



FIA MOTORSPORT GAMES 2024

TRUCK RACING

SPORTING REGULATIONS

FEDERATION INTERNATIONALE DE L'AUTOMOBILE | Geneva, Switzerland





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Introduction

The FIA and the Real Federación Española de Automovilismo (RFEDA) will sanction the FIA MOTORSPORT GAMES: Truck Racing Competition (“the Competition”), which is the property of the FIA. All the participating parties (FIA, ASNs, Organisers, promoter, sub-promoter, competitors and circuit) undertake to apply, as well as observe, the rules governing the Competition. The Competition will be held at the Circuit of Valencia from 24 – 27 October 2024 as part of the FIA Motorsport Games.

The FIA Motorsport Games (“the Event”) will be sanctioned by the FIA and the Real Federación Española de Automovilismo (RFEDA) and is the property of the FIA, and comprises various races for different categories.

Should any dispute arise during the Competition, the Stewards will be the only authority competent to make a decision, according to Article 11.9 of the International Sporting Code (“the Code”).

Under the present Sporting Regulations, terms referring to natural persons are applicable to both genders.

1. General Provisions

- 1.1. The FIA MOTORSPORT GAMES: TRUCK RACING Competition is reserved for Race Trucks, and is the property of the FIA.
- 1.2. This Competition is governed by the Code and its appendices, the General Prescriptions Applicable to Truck Racing Championships and their qualifying Competitions run on circuits, the decisions and Regulations of the FIA, and of the ASN, the FIA Motorsport Games 2024 Event Regulations, as well as with the Supplementary Regulations for the Competition.
- 1.3. The final text of these Sporting 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 Sporting Regulations.

2. Organisation and Insurance

- 2.1. The Organiser shall supply the information set out in Appendix 1, part A hereto to the FIA no later than 30 days before the Event. The FIA, if satisfied with such information, shall complete part B and forward both parts to all competitors no later than 10 days before the Event.
- 2.2. The Promoter of the Event must procure, 90 days before the event, documentary evidence proving that all competitors, their personnel, sponsors, agents and drivers are covered by adequate third-party insurance.
- 2.3. The Promoter must, thirty days before the Event, send the FIA details of the risks covered by the insurance policy, which must comply with the national laws in force.
- 2.4. Third party insurance arranged by the Promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Event. Drivers taking part in the Event are not third parties with respect to one another.



2.5. Sight of the policy must be available to the competitors on demand.

3. Competition

3.1. The Competition will have the status of a RESTRICTED INTERNATIONAL Competition.

3.2. The Competition is restricted by INVITATION ONLY.

3.3. The competition is organised according to the following programme:

Day 1

- Free Practice 1 – 30 min.
- Free Practice 2 – 30 min.

Day 2

- Qualifying Practice – 25 min.
- Qualifying Race – 25 min.

Day 3

- Warm up – 15 min.
- Main Race – 35 min.

3.4. There will be an Opening Ceremony for the Event in the city of Valencia on the 23 October 2024. Attendance by all competing drivers is mandatory.

3.5. The Promoter, in conjunction with the Circuit of Valencia, reserves the right to postpone, abandon or cancel the Event or part thereof. In the event of abandonment, cancellation or postponement for more than 48 hours, the Competitor will have no right of claim against the Promoters or the Circuit of Valencia in respect of any prize moneys or loss of expenses that he may have incurred or may incur as a result.

4. Podium Ceremony

The FIA Motorsport Games Truck Racing category will contribute one Gold, one Silver and one Bronze medal towards the overall FIA Motorsport Games medal table according to the results in the Main Race.

The drivers finishing the races in 1st, 2nd or 3rd positions in the Main Race must attend the prize-giving ceremony on the podium and abide by the podium procedure as directed by the Organiser, and immediately thereafter make themselves available for a period of 90 minutes for the purpose of television interviews and the press conference.

