates that drivers must immediately cease racing and proceed slowly as directed by the marshals.
- 33.2.2. The Race Director/Clerk of the Course will decide which cars are allowed to take the restart, except as stated below.
- 33.2.3. If a driver causes a red flag, the driver concerned may be disqualified, at the discretion of the Stewards.
- 33.2.4. Consequences of stopping the race are:
 - a) In a race where the time taken for the full distance is integral to calculating its results, the race will be restarted over the full distance.
 - b) If the race is stopped and at least three of four laps, four of five laps, or four of six laps have been completed, the results may be determined based on the finishing positions at the end of the last fully completed lap before the red flag was shown.

Drivers who have not completed the Joker Lap will have a notional time added to their recorded time for the laps completed before the final order is calculated. This notional time will be calculated separately for each category. The fixed notional time will be the averaged difference of the fastest lap time and the Joker Lap time of the Top 5 drivers in the last qualifying. Where one or more of the Top 5 drivers has taken the Joker Lap in the first lap of his race, his time will be disregarded and the time of the next fastest driver (who has not taken the Joker Lap in the first lap of his race) will be considered instead. The resulting notional time will be rounded up to the nearest tenth of a second. The fixed notional time will be published together with the results of the last qualifying heat.

33.3. Finish

- 33.3.1. The signal indicating the end of a race shall be given on the finish line as soon as the leading car has covered the full race distance.
- 33.3.2. If the end-of-race signal is shown inadvertently or otherwise before the leading car has completed the scheduled number of laps, the Race Director, with the Stewards' knowledge, may order a re-run of the race.
- 33.3.3. Re-runs will be permitted only:

- a) when a red flag has been shown during a race
- b) when the end-of-race signal is displayed inadvertently or otherwise before the leading car completes the scheduled number of laps

In both cases, only the participants in the previous start are entitled to participate in the re-run and must occupy the same place as for the previous start.

In this case, any possible warnings, retirements or penalties will, however, apply for the re-run.

If a Quarter-Final, a Semi-Final or a Final is stopped by a red flag and subsequently restarted, any driver who started in the original Final, but who is not able to start in the re-run, will be classified as DNF in front of any drivers who did not start at all.

- 33.3.4. If the end-of-race signal is inadvertently delayed, the classification will be determined based on the positions after the number of laps specified in these regulations for that particular session.

33.4. Rules for determining the order in the classification in Races.

- 33.4.1. The following rules apply to all races, unless Qualifying, Quarter-Finals, Semi-Finals or the Final have different regulations that take precedence over these general rules.
- 33.4.2. If two or more cars are classified "DNF" then the order of classification is according to the number of laps that they have completed. The Driver who has completed the highest number laps will hold the top position among those cars classified as "DNF".
- 33.4.3. If two or more cars retire in the same lap, they shall be classified in relation to each other according to the positions they were in when they last crossed the finish line, or according to their grid positions if it occurs on the first lap.
- 33.4.4. A driver that does not complete the same number of laps as the winner will be classed as DNF in that session.
- 33.4.5. If a driver is unable to take the start in a race, they will be classified as 'DNS' (Did Not Start) and no championship points will be awarded.
- 33.4.6. Drivers who receive a black flag during a race will be classified last in the race and no championship points will be awarded.

34. COMPETITION

34.1. Qualifying

- 34.1.1. Each competition will include four Qualifying rounds, with a maximum of five cars starting side by side in each race, run over 4 laps.

- 34.1.2. 1st Qualifying (Q1)

The procedure for determining the start order (start grid) is defined in the corresponding championship regulations.

If two or more drivers retire in the first lap of Q1, they shall be classified in relation to each other according to the distance they covered no matter what race they were in.

- 34.1.3. 2nd to 4th Qualifying (Q2/Q3/Q4)

- 34.1.4. The starting grid for each race shall be determined by the results of the preceding Qualifying. The fastest five drivers from Qualifying shall be assigned to the last race, the next five fastest to the penultimate race, and so on in descending order. Should two or more drivers retire on the same lap but in different Qualifying races, their classification shall be determined by the time recorded at their last crossing of the finish line, with the faster time being awarded the higher position.
- 34.1.5. Known non-starters will be omitted from the published grid sheet. After the first race in a Qualifying has started, a non-starter in a later race will only be replaced if his absence means that the race has fewer than three starters.
- 34.1.6. The number of cars in each race will depend on the number of drivers remaining in the competition following the table below:

Number of drivers	R1	R2	R3	R4	R5	R6	R7
35	5	5	5	5	5	5	5
34	4	5	5	5	5	5	5
33	4	4	5	5	5	5	5
32	4	4	4	5	5	5	5
31	4	4	4	4	5	5	5
30	5	5	5	5	5	5	
29	4	5	5	5	5	5	
28	4	4	5	5	5	5	
27	4	4	4	5	5	5	
26	4	4	4	4	5	5	
25	5	5	5	5	5		
24	4	5	5	5	5		
23	4	4	5	5	5		
22	4	4	4	5	5		
21	4	4	4	4	5		
20	5	5	5	5			
19	4	5	5	5			
18	4	4	5	5			
17	4	4	4	5			
16	4	4	4	4			
15	5	5	5				
14	4	5	5				
13	4	4	5				
12	4	4	4				
11	3	4	4				
10	5	5					
9	4	5					
8	4	4					
7	3	4					
6	3	3					

- 34.1.7. Qualifying ranking points will be awarded after each Qualifying based on the driver's race time.

Fastest	Points
1st	50

2nd	45
3rd	42
4th	40
5th	39
6th	38
7th and onwards	37 and so on

34.1.8. Minimum ranking points (MRP)

MRP are the ranking points a driver would receive equal to those allocated to the slowest classified driver, based on the assumption that all starters in the category were classified.

Example:

15 starters in a category.

Ranking points for 15th position = 29 Ranking points.

MRP = 29

- 34.1.9. Drivers who do not finish a Qualifying race (DNF) will receive one (1) point less than the MRP.
- 34.1.10. Drivers who did not start a Qualifying race (DNS) will receive five (5) point less than the MRP.
- 34.1.11. Drivers who receive a black flag during or after a Qualifying race will be classified as BFL and receive ten (10) point less than the MRP.
- 34.1.12. Drivers who were disqualified (DSQ) by the Stewards from a Qualifying will get no ranking points.
- 34.1.13. If a race is restarted for any reason, any driver who took part in an earlier start but was unable to take the final restart will be marked as 'DNF' instead of 'DNS' and will receive the corresponding number of points.
- 34.1.14. If two or more drivers record identical overall times (dead heat), they shall be classified according to their best individual lap time in the race concerned.

34.2. Qualifying Ranking

After the Qualifying Session, drivers will be ranked based on the total ranking points scored in each Qualifying.

In the event of a tie in the rankings, priority will be given to the driver with the greater number of first-place finishes, followed by the number of second-place finishes, then third-place finishes, and so on, achieved in the Qualifying races. If a tie remains, precedence will be given to the driver who recorded the fastest time in the final Qualifying (Q4).

34.3. Quater-Finals

- 34.3.1. The 24 drivers who have scored the most ranking points in qualifying will be admitted to the Quater-Finals, provided they have started in at least two qualifying sessions.
- 34.3.2. The Quater-Finals will only be run if after the Qualifying, there are at least 16 cars able to participate (a minimum of 4 cars per Quarter-Final). If the Quater-Finals are not run, the 12 top-scoring drivers in the Qualifying will progress directly to the Semi-Final and no Quater-Final championship points will be awarded.

34.3.3. There will be six starters, arranged 2-2-2 in three rows in each Quater-Final race. The Quater-Finals will be run over 5 laps.

34.3.4. Grid positions for each Quater-Final will be based on the intermediate point classification after Qualifying.

1st Quarter-Final race (QF1): 1st, 5th, 9th, 13th, 17th, 21st

2nd Quarter-Final race (QF2): 2nd, 6th, 10th, 14th, 18th, 22nd

3rd Quarter-Final race (QF3): 3rd, 7th, 11th, 15th, 19th, 23rd

4th Quarter-Final race (QF4): 4th, 8th, 12th, 16th, 20th, 24th

If fewer than 24 cars are qualified, the grid positions shall remain allocated as indicated above.

