



FIA MOTORSPORT GAMES 2024

CROSS CAR

SPORTING REGULATIONS

FEDERATION INTERNATIONALE DE L'AUTOMOBILE | Geneva, Switzerland





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1. Foreword

The Fédération Internationale de l'Automobile (“the FIA”) organises the 2024 FIA Motorsport Games Cross Car Competitions (“the Competition”), which are the property of the FIA and comprise two titles of 2024 FIA Motorsport Games Cross Car Competition winner for Driver:

- The FIA Motorsport Games Cross Car Competition, contested by Drivers entering cars in the Cross Car Senior Category;
- The FIA Motorsport Games Junior Cross Car Competition, contested by Drivers entering cars in the Cross Car Junior Category.

2. Regulations

2.1. Interpretation

The final text of the Sporting Regulations and Supplementary Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in these documents are for ease of reference only and do not form part of the Regulations.

Under the terms of the present regulations, the generic masculine gender used for the sake of brevity applies to the female gender.

2.2. Sporting Regulations

These Sporting Regulations come into force on 1 January of each year and replace all previous FIA Motorsport Games Cross Car Competition Regulations.

Only the FIA is allowed to modify the present Sporting Regulations.

2.3. Supplementary Regulations

(see Appendix 1)

The Supplementary Regulations of the Competition must comply with the prescriptions of the International Sporting Code (“the Code”).

2.3.1. In accordance with Article 3.6 of the Code, no alterations shall be made to the Supplementary Regulations after the opening date for entries or by decision of the stewards or reasons of Force Majeure or safety.

- a) Any further information will be announced to the Competitors by dated and numbered bulletins which will be an integral part of these Regulations. These bulletins and all decisions will be posted on the official notice board on yellow paper.
- b) Any bulletin concerning sporting matters must be signed by the stewards before being published.
- c) The stewards are empowered to take a decision on any case not covered by these Regulations.



3. General Provisions

All Drivers, Competitors, ASNs and officials participating in the Competition undertake, on behalf of themselves, their employees and agents, to observe:

- all the provisions as supplemented or amended of the Code and its Appendices,
- the Technical Regulations for Cross Cars (Appendix J - Article 279B),
- the present Sporting Regulations,
- the Supplementary Regulations of the Competition.
- The FIA Motorsport Games 2024 Event Regulations

The Competition is governed by the Code and the present Sporting Regulations. Competition means any Competition counting towards and registered in the Event on the FIA International Sporting Calendar.

4. Cup and Competition

- 4.1. There will be a maximum of 1 Competition per year.
- 4.2. The Competition will have the status of international restricted Competition.
- 4.3. The Competition will be organised in accordance with the Organisation Agreement entered into between the Competition organiser, the ASN of the country of the Competition and the FIA.
- 4.4. The organiser, via its ASN, shall supply the information set out in the Supplementary Regulations of the Competition (ASN visa number included) to the FIA Off-Road Department, and no later than the 21st of July 2024, at least an English version of each following document:
- 4.5. the Safety Plan of the Competition duly completed.
- 4.6. A visa number will then be issued by the FIA for the Competition upon satisfactory reception of these documents and the safety plan for the Competition. Only the version of the Supplementary Regulations approved and circulated by the FIA shall prevail.

5. Officials

5.1. FIA officials

For the Competition, the FIA will nominate the following officials:

- two international stewards, one of whom will be nominated chairman of the panel of the stewards of a nationality different from that of the organising country, chosen from the FIA list of stewards (participants in the periodical FIA Off-Road or officials seminars),
- one race director,
- one technical delegate,
- one chief timekeeper.

In addition, the FIA may nominate a medical delegate, a safety delegate, a media delegate, a sporting delegate and/or several judges of fact.