5. FIA Motorsport Games Trophy

The award for the FIA Motorsport Games will be presented to the ASN who places first in the medal table across all categories of the FIA Motorsport Games.

Each category will be able to award one Gold, one Silver and one Bronze medal towards the overall table.



Further details can be found in the FIA Motorsport Games 2024 Event Regulations.

6. Dead Heat

Prizes awarded for all the positions of competitors who tie will be added together and shared equally.

7. Eligible Vehicles

Race Trucks:

Series production two-rigid-axle road tractor units as defined in Article 290 of Appendix J to the Code.

8. Eligible Drivers and Competitors

8.1. Licences and passports

All competitors must hold valid international competitor licences and drivers must hold currently valid ITA, ITB or ITC-C international licences as provided for in the Code (Appendix L, Chapter 1, Article 7) and issued by their ASN.

Drivers of a nationality other than that of the organisers must present the starting permit specified in Article 3.10 of the Code. The drivers must also be in possession of a current medical certificate of aptitude which accompanies the international licence (see Article 1.8 of Appendix L, Chapter II).

The drivers must both carry the Passport of the country they are representing and have been selected by the ASN of that country.

8.2. Documents which must accompany each entry form:

- confirmation that the applicant has read and understood the Code, the Technical Regulations, the Sporting Regulations, the FIA Motorsport Games Event Regulations and General Prescriptions and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them,
- the name of the competitor (the one that appears on the licence),
- the name of the driver,
- 1 copy of the competitor's licence and of the driver's licence, issued by the respective ASNs,
- the payment of the required entry fees,
- the name of the reserve driver, and his competitor's licence (if applicable),
- the make and model of the truck,
- the descriptive form of the truck.

NB: before submitting an entry, the competitor must ascertain by checking with the FIA that the truck model concerned is considered eligible according to the terms of Article 2) of the present



regulations. The FIA Technical Delegate or the Stewards have the ability to request, if necessary, additional information before the entry is accepted.

8.3. Allocation of passes:

To allow for the correct operation of teams in the pit lane and on the pit wall, the promoter will supply a maximum of 8 pit lane passes to each team. These 8 passes will include 2 identifiable passes which will permit not more than 2 team members to enter onto the pit wall for signalling purposes.

Additional passes will also be distributed by the promoter for the Team Manager, driver and media representative as appropriate.

9. FIA Officials of the Competition

9.1. For the Competition, the following will be designated by the FIA:

- 1 Race Director;
- 1 International Steward, Chairperson of the Panel of Stewards;
- 1 International Steward, from a different country to that of the Competition;
- 1 FIA Technical Delegate, who will be responsible for scrutineering and have complete authority over the national scrutineers;
- 1 FIA Coordinator.
- And, if appropriate:
- 1 Safety Delegate;
- 1 Medical Delegate;
- 1 Press Delegate;
- 1 Observer.
- The FIA may appoint other Delegate(s) whose name(s) must be included in Appendix 1 to the present regulations.
- For the Competition, the ASN will designate:
- 1 Steward who is a national of the country of the ASN that is organising the Competition;
- 1 Clerk of the Course.

9.2. The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- the control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations,
- the stopping of any truck in accordance with the Code or Sporting Regulations,



- the stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out,
 - the starting procedure.
- 9.3. The Race Director, the Clerk of the Course and the FIA Technical Delegate must be present at the Competition before the start of the initial administrative checks and scrutineering, and the Stewards from 15.00 on the same day.
- 9.4. The Race Director must be in radio contact with the Clerk of the Course and the Chairperson of the Panel of Stewards at all times when trucks are permitted to run on the track. Additionally, the Clerk of the Course must be in race control and in radio contact with all marshals' posts during these times.
- 9.5. The Race Director, the Clerk of the Course or the chief medical officer for the Competition can require a driver to undergo a medical examination at any time during a Competition.
- 9.6. The Race Director will chair the drivers' Briefing as well as any other meeting he may consider it necessary to convene.

