



HUNGARORING

12 – 13 June 2021

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FIA Race Director



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

2021 COMPETITORS WORKSHOP

FIA EUROPEAN TRUCK RACING CHAMPIONSHIP
ELECTRONIC VERSION

A WORLD IN MOTION

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IMPORTANT

Please be aware that these notes and documents are intended to provide assistance in understanding regulations relevant to the Series. They do not replace or amend any official regulations or documents issued by the FIA or its officials.



AGENDA OF THE DAY

1. Welcome and Introductions
2. Championship regulations
3. The Roles and Responsibilities of Senior Officials
4. The FIA Code of Conduct and Driving Standards
5. Track Limits and Penalty Markers
6. On Track Incidents and Contacts
7. Starting Procedures and Weather Conditions
8. Suspending and resuming a race
9. Full Course Yellow period
10. The Role of the Marshal and the Judge of Fact
11. Incidents and the gathering of evidence
12. The publications of results and time limits
13. Judicial Procedures and the Hearing
14. The Competitors Right to Protest and Appeal
15. Driver Respect



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

CHAPTER 1

WELCOME AND INTRODUCTIONS





WELCOME TO THE 5TH FIA ETRC COMPETITORS WORKSHOP

The objective is to help everyone understand how the regulations are applied and how the various systems operate.

This includes:

- An indication of all the various regulations and in particular where to find them
- Why certain regulations are specific to truck racing
- Procedures operated by Race Officials and objectives
- The judicial procedures
- Your right to protest and your right to appeal



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CHAPTER 2

CHAMPIONSHIP REGULATIONS





RELEVANT REGULATIONS TO THE FIA ETRC

When entering to the Series or single Event a Competitor accepts he/she is fully acquainted with Regulations.

The more important regulations which affect you are contained within:

- The FIA International Sporting Code (ISC)
- The FIA ETRC Sporting Regulations (SR)
- The General Prescriptions applicable to Truck Racing Championships (GP)
- Appendix "L" – Chapter IV – Code of Driving Conduct
- Appendix "H" – Article 2.5 – Flag Regulations
- The Regulations specific to each Event including Timetable
- The Drivers Briefing notes specific to each circuit and Event



CHANGES TO THE FIA ETRC SPORTING REGULATIONS FOR 2021 YEAR

- Art. 3.1) Number of Competitions counting towards the ETRC

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A minimum of three (3) Competitions will be required to award Championship titles.

- Art. 3.5a) Procedure of the Competition

Each Competition ~~is made up~~ will consist of a maximum of four "Championship" races.



CHANGES TO THE FIA ETRC SPORTING REGULATIONS FOR 2021 YEAR

Art. 3.5b) In order to maintain the status of the Championship and its titles it is also possible to organise a competition over 1 day.

Each day's timetable will be identical as follows:

- 1 warm up session of 15 minutes
- 1 free practice session of 30 minutes
- 1 qualifying practice session of 20 minutes (Q1) for all the trucks;
- 1 qualifying practice session of 10 minutes called "Super Pole" for the 10 trucks that set the best times during Q1;
- 3 Championship races of 45 km +/- 1 lap.

There will be minimum periods between the starts of the various sessions as follows:

- warm up and free practice: 1 hour;
- free and qualifying practice: 1 hour 30 minutes;
- Qualifying practice and Race 1: 2 hours 15 minutes;
- Between races: 2 hours.

In addition, the timetable shall always permit a minimum period of 30 minutes between the opening of Parc Fermé and the opening of the pit lane for the next session. This procedure also applies to the periods between qualifying sessions and races and between races.



CHANGES TO THE FIA ETRC SPORTING REGULATIONS FOR 2021 YEAR

Art. 8.1 General:

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

Art. 8.4) Parc Fermé

...

Parc Fermé between the timed practice 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.

Art. 16.1) Speed limit on the track

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Free Practice and **warm up** -

During ~~Free Practice 1 and Free Practice 2~~ **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.



CHANGES TO THE FIA ETRC SPORTING REGULATIONS FOR 2021 YEAR

Art. 9 TYRES

...

Art 9.8)

...

Any driver using an additional tyre in excess of the Joker tyres will be penalised **by the Race Director** **or** the panel of Stewards, except in case of an accident recognised as such by the panel of Stewards.



CHANGES TO THE FIA ETRC SPORTING REGULATIONS FOR 2021 YEAR

9.9 Fuel supply

The ETRC Sporting Regulations impose the obligation for competitors to use the single fuel supplier selected by the FIA.

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

9.9.1 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.