34.3.5. If no Quarter-Finals are held in a category, the Qualifying ranking will determine the Semi-Final line-up as follows:

Semi-Final 1: 1st, 3rd, 5th, 7th, 9th and 11th.

Semi-Final 2: 2nd, 4th, 6th, 8th, 10th and 12th

If no Quarter-Final races will be held, no Championship points in accordance with Article 3.2.1 of the RX Sporting Regulations will be awarded in these categories.

34.4. Semi-Finals

34.4.1. The 3 best-drivers in the results of each Quarter-Final race will be admitted to the Semi-Final.

34.4.2. The Semi-Finals will only be run if after the Quarter-Final there are at least 8 (eight) cars able to participate (a minimum of 4 cars per Semi-Final). If the Semi-Finals are not run, the 6 top-scoring drivers in the Quarter-Final will progress directly to the Final and no Semi-Final championship points will be awarded.

34.4.3. There will be six starters, arranged 2-2-2 in three rows in each Semi-Final race. The Semi-Finals will be run over 6 laps.

34.4.4. Grid positions for each Semi-Final will be based on the ranking in the Quarter-Finals.

1st Semi-Final race: the best 3 drivers of QF1 and of QF3

2nd Semi-Final race: the best 3 drivers of QF2 and of QF4

The winners of the Quarter-Finals shall occupy the first row of the grid, the runners-up the second row, and the third-placed drivers the third row. Pole position shall be taken by the winners of Quarter-Finals 1 and 2 respectively, the same applies for rows 2 and 3.

34.4.5. If no Quarter-Finals and no Semi-Finals are held in a category, the Qualifying ranking will determine the Final line-up being decided by the first 6 cars in the qualifying ranking.

If no Semi-Final races will be held, no Championship points in accordance with Article 3.2.1 and 3.2.2 of the RX Sporting Regulations will be awarded in these categories.

34.5. Final

- 34.5.1. The 3 best-drivers (finalists) in the results of each Semi-Final will be admitted to the Final.
- 34.5.2. There will be six starters, arranged 2-2-2 in three rows. The Final will be run over 6 laps.
- 34.5.3. The winners of the Semi-Finals shall occupy the first row of the grid, the runners-up the second row, and the third-placed drivers the third row. Pole position shall be awarded to the winner of the Semi-Finals, with the higher Qualifying ranking. The same method will be applied for determining the order of rows two and three.
- 34.5.4. The winner of the Final will be the winner of the competition.

35. INCIDENTS DURING THE COMPETITION

35.1. Application of the regulations by the Race Director

Any incident involving one or more drivers, as noted by the Race Director, reported by Judges of Fact or marshals, shall be subject to the appropriate penalties as defined in these regulations.

35.2. Decisions concerning infringements of Articles 30.1 and 30.2

- 35.2.1. In the event of an infringement of Articles 30.1 or 30.2, the Stewards may impose a penalty on the driver(s) concerned in accordance with the List of Sanctions set out in Appendix I. Where provided for in these Regulations and in Appendix I, the Race Director or the Clerk of the Course may also display the relevant flag or otherwise take the corresponding sporting action, with the consequences prescribed by these Regulations.
- 35.2.2. The Race Director shall be responsible for notifying the driver(s) concerned in writing of any decision taken under this Article, in accordance with Articles 38.2.5 and 38.2.6. The notification shall also be published on the Digital Notice Board (DNB).

35.3. Incident investigation

The Race Director may report any on-track incident or alleged breach of these RX Sporting Regulations or the Code to the Stewards. Upon review, it is at the Stewards' discretion to determine whether to initiate an investigation. The Stewards may also investigate an Incident noted by themselves.

35.4. Post-Incident Attendance Requirement

If an Incident is under investigation by the Stewards a message informing all competitors which driver or drivers are involved will be sent using the OMS. These driver or drivers concerned may not leave the circuit without the consent of the Stewards.

36. PENALTIES

36.1. List of Sanctions

The List of Sanctions (Appendix 1) serves as a non-exhaustive illustration of potential penalties. The Stewards retain ultimate authority regarding the imposition of penalties.

36.2. Fines

In accordance with Article 12.8 FIA International Sporting Code, the payment of the fines must be done online, within 48 hours of their notification, at the following address: <https://fiafines.fia.com>. Any delay in making payment may entail Suspension during the period a fine remains unpaid.

36.3. Disqualification

If a driver is disqualified from a [Quarter Final](#), Semi-Final or Final for any reason, the Stewards may also impose an additional penalty, such as the loss of Championship points, if they consider the offence serious enough to justify it.

SAFETY

37. DRIVERS EQUIPMENT

Whenever a car is in motion on the race track and until they have left it, the driver must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III - Drivers' Equipment as intended by the equipment manufacturer and have their safety belts fastened.

During a race, drivers must keep the side window (where applicable) on the driver's side fully closed at all times.

38. SIGNALLING

Flag and LED board signals must be in conformity with Appendix H, with the following exceptions:

The decision to show the red flag, the black and white flag or the black flag is at the discretion of the Race Director or Clerk of the Course.

38.1. Yellow flag

38.1.1. One yellow flag shall be 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/obstacle for which it is shown, there being no green flag in this situation.

38.1.2. Two yellow flags are waived if the incident is on the racing line. Once the flags have been shown, drivers must reduce their speed significantly, shall not overtake and shall be prepared to change direction until they have completely passed the incident/obstacle for which it is shown, there being no green flag in this situation.

38.2. Black and white flag (divided diagonally), and black flag

38.2.1. The black and white flag together with a panel with the starting number (80 x 60cm) will be shown during two laps. This flag will be shown once only and is a warning to the driver concerned for unsportsmanlike behaviour or for an action which may result in a penalty if repeated.

38.2.2. A driver who would otherwise be shown a second black and white flag during the competition shall instead be shown a black flag.

- 38.2.3. 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 any Practice, Qualifying, Quarter-Finals, or Semi-Finals, the driver must drive immediately to the paddock. If a black flag is shown in the Final, the driver must go to the Parc Fermé, or such other place as specified in the Supplementary Regulations.
- 38.2.4. 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 any practice, the races, or afterwards if further investigation is required. The official issuing the black or black and white flag must confirm the reason for its use in writing to the driver and the competitor.
- 38.2.5. The decision to show the black or black and white flag may also be communicated to the driver only in writing.
- 38.2.6. A black and white or a black flag can be shown to the driver also after the race.

RESULTS & REQUIREMENTS AFTER THE COMPETITION

39. FINAL PARC FERMÉ

Only those cars having taken part in the Final must be taken by the drivers to Parc Fermé immediately after the race, except for cars having not completed the race. After finish formalities, cars must be placed in a parc fermé where they must remain until released by the Stewards.

40. RESULTS AND CLASSIFICATIONS

40.1. Establishing results and classifications

For Qualifying, Quarter-Finals, Semi-Finals and Final the results are established by adding together all the race times and all the time penalties.

40.2. Publication of results

During the competition, the results/classifications to be published will be as follows:

- Unofficial classifications distributed by the timekeeping system during the competition.
- Provisional classifications of Sessions published by the Clerk of the Course as soon as possible after the end of each Session
- Final classification of Sessions approved and signed by the Stewards.
- Provisional classification published by the Clerk of the Course which shall be as soon as practical after the finish of the Final, even if final scrutineering remains in progress.
- Final classification approved and signed by the Stewards after the final scrutineering has been completed.

41. PROTESTS, PETITION FOR REVIEW, APPEALS

41.1. Lodging a protest or appeal

- 41.1.1. All protests and/or appeals must be lodged in accordance with Articles 13 and 15 of the Code and, where applicable, with the FIA Judicial and Disciplinary Rules.
- 41.1.2. Protests may not be lodged against any Stewards decisions.