10. Entries

- 10.1. A minimum of 14 trucks, one per Nation must be entered for the Competition to be run.
- 10.2. Entries will open on 19.03.2024 on a dedicated Registration platform.

A Driver's profile can be created using the following link: <https://motorsportgames-registration.fia.com/account-creation/driver>.

A Team's profile can be created using the following link: <https://motorsportgames-registration.fia.com/account-creation/team>.

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.

- 10.3. All entries must be complete no later than 23.09.2024 using the abovementioned platform.
- 10.4. Changes on the Entry after 23.09.2024 may be made only with written approval from the Organiser.
- 10.5. Drivers are eligible to represent a nation who is not their current ASN so long as they hold the passport of the nation they are representing and receive start permission from their current ASN.
- 10.6. Each competitor shall pay a non-refundable entry fee of 4,500 euros to the FIA.
- 10.7. The names supplied in each competitors' entry will be utilized throughout the Competition.



- 10.8. The official entry list of selected teams and drivers will be confirmed by the FIA, no later than 16 October 2024.

No driver that has submitted an entry to compete at the 2024 FIA Motorsport Games: Truck Racing may take part in any permitted competition, private practice session or open track day at the Circuit of Valencia between TBD (*note: to be announced following the World Motor Sport Council of 11 June 2024*) and 24 October 2024 (inclusive). Any driver failing to adhere to this will be referred to the Stewards and be liable for penalties, up to disqualification.

Further details can be found in the FIA Motorsport Games 2024 Event Regulations.

11. Drivers' Obligations

11.1. Equipment

Drivers taking part in the Competition must always wear the equipment specified in Appendix L to the Code.

11.2. Briefing

All competitors (or their appointed representatives) and drivers of those trucks which are eligible to take part in the Competition must be present throughout the entire briefing. The penalty for absence will be 500 euros, unless a case of "force majeure" is recognised as such by the Stewards.

11.3. Promotion

Each driver who competes in a race accepts that he is an ambassador for the sport of truck racing. Unless a valid and acceptable reason can be provided, all drivers (and all teams, if requested by the organiser) finishing in the top three positions of any race held within the Championship are obliged to attend the victory ceremony held on the podium(s) that will take place after each race, as well as any press conference. Further, any driver who is likely to receive an award on account of his results is also obliged to attend any presentation ceremony or official event that might be held at the end of the season.

If they fail to do so, they will be liable to a maximum fine of 170 euros.

12. Administrative Checks and Scrutineering

12.1. General

Any late arrival at the administrative checks or scrutineering will result in a fine of 200 euros, imposed by the Stewards on the Competition concerned.

All trucks will be scrutineered before participating in the Competition for safety and conformity with the Regulations and must be presented in clean conditions.

It is the responsibility of the competitor, not the FIA, ASN or any of their officials, to ensure that all safety equipment is approved and correctly installed, worn, maintained, and used.

Unauthorised truck parts, and/or equipment will not be considered approved by reason of having passed through technical inspection/scrutineering one or more times. Moreover, the fact of



having passed through technical inspection/scrutineering one or more times is not a defence in case of a violation found upon further inspection.

12.2. Speed measuring Instrument, Lambda measuring Instrument, Official Cameras and Timing Transponders

- a) The instruments must be checked by officials appointed to do so immediately before and after the practices and the races.
- b) The opening of the speed and/or Lambda measuring instrument by any person other than these officials is strictly forbidden for the whole duration of every practice session and race.
- c) The competitor is responsible for presenting the truck at the pre-grid early enough to ensure that the speed and/or Lambda measuring instrument can be changed and resealed. Timetables will not be altered because of delays in replacing the speed and/or Lambda measuring instrument.
- d) The FIA reserves the right to install an official camera/cameras on one or more competing vehicles. Team members or third parties are forbidden from touching, interfering with or moving any such device.