9.9.2 Fuel control and verification

The FIA reserves the right to check the authenticity of the fuel at any time during a 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 a competition for sampling.

9.9.3 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.



CHANGES TO THE FIA ETRC SPORTING REGULATIONS FOR 2021 YEAR

Art. 16.2) 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**. 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.

Serious incidents **may be reported to the Stewards, who may impose penalties up to and including disqualification from the Competition.** ~~result in disqualification.~~



CHANGES TO THE FIA ETRC SPORTING REGULATIONS FOR 2021 YEAR

Art. 19 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, ~~in accordance with the provisions of Article 10.3~~ and under the supervision of the FIA Technical Delegate, ~~to the disqualification of any other operation.~~ with any other operation being prohibited in the meantime.



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CHAPTER 3

ROLES AND RESPONSIBILITIES OF SENIOR OFFICIALS





ROLES AND RESPONSIBILITIES OF SENIOR OFFICIALS

As defined by the ISC :

- Structural Organisation of Officials – Art 11.3
- Judges of Fact – Art 11.16
- Clerk of the Course – Art 11.11
- FIA Scrutineer or Technical Delegate – Art 11.14
- FIA Race Director – Art 11.10
- Stewards of the Competition – Arts 11.8 and 11.9



THE FIA ETRC SPORTING REGULATIONS

The FIA ETRC regulations state that the Race Director (RD) and Clerk of Course (CoC) are also required to control:

- Smoke - Art 17
- Markers and Corner Cutting - Art 18
- Speed limit - Art 16



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CHAPTER 4

THE FIA CODE OF CONDUCT AND DRIVING STANDARDS





THE FIA CODE OF CONDUCT AND DRIVING STANDARDS

Chapter IV Appendix "L" ISC indicates:

- Overtaking and Track Limits - Art 2
- Changes of line/direction – More than one not permitted
- Manoeuvres liable to hinder others – deliberate crowding and abnormal changes of direction are forbidden
- Use of track – white line defines limit (not kerbs)
- Leaving track and re-joining safely without advantage – leaving is when no part of truck remains in contact with track
- Causing a collision, repetition of serious mistakes, including lack of control and leaving the track can all involve penalties up to and including disqualification
- Observance of signals – Appendix "H"
- Slow, erratic or potentially dangerous driving



THE FIA ISC, Appendix H, Art. 2.5.5 b) – yellow flags

Single waved: Drivers should reduce their speed and be prepared to change direction. IT MUST BE CLEAR THAT A DRIVER HAS REDUCED SPEED and, in order for this to be clear, A DRIVER WOULD BE EXPECTED TO HAVE BRAKED EARLIER AND/OR DISCERNIBLY REDUCED SPEED IN THE RELEVANT MARSHALING SECTOR. Drivers should not overtake any car in a single waved yellow marshalling sector unless it is clear that a car is slowing with a completely obvious problem, e.g. obvious accident damage or a deflated tyre.

Double waved: Any driver passing through a double waved yellow marshalling sector must REDUCE SPEED SIGNIFICANTLY and be prepared to change direction or stop. In order for the stewards to be satisfied that any such driver has complied with these requirements it must be clear that he has not attempted to set a meaningful lap time, for practical purposes this means the driver should abandon the lap (this does not necessarily mean he has to pit as the track could well be clear the following lap).



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CHAPTER 5

TRACK LIMITS AND PENALTY MARKERS





WHY PENALTY MARKERS?

- Damage limitation to circuits including kerbs and run off areas
- A truck off track means danger from debris – stones and broken screens
- Helps to control speed on corners and gaining of advantage
- Corner cutting