- 41.1.3. Protest may not be lodged against notifications regarding the following:
- a) Time penalties, whether applied during or after a race, except in the case of the Final
 - b) Any drop of grid positions
 - c) Grid penalties
 - d) Black flag penalties in Quarter-Finals and Semi-Finals
 - e) Drop of position in the classification of the Quarter Finals and Semi-Finals
 - f) Denied a start due to late arrival in the pre-grid or starting grid area
 - g) Denied restart after a stopping a race (Art. 34.2.2)

- 41.1.4. Stewards' decision shall not be subject to appeal if they concern the following:

- a) If any of the above seven penalties are imposed by the Stewards.
- b) Any disqualification from a race, except in the case of the Final

- 41.1.5. If the Stewards receive a notification of intent to appeal a decision, the decision may be subject to a suspensive effect. However, the Stewards may deny the suspensive effect of the imposed penalty in cases specified in the Code.

41.2. Protest or petition for review deposit

- 41.2.1. The protest or petition for review deposit is €1,000 (or the equivalent in US dollars at the rate of the day) and must be paid in cash or by bank transfer. If paid by bank transfer any reimbursement will be made through FIA Administration.
- 41.2.2. If the deposit is made by bank transfer, the protest or petition for review must be accompanied by proof of payment. Failing this or should the Stewards consider that the proof of payment is not satisfactory, the protest or petition for review shall not be admissible.

The relevant bank account details are:

Société Générale
132 rue Réaumur, 75002 PARIS, France#
IBAN Nr: FR76 3000 3022 6700 0200 1171 295
SWIFT Code: SOGEFRPPXXX

The reason for the transfer must be clearly indicated.

41.3. Additional deposit

If a protest requires the dismantling and reassembly of a clearly defined part of the car, any additional deposit may be specified by the Stewards in accordance with Art. 13.4.3 of the FIA International Sporting Code.

41.4. Cost allocation

The expenses incurred in the work and in the transport of the car shall be borne by the protester if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld. If the protest is partially founded, the additional deposit can be refunded in parts based on a decision by Stewards.

If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the additional deposit, the difference shall be borne by the protester. Conversely, if the expenses are less, the difference shall be returned.

41.5. Appeal Deposit

The applicable appeal deposit is specified in the respective championship regulations in the appendices.

42. PRIZE-GIVING

42.1. Podium Ceremony

The podium ceremony on the circuit will be held immediately after the Finals. The top three finishers must be present, wearing their competition overalls. Failure to attend this ceremony and/or the wearing of inappropriate clothing will be penalised by a fine inflicted by the Stewards.

All drivers affected by the podium formalities are obliged to wear the caps (with the peak facing forward) issued by the FIA from the time they exit their car in parc fermé throughout the entire duration of the prize-giving ceremony (except while the national anthems are being played) as well as during the press conference and they must keep their overalls closed. Drivers must not have any items with them other than the ones handed over by the Organiser during the podium process. Failure to comply with these Regulations will be reported to the Stewards.

Per competition, at least a trophy will be awarded to the top three drivers, their country flag will be displayed, and the winner's national anthem will be played (the nationality of the driver being that of his passport - Article 9.4.2 of the Code). The full podium procedure can be found in Appendix III.

TEST AND PROMOTIONAL EVENTS

43. TEST EVENTS

43.1. General

43.1.1. Testing is considered to mean any running time which is not part of a championship event, and which is undertaken by a competitor entered in the Championship using cars which conform to the current Championship Sporting and Technical Regulations. Testing will be free at any time.

43.1.2. Every reasonable effort should be made to ensure that the recommendations concerning emergency services detailed in Supplement 1 of Appendix H to the Code are followed.

43.2. Collective testing

The FIA may organise one official collective test session of up to three days with a maximum of 100km per car during the test before the start of the Championship. This collective test session will be voluntary for registered competitors.

A maximum of 16 dry-weather & 16 wet-weather tyres per car will be allowed for the collective test.

43.3. Other competitions

Championship competitors and drivers may take part in other competitions duly entered on the FIA International Sporting Calendar or on the National Sporting Calendar of an ASN member of the FIA.

43.4. Private Testing – RX1

Between the closing date of the registration of the season up to the closing date of the registration of the following season each team, Permanent competitor and non-Permanent driver may carry out promotional events, press days and testing without limitation.

Promotional events, press days or tests may only be run at Championship venues in the 14 days before the Championship competition as part of a press or media day run by the Organiser of the Championship competition and approved by the FIA. Any promotional day shall be carried out using tyres provided by the appointed Championship supplier.

Promotional material generated during a promotional event must be made available to FIA on request within seven days of the event.

Any breach of these rules will be examined by the Stewards of the next competition. The penalty given is at their discretion.

43.5. Wind Tunnel

Rig testing, wind tunnel testing, and CFD studies are strictly forbidden.

Appendix V1: FIA RALLYCROSS WORLD CUP (RX World Cup)

The numbering of the following articles refers to the articles in the general part of the Rallycross Sporting Regulations.

GENERAL PRINCIPLES

1. GENERAL CONDITIONS

The FIA organises the Rallycross World Cup which is the property of the FIA, and which includes the following award:

- **The FIA Rallycross World Cup**

The FIA Rallycross World Cup is made up of a single Rallycross event entered on the FIA Championship calendar.

CHAMPIONSHIP AND POINTS

3. WORLD CUP AND WORLD CUP COMPETITION

3.1. Attribution of Championship points

No Championship points will be awarded.

3.5 Number of World Cup events

3.5.1 There will be one World Cup event.

4. WORLD CUP FOR DRIVERS

4.1 Announcement

The FIA RX World Cup for Drivers is reserved for drivers taking part in the qualifying events using eligible cars as per Art. 9

- RX1: Four-wheel drive Touring cars
- RX5: Off-Road single seaters

At the end of the World Cup event, the Driver having won the Final with an RX1 car will be declared:

- **FIA Rallycross World Cup RX1 Winner.**

At the end of the World Cup event, the Driver having won the Final with an RX5 car will be declared:

- **FIA Rallycross World Cup RX5 Winner.**

4.2 Registration RX5 Competitors

The number of competitors registered to participate in the FIA World Cup for RX5 Drivers shall be limited to a maximum of twenty-five (25).

Where the number of valid registration applications exceeds twenty-five (25), the FIA shall select the competitors at its sole discretion from among those applicants who have: submitted a complete registration application in accordance with these Regulations; and paid the required registration fee in full by the deadline specified by the FIA.

Any applicant not selected by the FIA shall have its registration fee refunded in full.

The FIA's decision regarding the selection of competitors shall be final and not subject to appeal.

9.2 Tyre Quantity

9.2.3. Dry weather tyres

For RX1 each driver may use no more than 8 tyres according to the current World Cup tyre specification.

For RX5 each driver may use no more than 4 front and 4 rear tyres according to the current World Cup tyre specification.

9.2.4 Wet weather tyres – (Not applicable to RX5)

For RX1 each driver may use no more than 8 wet weather tyres according to the current World Cup tyre specification.

ENTRIES

21. ENTRY PROCEDURES

21.1. Submission of Entry Forms (Entry Application)

21.1.2. Registration applications to compete in the World Cup event must be submitted to FIA at by **31 August 2026, 23:59** (CET) at the latest.

21.2 Registration and Entry fees

21.2.1 The registration fee for the RX World Cup which includes entry fee to all Competitions throughout the season is as follows:

For RX 1	€ 5.000
For RX 5	€ 2.000

RUNNING OF THE COMPETITION

32. COMPULSORY PRACTICE

32.1 Free Practice (FP)

The Free Practice session will run with maximum 5 cars in each heat.

Start positions for the heats will be determined by an automatic, randomised draw conducted by the timekeepers in the presence and a team representative from each class.

32.2 Superpole (SP)

32.2.1 Superpole Format

Each Superpole session shall comprise time trials, with up to five cars competing in each time trial. Each time trial will be started with individual starts released at 5 second intervals and shall consist of:

- One out-lap
- One timed flying lap
- One in-lap

32.2.2 Superpole 1 (SP1)

Start positions for the time trial will be determined by the draw of the Free Practice.

The results of SP1 will be based on the fastest time of the "flying lap".