5.2. National officials

The ASN organising the Competition or delivering the permit to organise the Competition, will appoint the following officials:

- one steward, chosen from the FIA list of stewards (participants in the periodical FIA officials or Off-Road seminars),
- one clerk of the course, chosen from the FIA list of clerks of the course (participants in the periodical FIA Off-Road seminars),
- one assistant clerk of the course,
- judges of fact (for the start line, false starts and finish),
- one chief scrutineer,
- one chief medical officer and a second doctor,
- one safety officer,
- one press officer,
- one Competitors' liaison officer,
- one secretary of the Competition,
- one secretary of the stewards.

5.3. Roles and duties of the main officials of the Competition

5.3.1. Stewards: see Articles 11.3, 11.8 and 11.9 of the Code.

5.3.2. Clerk of the course: see Article 11.11 of the Code.

5.3.3. Technical delegate: He is responsible for scrutineering and has full authority over the national scrutineers.

5.3.4. Race director: see Article 11.10 of the Code.

5.3.5. Competitors' liaison officer:

a) is in charge of:

- informing the Competitors and playing a mediating role at all times,
- giving accurate answers to all questions asked,
- providing all information or additional clarifications in connection with the regulations and the running of the Competition,
- avoiding forwarding questions to the stewards which could be solved satisfactorily by a clear explanation, with the exception of protests (e.g. clarify disputes over times, with the assistance of the timekeepers).

The Competitors' liaison officer shall refrain from saying anything or taking any action which might give rise to protests.

b) In addition, he must present a schedule of his duties, which shall be posted on the official notice board, and which shall include:

- Presence at scrutineering,
- Presence at the Secretariat of the Competition,
- Presence at the stewards' meetings,
- Presence in the starting area.



c) The Competitors' liaison officer must be able to be easily identified by the participants. To this end it is advisable that:

- he wears a very conspicuous badge or a tabard.
- his name, photo, mobile phone number and schedule are posted on the official notice board.

d) This post must be entrusted to an English-speaking official in possession of a steward's or clerk of the course's licence issued by his ASN, as it implies certain knowledge of the General Regulations. He may attend the stewards' meetings in order to keep abreast of all the decisions taken.

6. Eligible Drivers and Competitors

6.1. Eligible Drivers

6.1.1.

- a) **Cross Car Senior Category:** Drivers must hold valid International Driver's Licences, of Grade ITD-C as a minimum, and the necessary authorisations (visas) issued by their ASNs affiliated to the FIA.
- b) **Cross Car Junior Category:** Drivers must hold valid International Driver's Licences, of Grade ITG as a minimum, and the necessary authorisations (visas) issued by their ASNs affiliated to the FIA.

Drivers must be aged between 13 years old (reaching their 13th birthday during the calendar year) and not older than 16 years old on the day of the opening of Competition.

6.1.2. Drivers must be selected by their respective ASNs - one Driver per category and per ASN. They must hold the passport of the country of the ASN which selects them.

6.2. Eligible Competitors

Competitors must hold valid International Competitor's Licences and the necessary authorisations (visas) issued by their ASNs affiliated to the FIA and be 18 years old or over.

7. Competitors' applications

7.1. Entry form

7.1.1. Entries will open on 04th March 2024 on the dedicated Registration platform.

Applications to participate to the Competition shall be submitted by the ASN or the Competitor/Driver to the FIA by means of the entry form available on www.motorsportgames-registration.fia.com by the 23rd September 2024 and must be accompanied by copies of the Competitor's and Driver's Licences, the ASN nomination (see Appendix 3) and a proof a payment of the entry fee. The Competitor will ensure that its Drivers sign the Driver's declarations and undertakings form during the registration.

A Driver's profile can be created using the following link: <https://motorsportgames-registration.fia.com/account-creation/driver>. Applicants need to inform their respective ASN about their interest in participating before the submission of the entry. Further



information on the process is described in the FIA Motorsport Games 2024 Event Regulations.

- 7.1.2. No amendments may be made to an entry, once submitted, except as provided for in these Regulations. However, the Competitor may freely replace the car declared on the entry form with another from the same division, up to the point of scrutineering.
- 7.1.3. By the very fact of signing the entry form, the Competitor and all his team members agree to be bound by the Code and its Appendices, by the Prescriptions and by these Regulations.
- 7.1.4. Any application for entry cannot be accepted unless it is accompanied by the total amount of the entry fees.
- 7.1.5. Acceptance of entries will be decided on a first come first served basis.