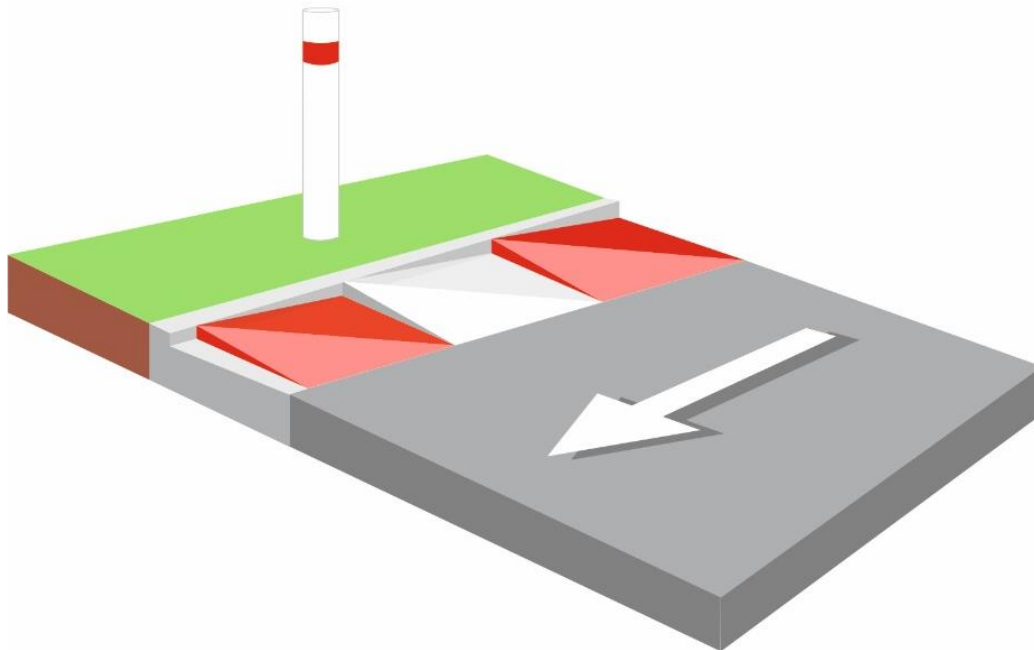
Penalties are clearly defined under Art 18 of FIA ETRC Sporting Regulations for touching markers, exceeding track limits and corner cutting.

FP	1 st offence	WARNING
FP	2 nd offence +	DRIVE THROUGH
TP+SP	1 st offence	WARNING + LAP TIME CANCELLED
TP+SP	2 nd offence	WARNING + BEST LAP TIME CANCELLED
TP+SP	3 rd offence	WARNING + BEST 3 LAP TIMES CANCELLED
RACE	1 st offence	WARNING
RACE	2 nd offence	WARNING
RACE	3 rd offence +	DRIVE THROUGH