32.2.3 Superpole 2 (SP2)

Start positions for SP 2 will be based on the results of the SP1 as follows:

Race 1:

The cars classified in 1st position in their respective SP1 race shall compete in the first race. The starting order shall then be determined by lap times of the "flying lap", with the fastest driver taking pole position and starting first, the second-fastest taking 2nd position and starting 2nd on and the remaining 3 drivers following in ascending order of lap times.

Race 2:

The cars classified in 2nd position in their respective SP1 race shall compete in the second race. The starting order shall be identical to that used for Race 1

Race 3:

The cars classified in 3rd position in their respective SP1 race shall compete in the third race. The starting order shall be identical to that used for Race 1

Race 4:

The cars classified in 4th position in their respective SP1 race shall compete in the fourth race. The starting order shall be identical to that used for Race 1

Race 5:

The cars classified in 5th position in their respective SP1 race shall compete in the fifth race. The starting order shall be identical to that used for Race 1

34. RACE PROCEDURES

34.1. Joker Lap

- 34.1.1. In each Qualifying, Quarter-Finals, Semi-Final, or Final race, drivers must complete two (2) Joker Laps which should not be taken in two (2) consecutive laps. Drivers who take the Joker Laps more times than required will be reported to the Stewards.

35. COMPETITION

35.1. Qualifying

35.1.2. 1st Qualifying (Q1)

Following each SP2 race, the drivers shall choose their start position and the Qualifying Race in which they will compete.

The driver who sets the fastest flying lap time in the respective SP2 race shall have the first choice, followed by the driver who sets the second-fastest flying lap time, and so on, in descending order of the flying lap times.

- 35.1.3 The start order for the 2nd to 4th Qualifying shall remain as article 35.1.4 of the RX Sporting Regulations.

35.3 Quarter-Finals

The start orders for the Quarter-Finals shall remain as article 34.3.4 of the RX Sporting Regulations.

35.4 Semi-Finals

- 35.4.1 The 4 best-drivers in the results of each Quarter-Final race will be admitted to the Semi-Finals.
- 35.4.2 The Semi-Finals will only be run if after the Qualifying's there are at least 10 (ten) cars eligible and able to participate (a minimum of 5 cars per Semi-Final). If the Semi-Finals are not run, the top 8 -scoring drivers in the Quarter-Finals will progress directly to the Final.
- 35.4.3 There will be 8 starters, arranged (3-2-3) in three rows. The Semi-Final will be run over 6 laps.
- ### **35.5 Final**
- 35.5.1 The 4 best-drivers (finalists) in the results of each Semi-Final will be admitted to the Final.
- 35.5.2 There will be 8 starters, arranged (3-2-3) in three rows. The Final will be run over 6 laps.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE COMPETITION

42. PROTESTS, PETITION FOR REVIEW, APPEALS

42.5 Appeals fees and Deposit

The appeal fee and deposit are provided for in the FIA International Sporting Code and Judicial and Disciplinary Rules, which are available on the FIA website

43. PRIZE-GIVING

43.2. Cash prizes

There are no cash prizes for the RX World Cup

43.3. Annual FIA Prize-giving

The first three Drivers in each category must be present at the annual FIA Off-Road Prize-Giving.

Appendix V2: FIA EUROPEAN RALLYCROSS CHAMPIONSHIPS (Euro RX)

The numbering of the following articles refers to the articles in the general part of the Rallycross Sporting Regulations.

GENERAL PRINCIPLES

1. GENERAL CONDITIONS

The FIA organises the two FIA European Rallycross Championships which are the property of the FIA, and which include the following awards:

- The FIA European Rallycross Championship for RX1 Drivers.
- The FIA European Rallycross Championship for RX3 Drivers.
- The FIA European Rallycross Championship for RX4 Drivers.
- The FIA European Rallycross Championship for RX5 Drivers.

The FIA European Rallycross Championships are made up of the Rallycross events entered on the FIA Championship calendar (Euro RX events).

CHAMPIONSHIP AND POINTS

3. EUROPEAN CHAMPIONSHIP AND CHAMPIONSHIP COMPETITIONS

3.1. Attribution of Championship points

The allocation of Championship points is described in Article 3 of the 2026 FIA Rallycross Sporting Regulations.

3.5 Number of Championship events

- 3.5.1 The Euro RX1 and Euro RX3 Championships are run over a minimum of 3 (4) and a maximum of 6 (8) separate (RX1 and RX3) Competitions.

The Euro RX4 and Euro RX5 Championships are run over a minimum of 3 (4) and a maximum of 5 (7) separate (RX4 and RX5) Competitions.

In case of a double header event during the championship season the number in brackets will apply.

4. CHAMPIONSHIPS FOR DRIVERS

4.1 Announcement

The FIA Euro RX Championship for Drivers is reserved for drivers taking part in the qualifying events using eligible cars as per Art. 9

- RX1: Four-wheel drive Touring cars
- RX3: Front-wheel drive Touring cars
- RX4: Front-wheel drive Touring cars (Rally4)

– RX5: FIA Cross Car

At the end of the Championship, the Driver having scored the highest total of points with an RX1 car will be declared:

- FIA European RX1 Rallycross Champion.

At the end of the Championship, the Driver having scored the highest total of points with an RX3 car will be declared:

- FIA European RX3 Rallycross Champion.

At the end of the Championship, the Driver having scored the highest total of points with an RX4 car will be declared:

- FIA European RX4 Rallycross Champion.

At the end of the Championship, the Driver having scored the highest total of points with an RX5 car will be declared:

- FIA European RX5 Rallycross Champion.

ENTRIES

21. ENTRY PROCEDURES

21.1. Submission of Entry Forms (Entry Application)

- 21.1.2. Registration applications to compete in the entire Championship must be submitted to FIA at by **13 March 2026, 23:59** (CET) at the latest.

21.2 Registration and Entry fees

- 21.2.1 **Permanent Competitors:** The registration fee for the Euro RX Championship which includes entry fee to all Competitions throughout the season is as follows:

For RX 1	€ 12,340
For RX 3	€ 6,830
For RX 4	€ 4,500
For RX 5	€ 4,000

- 21.2.2 **Non-permanent Competitors:** The entry fee for a single Euro RX Championship Competition is as follows:

For RX 1	€ 2,390
For RX 3	€ 1,305
For RX 4	€ 1,100
For RX 5	€ 1,000

RUNNING OF A COMPETITION

35. COMPETITION**35.1. Qualifying****35.1.2. 1st Qualifying (Q1)**

Starting positions in the RX1 races will be determined by a draw that will be carried out in the presence of at least one Steward, the first drawn Driver will choose their position, then second, third and so on.

Starting positions for the RX3, RX4 and RX5 races will be determined by an automatic, randomised draw conducted by the timekeepers in the presence of at least one Steward and a team representative from each class.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE COMPETITION

42. PROTESTS, PETITION FOR REVIEW, APPEALS**42.5 Appeals fees and Deposit**

The appeal fee and deposit are provided for in the FIA International Sporting Code and Judicial and Disciplinary Rules, which are available on the FIA website

43. PRIZE-GIVING**43.2. Cash prizes**

Per Competition, cash prizes will be awarded to the Top 3 Drivers

- RX1 Category (respectively €1,100, €660, €440)
- RX3 Category (respectively €550, €440, €330)
- RX4 Category (respectively €440, €330, €220)
- RX5 Category (respectively €330, €220, €110)

43.3. Annual FIA Prize-giving

The first three Drivers in each category must be present at the annual FIA Off-Road Prize-Giving. Any such Driver who fails to attend will be penalised by the loss of any monetary award and/or benefit associated with the corresponding position at the end of the Championship and may be fined by the FIA.

Appendix I – LIST OF SANCTIONS

The following list of examples of penalties is not exhaustive. The Stewards have overall authority concerning the penalties imposed.