Teams may be required to provide a power source to the camera which enables continuous recording when the truck is on the circuit.

Only official representatives appointed by the FIA who have the specific approval of the Race Director and/or Stewards may download or use footage from this camera.

Recordings from this camera may be used during any subsequent investigation. Footage from other cameras will not necessarily be used in official procedures.

- e) It is the responsibility of the competitor/driver to ensure that the required Timing Transponder is in full working order before participating in the Competition.

It is recommended to ensure the following in order to guarantee the function of the competitor's Transponder:

- ensure the device is fully charged (battery devices only),
- ensure the Firm- and Software are up to date,
- ensure the wiring to the device is in good working order.

It is a requirement for the Timing Transponder to function properly at the Competition, starting with the free practice session or the warmup.

Any non-compliance with the above will be reported to the Stewards for further consideration.

12.3. The Scrutineers

The scrutineers may:

- check the eligibility of a truck or of a competitor at any time during a Competition,



- require a truck to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,
- require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail,
- require a competitor to supply them with such parts or samples as they may deem necessary.

12.4. FIA Officials

FIA Officials may at any time inspect, seal for inspection, download specific data of the truck and/or tear down a participant's truck. Not complying in full with any inspection request will result in disqualification for further Competition and any other penalty as deemed appropriate by the Stewards.

12.5. Parc Fermé

All classified trucks in running order or requested by the Race Director or the FIA Technical Delegate at the end of the qualifying practice or a race, must enter the Parc Fermé under the instructions of the marshals, where they must remain until released by order of the Stewards. Any competitor failing to do so will not be classified.

Parc Fermé after all timed sessions and races will be within the competitors' allocated paddock space or at a location determined by the Race Director according to the circumstances of the paddock and site. Trucks may be sealed during this period.

One representative only per competitor, clearly identifiable with the truck in question, is allowed inside the Parc Fermé at any one time and solely for the purpose of downloading data. No other work may be performed. Once the data has been downloaded, that person must immediately leave the Parc Fermé. In addition to that person, a second representative of the competitor must be positioned outside the Parc Fermé to assist the FIA Technical Delegates on request. Also, the data from the non-official on-board cameras in the Parc Fermé can be taken only at the request of either the Race Director or the Panel of Stewards of the meeting.

Any competitor who wishes to have the Parc Fermé regulations neutralised for his truck after any timed practice session or race must submit a written request to the Stewards. Such a request must be submitted no later than 10 minutes after the results are published. This request must include the reason for neutralising the Parc Fermé. The FIA Technical Delegate may appoint the observers to monitor the operations specified in the request. The granting of this neutralisation is at the discretion of the Stewards and each competitor affected will start the next session from the back of the grid.

13. Tyres

13.1. Tyres

13.1.1. The competitors have the obligation to use the single tyre supplier selected by the FIA.

Only the designated and provided tyres may be used by competitors during the Competition. The tyre specifications are available on request from the FIA Technical Department.



Note: tyre distribution and allocation to be announced following the World Motor Sport Council of 11 June 2024.

13.1.2. The FIA will stipulate the reference tyres for the Competition, together with their technical specifications, including their compound.

The reference tyres sealed by the FIA will be carried to the Competition by the supplier and will remain under the responsibility of the supplier throughout the Competition.

13.1.3. On the grounds of safety, it is not permitted to fit re-treaded tyres on any axle of the truck. Any chemical and/or mechanical treatment of the tyres is prohibited. The original tyre tread and profile may not be modified or cut.

13.1.4. It is the competitors' responsibility that the tyres are appropriately marked and/or registered by the FIA Technical Delegate. Competitors must accept any possible disadvantages resulting from non-appropriate marking and/or registering of the tyres.

13.1.5. It is the responsibility of each competitor to ensure that the marking remains intact. Markings will be considered as damaged from the moment they cannot be read by the marking system approved by the FIA.