7.2. Entry fee

7.2.1. The entry fee for Cross Car Senior is €450 and for Cross Car Junior €400.

7.2.2. Entry fees may be refunded only:

- to candidates who are not accepted,
- in the case of the Competition not taking place,
- if the Competitor withdraws his entry before the entries are closed.

7.3. Entry conditions

7.3.1. The Organising Committee reserves the right to refuse the entry of a Competitor or a Driver, giving the reason for such refusal.

7.3.2. Any change of Competitor after the closing of entries is forbidden.

7.3.3. There will be only one Driver per car, no Driver may compete in more than one car at the Competition, and no Driver may compete in more than one race in the Competition. No Driver may compete in more than one race in the Competition.

7.3.4. The maximum number of starters is 40 for the Cross Car Senior Category and 32 for Cross Car Junior.

7.3.5. The maximum space in the Paddock for each Competitor should be 6m x 8m.

8. Competition numbers

8.1. Allocation of Competition numbers

The Competition numbers are allocated as follows:

- Cross Car Senior No. 1 – 99
- Cross Car Junior 101 – 199



9. Eligible cars and material

9.1. The Competition is open to cars complying with the Technical Regulations for Cross Car, as specified in Article 279B of Appendix J.

9.1.1. **Cross Car Senior**

Cross Car 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 Category Senior.

The Throttle potentiometer of certain engine types might be sealed upon request of the technical delegate.

9.1.2. **Cross Car Junior**

Cross Car 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 Category Junior.

9.1.3. Each Cross Car must be accompanied by an FIA technical passport. The passport is obtained by each Competitor from his ASN, which will authenticate it, and it must be presented at scrutineering before the Competition.

10. Checking

10.1. Administrative checking

10.1.1. The Driver or his Competitor must report in due time to the administrative checking, the location and time of which will be detailed in the Supplementary Regulations, unless a written waiver has been granted to him by the clerk of the course.

10.1.2. Unless a waiver has been granted by the clerk of the course, those Drivers and Competitors who fail to report to the administrative checking shall not be authorised to take part in the Competition.

10.1.3. At the administrative checking, the Drivers' and Competitor's International Licences will be checked.

10.2. Scrutineering

10.2.1. The Driver or his Competitor must report in due time to scrutineering, the location and time of which will be detailed in the Supplementary Regulations, unless a written waiver has been granted to him by the clerk of the course.

10.2.2. Unless a waiver has been granted by the clerk of the course, those Drivers and Competitors who fail to report to scrutineering shall not be authorised to take part in the Competition. Financial penalties may be applied in case of late arrival to scrutineering (see Article 14).

10.2.3. No car may participate in the Competition unless it has been checked by the scrutineers.

10.2.4. Drivers' clothing (overalls, underwear, helmet of an FIA recognised standard, gloves, Frontal Head Restrain (FHR) system etc.) must also be presented together with the cars at scrutineering.



10.2.5. Submitting a car to scrutineering shall be considered as an implicit statement of conformity. No car will be allowed to start unless it complies with the current Technical Regulations (Appendix J).

10.2.6. Additional scrutineering may be carried out at any time during the Competition. The scrutineers may in particular:

- check the eligibility of the car or of the Driver's equipment;
- require a car to be dismantled by the Competitor or the single supplier to make sure that the conditions of eligibility and conformity are fully satisfied;
- require a Competitor or the single supplier to supply them with such parts or samples as they may deem necessary;
- proceed with fuel controls; in order to do so, it must be possible for the scrutineers to collect 3 samples of 200ml of fuel each.

10.2.7.

a) Any car which, after being passed by the scrutineers, is dismantled, modified or repaired 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.

b) Any car involved in an accident be stopped and checked, at the request of the race director or the clerk of the course.

10.3. Competition numbers and Driver's name

The figures of the Competition numbers are displayed once on each side of the car and once on each side of a panel on the roof or on the bonnet. All other numbers are prohibited.