ART.	INFRINGEMENT	SANCTION	APPLIED BY
9	Use of tyres and quantity other than those prescribed for the Championship	Stewards' discretion	Stewards
9.1.3	Illegal treatment of tyres	Stewards' discretion	Stewards
10.1.1 10.1.3	Using more than two engines or broken seals of the two engines	deduction of 15 (fifteen) Championship points for each offence	Stewards
10.1.2 10.1.3	Using more than the allowed number of turbos or broken seals of the turbos	deduction of 10 (ten) Championship points for each offence	Stewards
12 14	Car failing to conform to the Safety measures	Disqualification (Start refused)	Stewards
16.	Non-compliance with the judicial cameras	Stewards' discretion	Stewards
17	Use of fuel other than those prescribed for the Championship	Stewards' discretion	Stewards
17.1.4	Not enough fuel for the fuel analysis	Stewards' discretion	Stewards
2.23 29.2.4 40	Infringement of the Parc Fermé rules	Stewards' discretion	Stewards
8	Entry of a car that does not comply with the Regulations	Disqualification (Start refused)	Stewards
24.2	Absence of valid Licences	Disqualification (Start refused)	Stewards
24.2	Absence of the ASN's permission on the entry form (where applicable)	Disqualification (Start refused)	Stewards
25.1.3	Driver's equipment failing to conform to the safety measures	Disqualification (Start refused)	Stewards
25.1.4	Failure to submit necessary original forms	Stewards' discretion	Stewards
25.2	Reporting late to pre-event scrutineering	Practice restriction (4 laps maximum)	Stewards
26.2.2	Absence of the identification marks affixed by the scrutineers	Stewards' discretion	Stewards
26.2.4	Any tampering with or attempt to tamper with the identification marks	Stewards' discretion	Stewards
26.2.1	Car not in conformity with the regulations	Stewards' discretion	Stewards
29.1	Forbidden track access	Fine of €250	Stewards

30.1.1	Unsporting behaviour during a Competition	1 st offence: Black and White or Black flag 2 nd offence Black flag	Race Director Clerk of the Course
30.1.2	Driving in opposite direction on the race track	Stewards' discretion	Stewards
30.1.3	Speeding in the paddock	€50 for each kph over the limit.	Stewards
30.1.4	Not following the instruction of an Official	Stewards' discretion	Stewards
30.1.5	Any deliberate or reckless contact between Drivers/cars after the finish	Stewards' discretion	Stewards
30.1	Breach of Art. 30.1 or 30.2, first offence	Black and White Flag	Race Director
30.2	Serious breach of Art. 30.1 or 30.2 or second offence	Black Flag	Race Director
31.2.1	Drivers not attending or being late at the Drivers' briefing, Team Manager not attending the Drivers' briefing	Fine of €250	Stewards
33.1	Failure to notify a non-start	Stewards' discretion	Stewards
32.2	Late arrival at the pre-grid area	Not allowed to start the race	Race Director Clerk of the Course
32.4	False starts	1 st offence - 2 Joker laps 2 nd offence – black flag	Race Director Clerk of the Course
34.1.1	Taking more than one Joker Lap	Stewards' discretion	Stewards
34.1.3	Not taking a Joker Lap in Qualifying, Quarter-Final, Semi-Final or Final race	30 second time penalty	Stewards
39	Failure to respect instructions given by the flag signals (marshal)	Stewards' discretion	Stewards

Appendix II – STANDARD DOCUMENTS

1. SUPPLEMENTARY REGULATIONS

Each event must produce Supplementary Regulations (Art. 20 of the Code).

An electronic version of the Supplementary Regulations must reach the FIA according to the FIA RX Sporting Regulations.

Following receipt of the draft, the FIA will inform the organiser of any modifications to be made and will issue a visa authorising their publication.

The Supplementary Regulations must appear on the official rallycross website according to the FIA RX Sporting Regulations.

If the organiser does not plan to print the Supplementary Regulations, this should be mentioned in the document. It is recommended to distribute printed copies to the officials.

CONTENT OF THE SUPPLEMENTARY REGULATIONS

SUPPLEMENTARY REGULATIONS PART 1

INDEX

1. INTRODUCTION

Name of the event:	[Name]
Date of the event:	[Date]
Venue of the event:	[City]
ASN VISA:	[Visa number]
FIA VISA:	[Visa number]

1.1. Preamble

The Competition shall be run in accordance with the International Sporting Code and its appendices, the FIA official Bulletins, the Sporting Regulations of the FIA European Rallycross Championships the WADA/NADA Codes and the FIA Anti-Doping Regulations, as amended from time to time. Unless provided otherwise by these Supplementary Regulations Part 1 and Part 2, the provisions of the above Rules and Regulations shall apply.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated bulletins.

These Supplementary Regulations, Part 1 and the subsequently published Part 2, together constitute the binding Supplementary Regulations for the event. The binding text of these Supplementary Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Supplementary Regulations.

1.2. Circuit description

1.3. Race Distances

2. ORGANISATION

- 2.1. National Sporting Authority (ASN)
- 2.2. Organiser
- 2.3. Organising committee
- 2.4. Event's permanent secretariat
- 2.5. Event's secretariat during the event
- 2.6. Official Notice Board (digital)
- 2.7. Communication tool
- 2.8. Stewards
- 2.9. FIA Delegates
- 2.10. Senior Officials

3. PROGRAM IN CHRONOLOGICAL ORDER

- 3.1. Summary program
- 3.2. Detailed program

4. ENTRIES

- 4.1. Closing date for entries
- 4.2. Entry procedures

5. INSURANCE COVER**6. ADVERTISING****7. TYRES****8. FUEL****9. ADMINISTRATIVE CHECKING**

- 9.1. Location
- 9.2. Timetable
- 9.3. Documents to be presented

10. SCRUTINEERING

- 10.1. Scrutineering, venue and time
- 10.2. Scrutineering, mandatory documents

11. OTHER PROCEDURES AND REGULATIONS

- 11.1. Divers' briefing:
- 11.3. Practices
- 11.4. Finish

12. PRIZES AND AWARDS:**13. FINAL CHECKS / PROTESTS / APPEALS / FINES**

- 13.1. Final Checks
- 13.2. Protest or Petition for Review deposit
- 13.3. Appeals
- 13.4. Fines

SUPPLEMENTARY REGULATIONS PART 2

INDEX

1. INTRODUCTION

Name of the event: [Name]
Date of the event: [Date]
Venue of the event: [City]

ASN VISA: Visa number approval on date
FIA VISA: Visa number approval on date

3. PROGRAM IN CHRONOLOGICAL ORDER

3.12. Detailed program

See Appendix 1: Detailed schedule of the various competitions.

7. TYRES

9. ADMINISTRATIVE CHECKING

9.3 Location and timetable

10. SCRUTINEERING

10.1. Location and timetable

11. OTHER PROCEDURES AND REGULATIONS

11.1 Divers' briefing: Location and timetable

13. FINAL CHECKS / PROTESTS / APPEALS / FINES

13.1 Final Checks: Location and Time

2. BULLETINS

Bulletins are defined in Art. 2.2 of these regulations. They may be issued either:

By the organisers, up to the commencement of administrative checks **with the approval of the FIA**. Exceptionally, modifications to the program as approved at the time of Visa issue, may be made by the organiser. Nevertheless, such modifications must be advised to the FIA.

or

By the Stewards throughout the competition. However, bulletins detailing modifications to the program may be issued by the Race Director (if any) or by the Clerk of the Course. Nevertheless, such modifications must be advised to the Stewards.

Bulletins must be numbered and dated (dated and posting time). They shall be posted on the Official Notice Board(s) and published simultaneously on the event website. Where possible, notifying competitors electronically of publication of a bulletin is recommended. If a Digital Notice Board is used during the event, the notification of the competitors electronically of publication of a bulletin is mandatory.

If the event includes an Official Messaging System (OMS), it shall be part of the Official Notice Board.

Whatever the publication type, competitors (or crew members) must confirm receipt thereof, unless this is materially impossible during the running of the event.

A bulletin may only be published after the approval of the FIA or after being issued by the Stewards (where applicable).

3. EVENT GUIDE

The concept is to have all event paperwork in one document whether for media, officials or competitors. The Event Guide may be published as electronic document at least 3 weeks before the begin of the event. It is optional for the organisers to print the Event Guide.