14. Fuel

14.1. Fuel supply

The competitors have the obligation to use the single fuel supplier selected by the FIA.

Only the fuel designated and provided may be used by competitors during the Competition. The specifications of the fuel are available on request from the FIA Technical Department.

14.2. Quantity, handling and storage

Fuel will be supplied in drums.

No handling of fuel is permitted in the pit garage or the pit lane.

The use of heating or cooling systems to influence the fuel temperature is prohibited, and the use of additives is strictly forbidden.

14.3. Fuel control and verification

The FIA reserves the right to check the authenticity of the fuel at any time during the Competition and in this respect, competitors must ensure that a minimum of three litres of the designated fuel remains in the tank at all times during the Competition for sampling.

14.4. Fuel Supplier

It is the competitor's responsibility to make arrangements directly with the supplier, or the supplier's agent, for the provision and quantity of fuel, and for an appropriate payment to be made directly to the supplier or his agent.

Any safety guidelines issued by the fuel supplier must be complied with.



15. Free and Qualifying Practice, Warm-up, Qualifying and Main Races

15.1. Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions and the warm-up as for the race.

15.2. No driver may start in a race without taking part in the qualifying practice session, except in a case of “force majeure” duly recognised as such by the Stewards.

15.3.

a) During practice and the warm-up, there will be a green light and a red light at the pit lane exit. Trucks may only leave the pit lane when the green light is on. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn drivers leaving the pit lane if trucks are approaching on the track.

b) At the end of each practice session, all drivers must cross the Finish Line only once.

15.4. Practice sessions will take place as follows: see timetable.

15.5. The results of the official timed practice session will be used to determine the grid positions for the Qualifying Race.

The classification of the Qualifying Race will determine the grid positions for the Main Race.

The trucks not finishing the Qualifying Race will be placed at the back on the grid of the Main Race according to:

a) the greatest distance covered and,

b) the best lap time.

15.6. The Stewards may accept on the entry list more trucks than there are places on the grid. The trucks qualifying for the races will be determined according to the official practice times and in respect of Article 16 of the General Prescriptions. The Stewards may allow non-qualifiers to make up a full grid in all races if places become available due to non-starters.

15.7. **Stopping the practice**

Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the red flag and the abort lights will be shown at the Line. Simultaneously, red flags will be shown at all the marshals' posts. When the signal is given to stop, all trucks shall immediately reduce speed and proceed slowly back to their respective pits; parking in the fast lane is forbidden. All trucks abandoned on the track will be removed to a safe place. At the end of each practice session, all drivers may only cross the Line once.



16. The Grids

- 16.1. The provisional starting grid for the Qualifying Race will be drawn up in the order of the fastest time achieved by each driver in the qualifying practice session.
- 16.2. Any driver whose best qualifying lap exceeds 107% of the fastest time in the qualifying session may not be allowed to take part in the Qualifying Race.
- 16.3. In exceptional circumstances, however, which may include setting a lap time in a previous free practice session, the Stewards may permit the truck to start the Qualifying race. Should more than one driver be accepted in this manner, their order will be determined by the Stewards.

In neither case may a competitor appeal against the Stewards' decision.

Should two or more drivers have set identical times, priority will be given to the one who set it first.
- 16.4. The provisional starting grid for the Main Race will be drawn up in the order of the classification of the Qualifying Race.

17. Starting Procedure

The starting procedure is a rolling start in accordance with the Code; the driver in pole position must keep to the same speed as the Pace Truck (see Article 23) and the other drivers must keep station according to the dummy grid spacings.

Drivers must NOT cross the white lines delineating the track limits with any part of the truck until after the race start and until they pass the pit lane exit or any other point as defined by the Race Director during his briefing.

18. The Races

Races will be run in daylight or where appropriate FIA standard lighting and electronic signalling for night racing are installed. One complete cooling-down lap is obligatory.