The roof number must be permanently fixed on a vertical support having no sharp edges, in line with the front-rear axis of the car. The panel must measure 24 x 35cm. The number must be 18cm high with a stroke thickness of 4cm.

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

10.4. Rear light

The rear light must be kept switched on during practice and races.

10.5. Tyres

10.5.1. Drivers may only use tyres as defined in Article 279B-9.3 of Appendix J and supplied by the single tyre supplier designated by the FIA following a tendering procedure. Each tyre must have two identical moulded barcode numbers (one on each side of the tyre) at the beginning of the Competition. If the barcode on the outside tyre wall is not readable, the Competitor must present the tyre to the scrutineers who will mark the outside tyre wall. If this new marking is destroyed during the Competition, the tyre must be presented again to the scrutineers for an additional marking.

10.5.2. Tyres must be registered during the time slots as defined in the Supplementary Regulations.

10.5.3. The number of tyres presented for registration by the scrutineers is limited to 6 (six; max. of 3 front and 3 rear) in Cross Car Senior and 4 (four) in Cross Car Junior per Driver for the Competition.



Only these registered tyres may be used for Qualifying Practice, Qualifying, Semi-Finals and Final.

None of these registered tyres may be transferred to another Driver participating in the Competition.

10.5.4. Should any registered tyre develop a puncture, sustain damage or have a fault, an additional tyre can only be approved by the technical delegate or his assistant in agreement with the tyre supplier of the Competition and after consultation with the stewards.

10.5.5. The use of pre-heating or heat-retaining devices is prohibited.

10.6. Fuel Use

10.6.1. All Drivers must use FIA fuel as provided by the FIA appointed supplier.

10.6.2. Competitors are responsible for arranging directly with the supplier, or supplier's agent, all matters relating to the supply and payment of the fuel.

10.7. Mandatory branding

Each car will have to display the official mandatory branding of the Competition as per Appendix 2 of these Regulations.

11. General

11.1. Start

A starter is any Driver having passed scrutineering and crossed the start line in practice under the power of his car engine.

11.1.1. Start procedure: The start procedure begins with showing a "5 seconds" board. After this, the start will be given when the green light is switched on.

There must be an electronic system for each start line and there must always be a margin of 15cm +/- 5cm between the electronic system (or the start line) and the car.

The use of a camera recording the starts is obligatory. It must be pointed towards the starting grid and record all the cars and the starting lights at the same time.

The timing will be by electronic beams, to one hundredths of a second at least.

A "Mylaps X260", "Mylaps car" or "X2 Transponder car" type transponder system will be used, installed on the front right-hand side of the car when the car is facing forward. The Driver must procure his own transponder.

The start will be given only after the system for detecting false starts has been initiated.

11.1.2. False starts: Judges of fact for each row of the grid will be appointed to determine false starts. Additionally, beams must be used for each row or for each car to detect false starts.

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. In the case of a false start, the race is stopped and a new procedure must be started.

When a false start occurs, the starting light is blocked automatically by the cell, a yellow light begins to flash and an audible signal is sounded for a minimum of 3 seconds.



When a false start occurs in a heat, the Driver(s) concerned will be warned by means of a warning flag meaning that a 5-second penalty will be added to the time set in the heat concerned.

During the same heat, if the same Driver makes a second false start he will not be allowed to restart and will be credited with 95 points for that heat.

When a false start occurs in a (Semi-)Final, the Driver responsible for the false start will automatically receive a 5 second penalty. During the same (Semi-)Final, if the same Driver makes a second false start, he will not be allowed to restart. He will be classified last in the Semi-Final or Final during which the false start occurred, in front of the non-starters. The stewards may use any video or electronic means to assist them in reaching a decision. The stewards may overrule judges of fact.

11.2. Accidents and technical failures

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.

11.3. Stopping the race

In a heat: a re-run over the total number of laps must take place.

In a (Semi-)Final: a re-run over the total number of laps must take place only if the leading car has completed less than 4 laps in a Semi-Final or less than 5 laps in a Final.