.....
.....

4. ENTRY LISTS

4.1 ENTRY LIST

The Entry List shall include:

- The allocated competition number
- The competitor's full name as it appears on the competitor's licence (no nationality)
- Driver's names and their nationalities (according to their licences)
- The make and model of the car entered
- The class and group of the car entered

- The driver's FIA/championship priority status. (Eligible for point)

4.2 AMENDED ENTRY LIST

If an Entry List is amended after the first publication, administrative checks and/or scrutineering, an "AMENDED ENTRY LIST" must be published with the date and time of the publication. The changes must be marked.

- Produced after administrative checks and scrutineering
- Signed by the Clerk of the Course after approval by the Stewards

5. GRID SHEETS, RESULTS AND CLASSIFICATIONS

All lists must be published on the Digital Notice Board mentioning the time of posting. The Championship identifier will always be preceding the name of the various lists.

5.1 Results of Free Practice / Result of Warm-up

"Ranking of Free Practice" / "Lap times of Free Practice"

"Ranking of Warm up" / "Lap times of Warm up"

- Includes all competitors who have completed the competition
- Signed by the Clerk of the Course

5.2 Grid Sheets

"Grid Sheet for Qualifying x" / "Grid Sheet for Quarter-Final x" / "Grid Sheet for Semi-Final x" / "Grid Sheet for Final"

- Signed by the Clerk of the Course

5.3 Intermediate (provisional) Results

"Result of Qualifying x" / "Result for Quarter-Final x" / "Result of Semi-Final"

- Includes all drivers who have started the session
- Signed by the Clerk of the Course after approval by the Stewards
- Published with date and time on the Digital Notice Board.

5.4. Final Results

"Final Ranking of Qualifying x" / "Final Result for Quarter-Final x" / "Final Result of Semi-Final"

- Approved and signed by the Stewards and published after expiry of the protest time.
- Published with date and time on the Digital Notice Board.

5.5 Provisional Classification

- Published as soon as possible after the finish of the Final
- Includes all competitors who have completed the competition
- Signed by the Clerk of the Course after approval by the Stewards
- Published at the time mentioned in the Supplementary Regulations.

Footnote denotes:

- a) "Subject to the results of final scrutineering";
- b) "Subject to the results of routine fuel analysis for the following vehicles...." (If fuel results are not available at the venue);
- c) "Subject to further checks to be carried out by the FIA for vehicle N°....";
- d) "Subject to Stewards' decision for vehicle N°.";
- e) "Subject to the results of a complete engine inspection for vehicle N°.".

The Provisional Classification shall be published as soon as possible, even if final scrutineering remains in progress.

5.6 Final Classification

- all competitors who have been eligible to start the competition.
- all competitors who did not start the competition – marked with “DNS”
- all competitors who have completed the competition.
- all retired competitors – marked with “DNF”
- all competitors who have not been classified for the final – marked with “DNC”
- all disqualified competitors - marked with “DIS”
- Approved and signed by the Stewards and published after expiry of the protest time and final scrutineering is completed.

In the event of an appeal, of subsequent technical checks, etc., a caveat may be added:

- a) “Subject to the results of routine fuel analysis for the following vehicles....” (If fuel results are not available at the venue);
- b) “Subject to further checks to be carried out by the FIA for vehicle N°....”;
- c) “Subject to the result of the appeal lodged by the competitor of vehicle N°...”;
- d) “Subject to the results of a complete engine inspection for vehicle N°...”.

5.7 Allocation of Championship points and Championship Ranking (*)

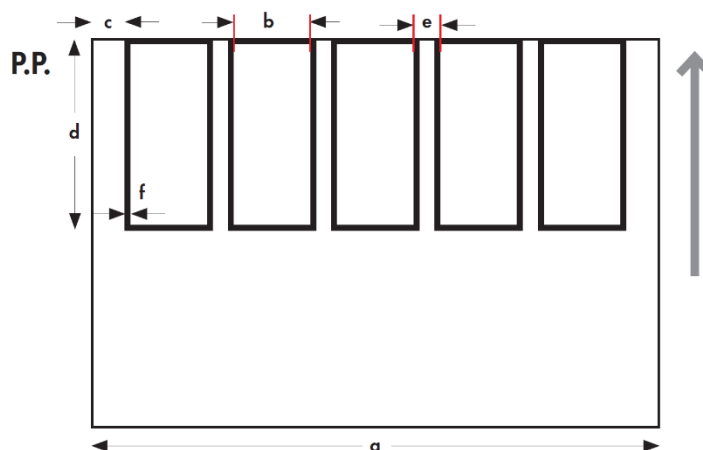
“Provisional Championship Standing”

- includes the points from Quarter-Final, Semi-Final and Final
- includes all points from previous Championship competitions
- not signed

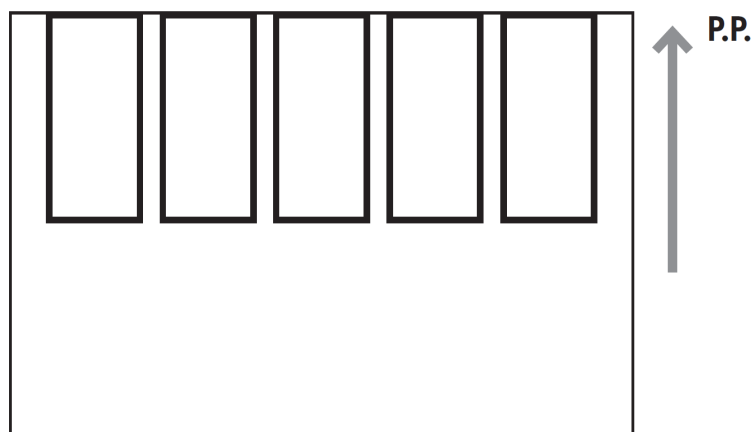
() The official Championship Standing will be published by FIA.*

Appendix III – GRID DRAWINGS

DRAWING No. 1 – HEATS STARTING GRID

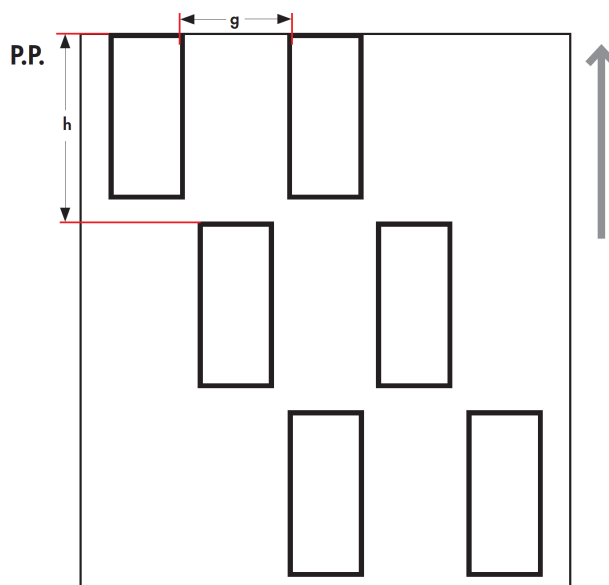


or



- a) Minimum 14.5m (minimum width of grid)
- b) 2,2m (internal width of a grid box)
- c) Minimum 0.9m (minimum space to edge of track)
- d) 5 m (length of grid space per car)
- e) 0.3 m (distance between the inner lanes of the grid boxes)
- f) 0.05 to 0.1m (width of the grid box lines)

Configuration of the starting grid depending on the side of the pole-position (P.P.) determined during the homologation of the circuit and declared in the Supplementary Regulations of the Competition in question.