19. Incidents

- 19.1. "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation) which:
 - necessitated the stopping of a race;
 - constituted a breach of these Sporting Regulations or the Code;
 - caused a false start by one or more trucks;
 - caused a collision;
 - forced a driver off the track;
 - illegitimately prevented a legitimate overtaking manoeuvre by a driver;
 - illegitimately impeded another driver during overtaking.



19.2.

- a) It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if a driver or drivers involved in an incident shall be penalised.
- b) If a driver is involved in a collision or Incident (see Article 15.1) and has been informed of this by the Stewards no later than 30 minutes after the race has finished, he must not leave the circuit without their consent.

19.3. The Stewards may impose one or more of the following three penalties, simultaneously if applicable, and/or in substitution or in addition to other available penalties, on any driver involved in an Incident.

- a) A drive-through penalty. The driver must enter the pit lane and rejoin the race without stopping. From the time the Stewards or Race Director notify a driver (on the monitors or in writing) of a drive-through penalty, the driver and his truck may not cross the Control Line more than twice before entering the pit lane. The Control Line is the Finish Line, a single line which crosses the track and extends across the pit lane at the same point on the circuit. A drive-through penalty cannot be taken on the final lap of the race.

Should the penalty under a) above be imposed and notified during the last three laps, or after the end of the race, the procedure described above will not apply and the drive-through penalty will be converted into a 30-second penalty and added to the elapsed time of the truck concerned.

- b) A drop of grid positions for the driver in a future race.
- c) A time penalty.

The Stewards shall give notification of the penalty that has been imposed to an official of the team concerned and shall make sure that this information is countersigned, with a note of the time, or posted.

Any appeal after the Qualifying Race will not affect the starting grid of the Main Race.

19.4. All radio transmissions or messages on timing monitors, and/or messages on installed on-board monitors, shall have the same effect as any other notifications which impose penalties when using flag signalling etc., as set out in Article 2.5.4.1 of Appendix H to the Code. These transmissions and messages have immediate effect.

20. Speed Limit

20.1. On the track

For all races and practice sessions, the speed of the vehicles is limited to a maximum of 160 kph (speed measured by the system chosen by the FIA).

The FIA will use an integrating system (as specified in Appendix 4) for monitoring speeds in excess of 160.00 kph, which is the maximum permitted speed.



The system will automatically accumulate further penalties whenever a competitor continues to exceed the limits set in these regulations.

Start speeds and speed limits set for yellow flags will also be monitored by the same system.

The penalties to be imposed by the officials of the Competition will be:

20.1.1. Free practice and warm-up

During free practice sessions and the warm-up, a warning will be given for a first over speeding offence, and a drive through penalty for a second or subsequent offence occurring in a subsequent lap.

20.1.2. Qualifying Session

- a) On the first offence in which the 160 kph limit is exceeded, the lap time in which the offence occurred will be cancelled.
- b) On the second offence occurring during the whole of Qualifying Practice on that day, all of the times of the driver concerned will be cancelled, and the starting position will be last place. If there are not enough places on the grid, the driver will be considered not to have qualified.

20.1.3. Qualifying and Main Races

- a) On the first offence in which 160 kph is exceeded, the driver will have 10 seconds added to his race time.
- b) On the second offence in which 160 kph is exceeded during a subsequent lap in the same session, the driver will be issued with a drive through penalty, except when the offence occurs in the last 3 laps. In the latter instance, a 30-second penalty will be added to the competitor's time.
- c) A third offence occurring in a subsequent lap in the same session will be reported to the Stewards for the application of a disqualification penalty.

These automatic penalties will be applied by the Race Director based on the report submitted by the FIA appointed Speed Control Official.

Any appeal after the Qualifying Race of the Competition will not affect the starting grid of the Main Race.

Following a penalty imposed for speeding, the data recordings concerned are available to the competitors on request to the FIA Technical Delegate.