11.3.1. Should the end-of-race signal be inadvertently delayed, the final classification will be established according to the positions considered at the moment provided for in the Supplementary Regulations.

11.3.2. 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 start/finish line and at all marshals' posts. This indicates that Drivers must immediately cease racing and proceed slowly as directed by the marshals and:

- a) if the race was stopped for safety reasons, all cars must return to the paddock for a limited time, which will be determined by the race director via the Official Messaging System.
- b) if the race was stopped for false start reasons, all cars must return immediately to the start area. In all cases, the race director will announce the procedure in the event notes and Drivers' briefing.

All Drivers are allowed to participate in the restart, except if the race director decides not to allow certain cars, if any, except as stated below. The decision of the clerk of the course or race director regarding which cars will be permitted to restart is not subject to protest or appeal.

If a Driver causes a red flag by crowding or obstruction, the Driver concerned may be disqualified, at the discretion of the stewards. Decisions of the stewards regarding such disqualifications and regarding which cars will be permitted to restart are not subject to appeal.

11.3.3. Re-runs will be permitted only:

- a) when a red flag has been shown;



- 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 first start are entitled to participate in the re-run and must occupy the same order or place as for the previous start. In this case, any possible warnings or penalties will, however, apply for the re-run.

All other incidents will be treated as force majeure.

If a (Semi-)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 in front of any Drivers who did not start at all.

If a (Semi-)Final is stopped by a red flag and cannot be re-run, the result will be taken at the end of the penultimate lap preceding the lap during which the signal to suspend the race was given.

The Driver responsible for the red flag may be classified at the discretion of the stewards and the decision is not subject to appeal.

- 11.4. There will be five (5) laps in each qualifying heat. There will be six (6) laps in each Semi-Final and seven (7) laps in the Final.

12. Safety

12.1. General safety

- 12.1.1. The Competition will take place on a circuit complying with the specifications of Appendices H and O.
- 12.1.2. The organiser undertakes to have on the track all safety measures provided for in Article 3 of Appendix H, from the beginning of practice until the end of the Competition.
- 12.1.3. During all practice sessions and races, each Driver must wear a helmet and fire-resistant clothing as required by Chapter III of Appendix L and be properly restrained in his seat by the safety harness.
- 12.1.4. The Driver must keep both side windows/grills/nets as specified in Articles 279B of Appendix J closed.
- 12.1.5. It is strictly forbidden for Drivers to drive their car in a direction opposite that of the race.
- 12.1.6. The speed of the cars outside of the racetrack may not exceed 20kph. Failure to comply with this limit shall result in a penalty applied by the stewards.
- 12.1.7. The race director, the clerk of the course, or the chief medical officer can require a Driver to have a medical examination at any time during a Competition. A medical exam before the Competition is mandatory if the Driver was declared unfit in the previous Competition.
- 12.1.8. The race director will indicate the place and procedure of the start simulations during warm-up or qualifying practice by announcing it in the Drivers' briefing. Otherwise, they are strictly prohibited.



12.2. Flag signals

Flag signals must be in conformity with Appendix H to the Code, with the following exceptions: the yellow flag is shown at one post only, immediately before the accident / obstacle. One yellow flag must be waved during 2 laps for the same incident. Two yellow flags are waived if the incident is on the racing line. Once the flag has been shown, Drivers may not overtake until they have completely passed the incident for which it is shown, there being no green flag in this situation.

If the organiser uses light panels, it must be specified in the Supplementary Regulations.

The black and white flag will be shown together with the starting number. Showing of the black and white flag means that the Driver whose number is shown will be under investigation.

The black flag will be shown together during 2 laps with a panel, 80 x 60cm, with the starting number. If a black flag is shown in a heat, the Driver has to go immediately to the paddock.

The reason for the decision to use the black and white and/or the black flag must be confirmed to the Driver and his Competitor in writing by the clerk of the course.