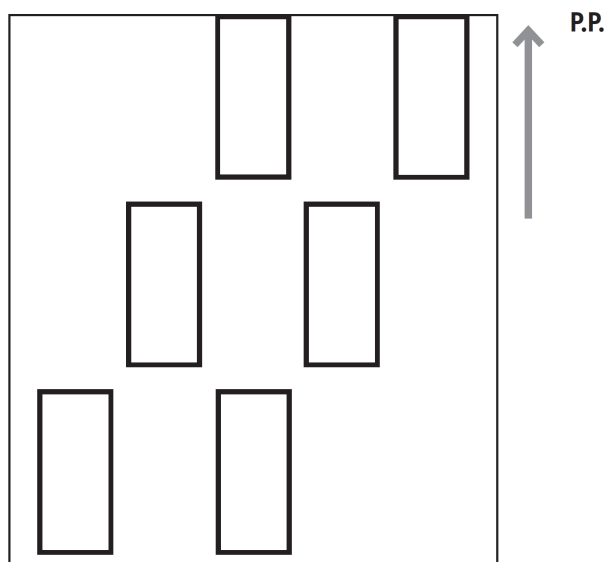
DRAWING No. 2 – STARTING GRID FOR (SEMI-)FINALS

g) 2.8m (distance between grid boxes)

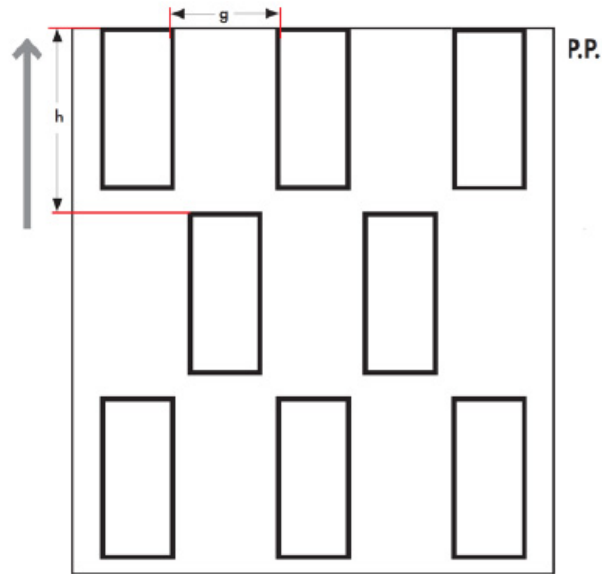
h) 6m (distance between two rows)

Configuration of the starting grid depending on the side of the pole-position (P.P.) determined during the homologation of the circuit and declared in the Supplementary Regulations of the Competition in question.

Or



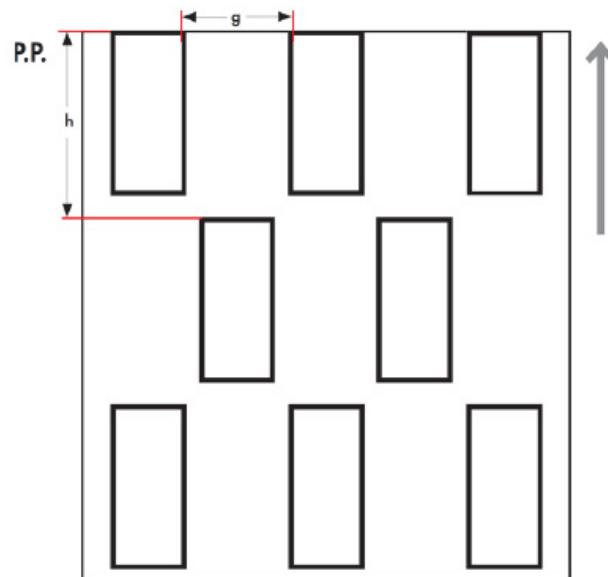
Configuration of the starting grid depending on the side of the pole-position (P.P.) determined during the homologation of the circuit and declared in the Supplementary Regulations of the Competition in question.

DRAWING No. 3 – STARTING GRID FOR (SEMI-)FINALS IN RALLYCROSS WORLD CUP

- a) 2.8m (distance between grid boxes)
- b) 6m (distance between two rows)

Configuration of the starting grid depending on the side of the pole-position (P.P.) determined during the homologation of the circuit and declared in the Supplementary Regulations of the Competition in question.

Or



Appendix IV – SIGNAGE

Areas where work is permitted:

From this sign onwards, external assistance is permitted.



From this sign onwards, external assistance is not permitted.



Appendix V – PODIUM CEREMONY

1. MASTER OF CEREMONIES

A master of ceremonies (MOC) will be appointed by the Organiser to conduct and take responsibility for the entire podium ceremony.

2. PODIUM

a) Rostrum

The main podium infrastructure will be provided by the Organiser as detailed in the Operations Manual issued to each local organiser.

The podium location will be determined in advance of the Competition by Event Coordinator and the local organiser.

The podium is recommended to include a method of displaying the national flags of the top three Drivers.

A table for trophies and champagne will be accessible for the MOC on the ground level next to the podium.

- b) The PA announcer and VIP presenters will be located next to the MOC for the full duration of the podium procedure.

3. ANTHEMS

- a) The national anthem of the winning Driver will be played. The Nationalities of the Drivers will be shown on the official entry list.
- b) A suitable sound system should be installed to ensure that national anthems (initiated by the MOC) and the PA announcer are clearly heard with an audio link to the TV broadcast.
- c) When the champagne shower begins, music should be played. This should not start until the presenters have left the podium.

4. TROPHIES

Only three trophies per category will be presented during the podium ceremony:

- a) Winning Driver.
- b) Second Driver.
- c) Third Driver.

The trophies are of free design but should reflect the importance of the Event, and have approval from the Event Coordinator. They must show:

- a) The Championship official logo.
- b) The official name of the event and/or the title sponsor logo.
- c) The Driver's position.

The recommended format of the trophies shall be:

- a) Winner's trophy – no less than 50cm and no more than 65cm high.
- b) Second and third placed drivers' trophy - no less than 35cm and no more than 45cm high

The maximum weight per trophy must not exceed 5 kg. Trophies must be of a design that is capable of being handled and transported without damage.

5. SCENARIO

- a) Only three persons should be on the podium to present the trophies. In exceptional circumstances, the master of ceremonies may increase this to four.
- b) No police, bodyguards or persons not authorised by the master of ceremonies are allowed on the podium.
- c) The MOC will inform the TV and public address commentator of the names of the persons presenting the trophies.
- d) The PA Announcer will announce the 3rd, 2nd & 1st placed Drivers onto the podium. National anthem of the winning Driver is introduced by the PA Announcer and played. The PA Announcer will introduce the VIP to present the trophy to the 3rd placed Driver. The PA Announcer will introduce the VIP to present the trophy to the 2nd placed Driver. The PA Announcer will introduce the VIP to present the trophy to the winning Driver. All Drivers celebrate with champagne (located on the podium) and champagne music is played over the PA system.

Articles 5a, b, c and d will be repeated for each category.

6. TELEVISION

The ideal position for the TV camera is immediately opposite the podium and at the same height. Under no circumstances may there be a TV cameraman on the podium.

7. PARC FERME

The Parc Fermé must be positioned as close as possible to the podium, preferably immediately below, with direct access, to be discussed with the Event Coordinator.

As soon as all the cars have crossed the line, a course car must go round the track to collect any Driver who has finished in the first three but is stranded on the circuit.

The Drivers must not be delayed in the Parc Fermé. One person, nominated by the MOC and in radio contact with them, will be responsible for moving the Drivers from the Parc Fermé to the podium without delay. Only persons authorised by the MOC may make contact with the Drivers before the end of any TV interviews.

8. PRESS ROOM

Immediately after the TV interviews, Drivers if instructed, must go to the press room for interviews.

9. WATER + TOWELS

3 bottles of water per top 3 must be put in the Parc Fermé (no identification).

3 bottles of water per top 3 must be put behind the podium (no identification).

3 towels per top 3 must be available behind the podium.

No other drinks are permitted in the Parc Fermé or behind the podium.

10. PODIUM PROTOCOL

An invitation will be issued to each person attending the podium ceremony with clear instructions as to the procedure to follow.