20.2. Pit lane

The speed of vehicles in the pit lane is limited to 60 kph maximum. It will be verified with equipment supplied by the organiser or by the FIA official speed control system.

20.2.1. Practice

Drivers will be fined by the Race Director 50 euros for exceeding the speed limit up to 62 kph, 100 euros for speeds between 62 and 65 kph, and further 30 euros for every 2 kph thereafter.



20.2.2. Race

Exceeding the speed limit in the pit lane is subject to a time penalty set by the Stewards.

21. Other Restrictions

- 21.1. The removal of any fluids, from a competing truck, in the pit lane is expressly forbidden, except with the approval of the FIA Technical Delegate.
- 21.2. Only 2 team members per participating truck (each of whom shall have been issued with and wearing special identification) are allowed in the signalling area during practice and race.
- 21.3. Strictly nobody is allowed on the pit wall during the first racing lap.
- 21.4. An additional 6 team members per participating truck are allowed in the pit lane during the session.
- 21.5. Persons under the age of 16 will not be permitted to access the pit lane or pit wall.
- 21.6. Serious incidents may be reported to the Stewards, who may impose penalties up to and including disqualification from the Competition.

21.7. Paddock

- 21.7.1. Driving in a manner not compatible with the safety standards in the paddock will result in a report to the Stewards, who may impose penalties up to disqualification from the Competition.
- 21.7.2. During their work on the truck, teams must use supports to protect the lifted truck from falling down during any work in their designated area.

22. Exhaust Smoke

Any truck judged, by an appointed judge(s) of fact, to be emitting any visible smoke at any time during the Competition will immediately be shown the black flag with an orange circle. The final decision to show the flag will be under the responsibility of the Race Director alone.

If a driver is stopped for smoke:

- during practice, his times up to that point will be cancelled;
- during a race, he will be allowed to re-start, after adjustments, only once; if stopped a second time he will not be allowed to re-start.

These decisions will be without appeal. This Article cannot be invoked as a reason for protest by competitors.

23. Lambda Measuring Device

All trucks must be equipped with a correctly functioning Lambda measuring device approved by the FIA.



The Lambda sensor must be installed according to the technical documentation provided by the official supplier.

See Appendix J – Article 290, 2.2.1 for specifications.

Any modification to or any attempt to disable or defeat the Lambda measuring device is prohibited.

Any attempt to corrupt or delete data associated with the Lambda measuring device is prohibited.

Any truck which is not fitted with an FIA-approved Lambda measuring device will not be eligible to participate in the Competition.

It is mandatory for all competitors to declare a minimum lambda value for each Truck / Engine configuration, to be applied for the Competition.

The minimum lambda value corresponds to the threshold from which the integral will start (is defined in the supplementary regulations of the Competition).

The minimum lambda value declared by the competitor must guarantee the avoidance of any visible smoke at any time, and is considered as an engagement from the competitor.

Any infringement to the lambda rule is considered as a smoke event and is to be penalized.

The FIA reserves the right to verify the declared value at any time if deemed necessary.

Any visible smoke event is to be penalised by the Stewards according to the regulations, independent from the declared minimum lambda value.

24. False Starts and Penalty Markers

The starting speed until the green light must not be less than 50 kph and must not exceed 70 kph. The Race Director may adapt the minimum speed according to the circuit and the weather; the speed considered must be clearly published by the Race Director before the start of the Competition.

Any competitor exceeding this limit before the green light is given will be the subject of a drive-through penalty.

The penalty for a driver judged to have started early or to not have maintained his place on the grid as required will be a drive-through penalty, i.e. the driver must drive through the pit lane and rejoin the race without stopping at his pit.

Driving with any part of the vehicle outside the white lines defining the track limits at the start or thereafter until the truck has passed the pit exit or any other point defined by the Race Director at the briefing will result in a drive-through or other penalty as decided by the Stewards.