12.3. Safety equipment

12.3.1. Fire extinguishers

Each Cross Car Competitor is responsible for ensuring that a single piece fire extinguisher of minimum 5kg is available within his own team's area inside the paddock.

12.3.2. Protection of the environment

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

13. Running of a competition

13.1. Drivers' briefing

13.1.1. Briefing notes in English will be given in writing to all Drivers at the administrative checking.

13.1.2. A Drivers' briefing will be organised before the start of the Competition, which is mandatory for each Driver.

Drivers will have to sign the attendance list at the entrance of the briefing room/area.

13.2. Practice

13.2.1. No practice is allowed before the Competition on the circuit of the Competition.

13.2.2. The width of the starting grid must comply with the prescriptions of Appendix O to the Code and it must be possible to accommodate 10 cars on the starting grid, on the same surface.

13.2.3. Free practice sessions and two qualifying practice sessions, one organised in order of the numbers and the second in reverse order, are obligatory in each Category.



There must be no more than 1 car at each 120m of the track in each qualifying practice session, which will be run over 4 laps minimum, starting from the time the car crosses the finish line, and all laps are counting.

The best lap time from all the qualifying practice sessions determines the starting positions for the first heat. In the event of a tie, the next best lap time of the Drivers who have tied determines the starting positions.

Each Driver must complete at least one lap in practice. Should this not be the case, the Driver may be allowed to start in the first qualifying heat, at the discretion of the stewards. Cars from different categories will run separately.

13.3. Common regulations for Qualifying, Semi-Finals and Final

Cars from different categories run separately.

The starting grids for the Heats and the (Semi-)Finals consist of 10 cars in 4 rows (3-2-3-2 - see Drawing No. 1).

The highest qualified Driver will choose pole position. The Driver in second place may in turn choose one of the two remaining places on the 1st row. This possibility of choice also operates in the 2nd, 3rd and 4th rows, but it is not possible to change rows.

The positions on the grid must be marked on the ground.

If a Driver is unable to come to the grid for a heat, Semi-Final or Final, his place cannot be taken by an additional Driver, however his grid position can be taken by another Driver starting from that same row.

13.4. Qualifying

There will be three qualifying heats.

1st Heat: according to the classification of the qualifying practice;

2nd Heat: according to the classification of the 1st Heat;

3rd Heat: according to the classification of the 2nd Heat.

The composition of the Heats is drawn up as follows:

13.4.1. After the qualifying practice and after the 1st and 2nd Heats, the organiser will provide a list of the starters from first place to last place.

13.4.2. The starters are divided into groups with the same number of cars, give or take one car. The maximum number of starters in any one group is 10. The group with the lowest number of cars must be the last one. The number of groups cannot be changed after the 1st Heat.

13.4.3. Starting from the top, the Drivers are seeded into groups.

Example: if there are three groups,

- the 1st Driver must have pole position in the 1st group,
- the 2nd Driver has pole position in the 2nd group,
- the 3rd Driver has pole position in the 3rd group,



- the 4th Driver has 2nd position in the 1st group,
- the 5th Driver has 2nd position in the 2nd group, etc., until the last Driver.

13.4.4. In each heat, the Drivers are classified according to the number of laps completed. For those Drivers having completed the same number of laps, the time of crossing the finish line is decisive. Among the Drivers with the same number of points in the heat, the time is the deciding factor. If there is no time, the results of the previous heat (or practice) are the deciding factor.

The Driver coming 1st is awarded 1 point, the 2nd 2 points, the 3rd 3 points, and so on.

Drivers who have driven fewer laps than the winner are credited with 5 extra points.

Drivers must come to the starting grid with their car under its own power and if they do not cross the starting line, they are credited with 20 extra points (classified behind Drivers who have driven fewer laps than the winner in that Heat).

Drivers who did not start the Heat (i.e. did not come to the starting grid under the power of their car engine) are credited with 50 points.

Drivers who were disqualified from the heat are credited with 95 points.

Only drivers who participated in at least two heats and who complete at least one heat (reaching the same number of laps as the winner of this heat) can qualify for the (Semi-)Finals. "Participate" means that a Driver must cross his starting line under the power of his car engine.