Appendix VI – COMMERCIAL RIGHTS

Any Competitor entering any Rallycross event counting towards one of the FIA Rallycross Championships governed by these sporting regulations acknowledges and agrees that all rights, title and interest in connection with the corresponding FIA Rallycross Championship, including without limitation all copyrights, database rights, and any and all related rights and neighbouring rights, audio-visual rights, domain name rights, trade name and trademark rights including "FIA", "World Rallycross", "European Rallycross", "World Rallycross Championship", "European Rallycross Championship", "World RX", "Euro RX" and "FIA World Rallycross Championship", "FIA European Rallycross Championship" (and any translation or permutation thereof), together with any associated goodwill vested therein are the exclusive property of the FIA.

Any use of such rights by the Competitor other than for the purposes agreed by the FIA (and/or its nominee) in writing is not permitted. Any Competitor entering any Rallycross Competition counting towards one of the FIA Rallycross Championships governed by these Sporting Regulations acknowledges and agrees that the FIA (or its nominee) may create and use any recording or replication of the competitor taking part in events of the corresponding FIA Championship (including the image, logo, livery, colours, name, word mark and likeness of the Competitor's Team, car, uniforms, driver(s) and team members, as well as the name and logos of team sponsors present within Competitor's livery) in any form without any need for consent, licence or payment, for any and all purposes (including marketing, advertising and public relations activities as well as any other forms of commercial messaging) that are in the interest of promoting the corresponding FIA Rallycross Championship.

Such use shall be extended to any broadcaster, media partner, Championship sponsor or licensee at the FIA's (or its nominee's) sole discretion. Such use shall include (but not be limited to) audiovisual recordings, photographs, all forms of editorial coverage, information guides, promotional items, interactive games and any item featuring the Competitor alongside two other participants in the corresponding FIA Rallycross Championship.

The FIA (or its nominee) shall ensure that such use shall always provide a fair, impartial and accurate representation of the Competitor and not imply or suggest the Competitor's endorsement of a product or service. The FIA (or its nominee) shall make reasonable efforts to adhere to relevant branding guidelines as may be issued by the Competitor.

Appendix IX - ORGANISATIONAL REQUIREMENT SPECIFICATIONS

The following regulations are for organisers only and don't have any regulatory value for competitors. However, the organisers must respect all provisions of this Appendix.

The numbering of the following articles refers to the articles in the general part of the Rallycross Sporting Regulations.

CHAMPIONSHIP REQUIREMENTS

3. CHAMPIONSHIPS REQUIREMENTS

3.4 CANCELLATION OF A CHAMPIONSHIP EVENT

Any Championship event which is cancelled will not be entered in the Championship in subsequent years, except in a case of force majeure as recognised by the FIA.

3.5 REPORTS

3.5.1 For each event, a report will be drawn up by the FIA in association with FIA officials and reviewed by the relevant FIA Commission.

3.5.2 Any Championship event shown by the reports to have failed either to comply with the regulations or to attain an adequate standard against the points observed may not be accepted in further years in the Championship.

OFFICIALS

8. OFFICIALS AND DELEGATES

At least one of the Stewards, the Technical Delegate, the Chief Scrutineer and the Rescue Chief must be present at the venue of the Competition at the latest one hour before the opening of the administrative checking or scrutineering whichever is first.

8.2. FIA Delegates

The following additional delegates may be appointed by the FIA.

8.2.1 Race Director

The Race Director must remain in Race Control and maintain radio contact with the Clerk of the Course at all times when cars are permitted on the track. Similarly, the Clerk of the Course must be present in Race Control and in continuous radio contact with all marshal posts during these periods.

8.2.2. FIA Sporting Delegate

The FIA Sporting Delegate will liaise with the Clerk of the Course and all other appointed FIA officials and delegates.

8.2.3. FIA Technical Delegate and Assistant Technical Delegate/s

The FIA Technical Delegate will liaise with the Clerk of the Course and will be the chief scrutineer responsible for all technical matters. He will be responsible for scrutineering and will have full authority over the national scrutineers.

8.2.4. FIA Medical Delegate

The FIA Medical Delegate will liaise with the Chief Medical Officer and Rescue Chief regarding all medical aspects including any pre-event briefings.

8.2.5. FIA Media Delegate

The FIA Media Delegate will oversee all the media matters including any pre-race and post-race media activities.

8.2.6. FIA Chief Timekeeper

The principal duties of timekeepers shall be that according to the Code Article 11.13

8.2.7. FIA Championship Coordinator

During each Competition they must be assisted by the Competitor Liaison Officers (CLO).

8.3 Clerk of the Course

The Clerk of the Course must be present during the whole Competition starting with the administrative checking or scrutineering whichever is first until after the official prize-giving or at least until the time limit for a protest is elapsed.

8.4. Competitor Liaison Officers (CLO)

Three CLO's are nominated by the Organiser.

Competitor Liaison Officers, at least one of whom should be fluent in English, must be easily identifiable by means of distinctive clothing. As a minimum they must be present at scrutineering and administrative checks and at the start and finish of Stages.

The mission of the Competitor Liaison Officers is:

- to keep crews informed of any Bulletins or communications issued;
- to provide information or clarification in connection with the running of the event;
- where possible, to avoid forwarding questions to the Stewards that could be solved satisfactorily by a clear explanation.

It is recommended that at least one CLO holds a Steward or Clerk of the Course licence issued by their ASN. Their names and contact details will be provided to Competitors in the Team Managers' group of the online messaging platform established by the FIA. A schedule of their activities and location during the Competition will also be posted on the official noticeboard.

8.5 PHONE CONTACT DETAILS OF OFFICIALS

The phone contact details of the FIA officials nominated for the event, as well as any changes to the programme of the event, must be sent to the FIA Safety Department (medical@fia.com) after the Stewards' first meeting.

8.6 OFFICIALS' TRAVEL EXPENSES

The travel and accommodation expenses of all FIA nominated officials are borne by the FIA.

8.7 JUDGES OF FACT (IF ANY)

Any person nominated by the organiser in accordance with Art. 11.16 of the Code. The list of the judges of fact and their duty must be published in the Supplementary Regulations or in a Bulletin.

8.8 OFFICIALS AND MARSHALS

Organisers should ensure that, in performing their duties, officials and marshals are not required to place themselves in danger. It is the organiser's responsibility to ensure that officials and marshals are adequately trained in this regard.

STANDARD DOCUMENTS

20.2 CHAMPIONSHIP LOGO

20.2.1 The title and logo of the event and the official logo attributed by the FIA to the Championship concerned must appear on the top of any official documents and on all digital media. The event logo should be positioned to the left side and the FIA Championship logo to right side. The FIA and the Championship logo must never be placed together with the logos of the organisers' sponsors.

20.2.2 Depending on the case, the sponsor(s) of the Championship must be included as well.

20.3 SUPPLEMENTARY REGULATIONS

20.3.1 An electronic version of the draft Supplementary Regulations must reach the FIA at least 12 weeks before the beginning of the event.

20.3.2 Within the 4 weeks following the receipt of the draft Supplementary Regulations, the FIA will inform the Organiser of any modifications to be made and will issue a visa authorising their publication.

20.3.3 The Supplementary Regulations must be in the format detailed in Appendix III-1 and appear on the official event website at least 8 weeks before the beginning of the event.

20.3.4 An electronic copy of the final Supplementary Regulations must be sent to the FIA upon publication.

20.4 ISSUING OF AN FIA VISA

Before issuing a visa, the FIA will evaluate the following documents:

- Supplementary Regulations
- Draft Safety Plan.

20.5 EVENT WEBSITE

The Organiser must make available a website dedicated to its event. All the information posted on the website must be dated. The Organiser must have live timing on its websites.

20.6 DIGITAL NOTICE BOARD

The digital notice board must contain information aimed at competitors and relating to the FIA Rallycross only. The folder tree must be structured as follows:

1. Supplementary Regulations & Bulletins
2. Stewards documents

3. Race Director / Clerk of the Course documents
4. Results and Classifications
5. Organiser documents (e.g. Event Guide, etc.)

49. FIA ENVIRONMENTAL ACCREDITATION

All Euro RX event Organisers must investigate and aim to reach the FIA Environmental Accreditation Programme which can be found at <https://www.fia.com/environmental-accreditation-programme>.

The top level of accreditation, Three-Star will be mandatory for any Organiser to be part of the World RX Championship from 2028.