Driving with ALL 4 wheels outside the white lines delineating the edge of the track and gaining an advantage over another competitor and NOT handing back the advantage gained: a minimum of 5 seconds time penalty will be applied by the Stewards.



Driving with ALL 4 wheels outside the white lines delineating the edge of the track and re-joining dangerously, causing another competitor to change direction or making contact with another driver: a minimum of 5 seconds time penalty will be applied by the Stewards.

The penalty for a driver judged to have touched a designated marker or to have gained an advantage by corner cutting or consistently leaving the track will be signalled by a warning (black and white) flag.

If during a race the volume of incidents relating to track limits and penalty markers is high and it is impossible to maintain flag signals at this level then the flag signals may be replaced with on screen messaging and radio transmissions to team managers. This will only relate to first and second offences. Flag signals will be shown as normal for drive through and other penalties.

During free practice, a warning will be given for the first offence, and a drive-through for the second offence and for each subsequent offence.

During official qualifying practices, the time achieved on the lap in which the offence occurred will be cancelled. If following the warning a second offence occurs, the competitor's best lap time will be cancelled. If a third offence occurs, the best 3 lap times will be cancelled.

During a race, a warning (black and white) flag will be given for the first offence and second offence and a drive-through penalty for the third and each subsequent offence in the same race, except when the second and third offences occur in the last three laps, in which case a 30-second time penalty will apply.

For the purposes of clarification, a driver must keep 2 wheels inside the white lines at ALL times.

A situation whereby a driver crosses the white line at a point where a penalty marker has been removed or is damaged will be considered as a further breach of Article 19 of the FIA ETRC Sporting Regulations related to penalty markers.

24. Repairs

If the race is stopped, the trucks stop as instructed at the pit entrance or on the starting grid, and Parc Fermé conditions apply, i.e. only one team representative per truck will be allowed on the grid.

Repairs on the grid will be subject to the agreement of the FIA Technical Delegate and will be accepted for safety reasons only.

Tyre changes are not authorised on the track, nor on the starting grid, nor in the pit lane. They may be authorised by the FIA Technical Delegate, only if the race was stopped before two complete laps had been completed (new race situation); they will be carried out only in the paddock, under the supervision of the FIA Technical Delegate, with any other operation being prohibited in the meantime.

It is only allowed to go to the paddock for a tyre change under the supervision of the FIA Technical Delegate.

For safety reasons, it is only allowed to drive in the paddock with a maximum speed of 5 kph.

All adjustments to a truck should have been finished before the truck enters the track.



25. Advertising and Competitions Numbers

Drivers must take part in any promotional activity requested by the Organisers such as autograph sessions, prize-giving, press conferences, pit lane walkabouts, photo shooting, social events and pre-race parades.

A photo-shoot, which all entered drivers must attend, will take place at a time and location to be confirmed in a Bulletin.

The drivers, competitors and Manufacturers give the Organiser the right to use their names and images and racing truck images for any promotional, advertising, publicity and public relations purpose, for the promotion of the Competition and the FIA Motorsport Games.

Use of the Organiser's logo by the competitors, Manufacturers and drivers or their agents or representatives is prohibited unless prior written permission has been obtained from the Organiser.

Any other in-car advertising, including on the driver's helmet and overalls, will only be allowed at the discretion of the Organiser. In the event of a dispute, the final decision rests with the Organiser.

The official logos of the Event must not be used by a team or a driver unless prior permission has been given by the Organisers and in accordance with the FIA Motorsport Games 2024 Brand Guidelines.

All audio/visual rights in accordance with the FIA Regulations and trademarks and copyrights relating the Event are the property of the respective Event's Organiser.

All trucks must have the competition numbers fitted as required by the Organiser and without modification unless agreed by the Organiser. No additional material or advertising may be added to the start number panels.

Any identification of a conflicting company to the appointed official company must be removed from the truck and from the drivers' overalls.