13.5. Semi-Finals and Finals

A classification will be drawn up at the end of the qualifying heats by adding the points of the best two results. In the event of a tie, the points obtained in the heat which has not been counted are decisive, and, if they are still tied, the best time set in one of the three heats is decisive, provided that the Drivers have covered the same number of laps. In a further tie the fastest time of any of the heats is decisive.

There will be two Semi-Finals (only when there are a minimum of 12 classified drivers after the three qualifying heats) and a Final.

The first 20 Drivers after the three qualifying heats will take part in the Semi-Finals. Those who are classified 1st, 3rd, 5th etc. will participate in the first Semi-Final and those classified 2nd, 4th, 6th etc. will participate in the second Semi-Final.

Those who finish 1st, 2nd, 3rd, 4th and 5th in each Semi-Final are qualified to participate in the Final. The two winners of the Semi-Finals have the right to choose their place on the grid of the Final. From these two winners, the Driver who was the best classified after the three qualifying heats, has the right to choose and the remaining place on the first row is for the 2nd placed Driver of the Semi-Finals, and was best classified after the three qualifying heats, and so on.

Positions 11 to 20 in the general classification of the Competition will be allocated as follows: the 11th and 12th places will go to the drivers classified 6th in their respective Semi-Final (the highest placed of the two in the intermediate classification determined at the end of the qualifying heats obtaining 11th place); the 13th and 14th places will go to the Drivers placed 7th in their respective



Semi-Final (the highest placed of the two in the intermediate classification determined at the end of the qualifying heats obtaining 13th place); and so on.

14. Parc Fermé, Penalties, Protests and Judicial Camera

14.1. Parc Fermé

Only those cars having taken part in the Finals (not in the Semi-Finals) must be brought by the Drivers to the Parc Fermé immediately after the finish, except for cars not having completed the race for reasons other than problems with the engine. The cars shall remain in Parc Fermé for at least 30 minutes after the publication of the provisional results and until released by decision of the stewards. In this area, it is forbidden to make any repair to the car or to carry out refuelling.

Those Drivers who have been shown a black flag must return to the paddock and not the Parc Fermé.

14.2. Penalties

The following list of examples is not exhaustive.

The stewards have overall authority concerning the penalties imposed.

INFRINGEMENT		PENALTY
01	Entry of a car not admitted under Article 4 of the Regulations	Start refused
02	Absence of valid Licences	Start refused
03	Absence of the ASN's permission on the entry form (where applicable)	Start refused
05	Failure to submit the homologation form	Start refused
06	Vehicles failing to conform to the safety measures	Decision of the stewards
07	Reporting late to the starting grid of the heat, if the clerk of the course deems that this hinders the running of the Competition	Disqualification from the heat
08	Absence of the identification marks affixed by the scrutineers	Disqualification from the Competition
09	Moving the track markers or driving outside the circuit in order to gain time, unsafe return to the racing line or breach of Appendix L, Chapter V of the Code of Driving Conduct on off-Road Circuits, Article 2.	Disqualification from the heat
10	First false start in a heat.	See Article 11.1.2.

11	Failure to respect instructions given by the flag signals	Decision of the stewards
12	Failure of the Driver's safety measures to conform to the FIA specifications and to the Regulations, discovered during the running of the Competition	Decision of the stewards
13	Any tampering with or attempt to tamper with the identification marks	Disqualification from the Competition
14	Infringement of the Parc Fermé rules	Decision of the stewards
15	Incorrect temperature of the tyres	Decision of the stewards
16	Any deliberate or reckless contact between Drivers/cars after the finish	Decision of the stewards
17	Reporting late to scrutineering	Fine of €250
18	Non-compliance with the judicial camera	Decision of the stewards
19	Absence of the Driver at the Drivers' briefing (Missing signature on the list)	Fine of €250
20	Official mandatory branding missing or incomplete	Fine of €250
21	Use of fuel or tyres other than those prescribed for the Cup	Disqualification from the Competition
22	Failure to respect the speed limit outside the Racetrack (defined in Article 12.1.6)	Decision of the stewards
	Driving in the opposite direction of the race.	Up to disqualification from the Competition

Moreover, the stewards either themselves or upon the proposal of the clerk of the course, may decide on any point which is not provided for in the Regulations and apply penalties in conformity with the criteria of the Code, of these Regulations and of the Supplementary Regulations.

14.3. Protests

14.3.1. Protests shall be made in accordance with the Code (Article 13 of the Code).

All protests must be made in writing and handed to the clerk of the course or his assistant, or in their absence, any of the stewards of the Competition, together with the sum of €1,000.

If the protest requires the dismantling and re-assembly of different parts of a car, the claimant must make an additional deposit as per Article 13.4.3 of the Code.



14.3.2. The amount of the appeal is €3,000. The International Court of Appeal will hear appeals against decisions of the stewards of the Competition brought by organisers, Competitors, Drivers or other licence holders that are addressees of such decisions or that are individually affected by such decisions. In this case, the ASNs cannot refuse to give their assistance and agreement (Article 14.1.1 of the Disciplinary and Judicial Rules of the FIA).

14.4. Judicial camera

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 that the track behind the car clearly visible, that the camera batteries are sufficiently charged and that the SD recording card is in place and has sufficient capacity to record all of the races. The penalty (up to disqualification from the Competition) for non-compliance will be at the discretion of the stewards. 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, Semi-Finals and Finals. 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. Officials must be able to access the footage at all times 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.

15. Classification, Prizes and Ceremonies

15.1. Classifications

- a) At the end of the practice sessions and at the end of each qualifying heat, provisional classifications, signed by the timekeeper and the clerk of the course, will be published on the official notice board.

Provisional and final classifications will be published on the official notice board at the end of all qualifying heats (intermediate classification) and at the end of the Finals.

- b) The classification of Drivers in (Semi-)Finals shall be according to the following order:

Firstly, Drivers completing the stipulated number of laps in the order in which they cross the finish line.

Secondly, Drivers not completing the stipulated number of laps shall be classified in order of the number of laps completed.

Thirdly, Drivers disqualified from the (Semi-)Final for jumping the start twice shall be classified individually according to their starting order.

Fourthly, Drivers not starting shall be classified individually according to their starting order.

Fifthly, the stewards can decide any ranking place as a penalty for unsporting behaviour.

The winner of the Final will be the winner of the Competition. Position 1 to 20 in the final classification of the Competition will be according to the results of the Semi-Finals and Final; the remaining Drivers will be classified according to the three qualifying heats.



15.2. Prizes

The top 3 finishers of each category will receive a trophy during the Competition podium ceremony and a medal during the Motorsport Games prize giving ceremony.

15.3. Ceremonies

The Cross Car Competitions will each contribute one Gold, one Silver and one Bronze medal towards the overall FIA Motorsport Games medal table.

For further information on Awards, Trophies, Podium ceremonies and Prize Giving, Competitors must refer to the FIA Motorsport Games 2024 Event Regulations.

15.3.1. Podium ceremony

- a) The podium ceremony on the circuit will be held immediately after each Final of each category.
- b) The top three finishers in each category must be present, wearing their Competition overalls.

Failure to attend this ceremony and/or the wearing of inappropriate clothing will be penalised by the loss of the benefit associated with the corresponding position at the end of the Competition.

- c) The winner's national anthem will be played (the nationality of the Driver being that of the ASN which delivered his Licence).

15.3.2. Prize-Giving ceremony of the Motorsport Games

- a) The Prize-Giving ceremony will be held after the Competition. The time and location of this ceremony will be indicated in the Supplementary Regulations.
- b) The Top 3 finishers in each Category must be present, wearing appropriate clothing. Failure to attend this ceremony and/or the wearing of inappropriate clothing will be penalised by the loss of the benefit associated with the corresponding position at the end of the Competition.
- c) The winner's national anthem will be played (the nationality of the Driver being that of the ASN which delivered his Licence).