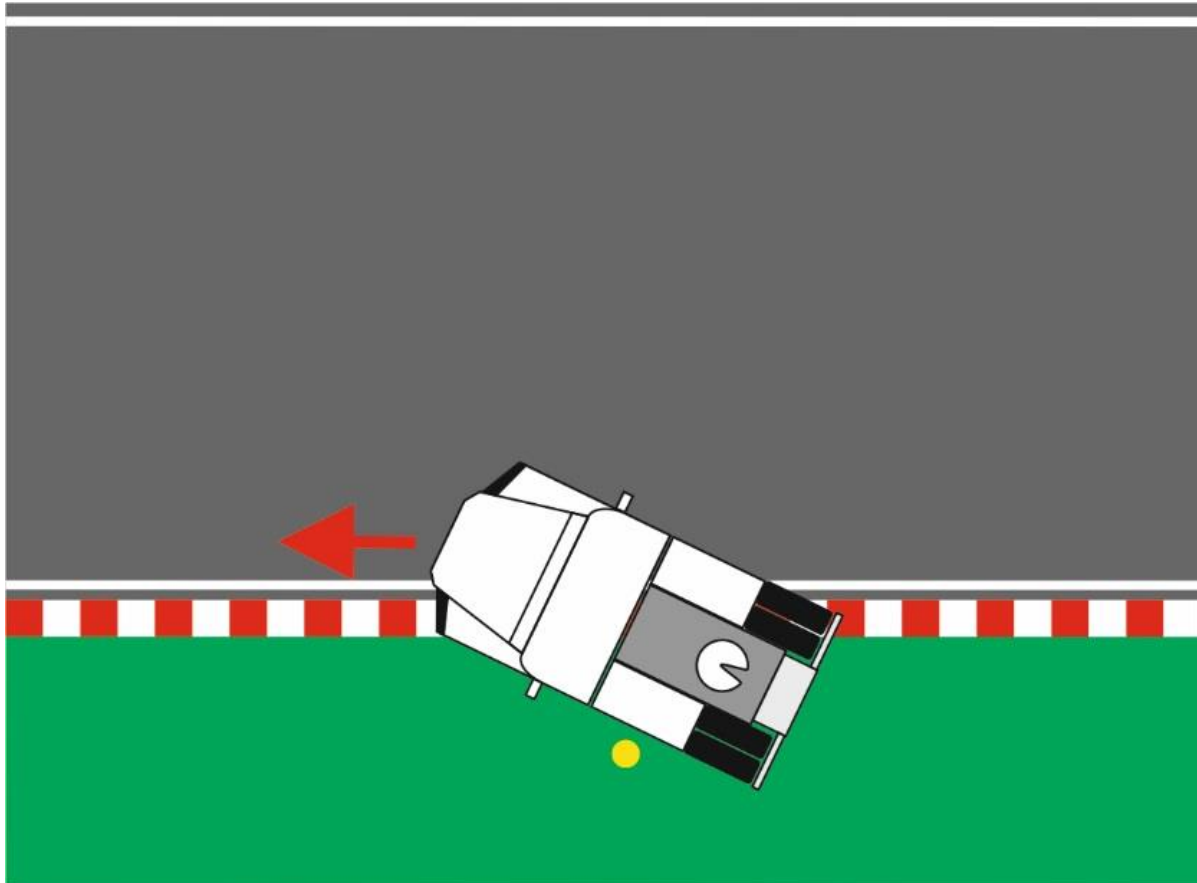
STANDARDISATION OF THE PENALTY MARKERS

- Light – no damage on the truck
- Flexible – after several impacts back into the initial position
- Visible – larger dimensions
- Stiff – reduction of the wind fails



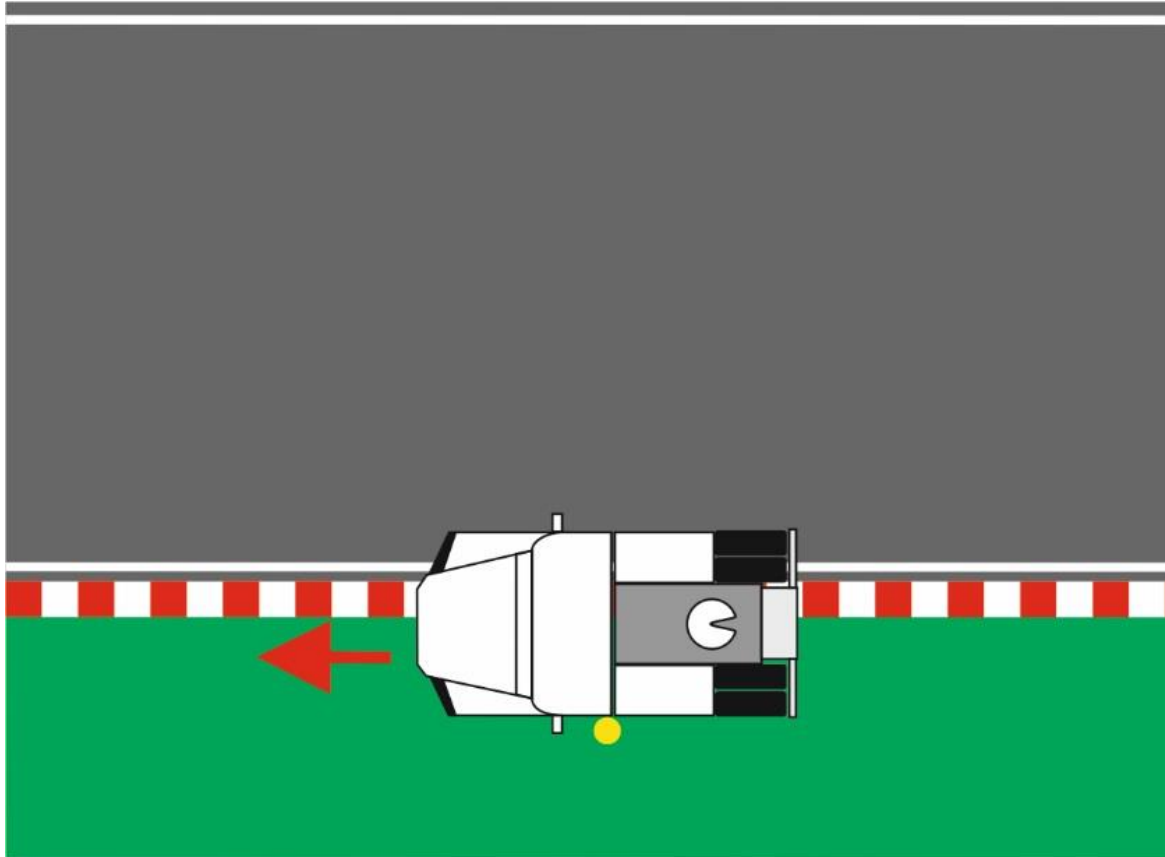


DRIVING WIDE, PUNCHING THE PENALTY MARKER SIDEWAYS OR DRIFTING INTO
THE PENALTY MARKER = PENALTY





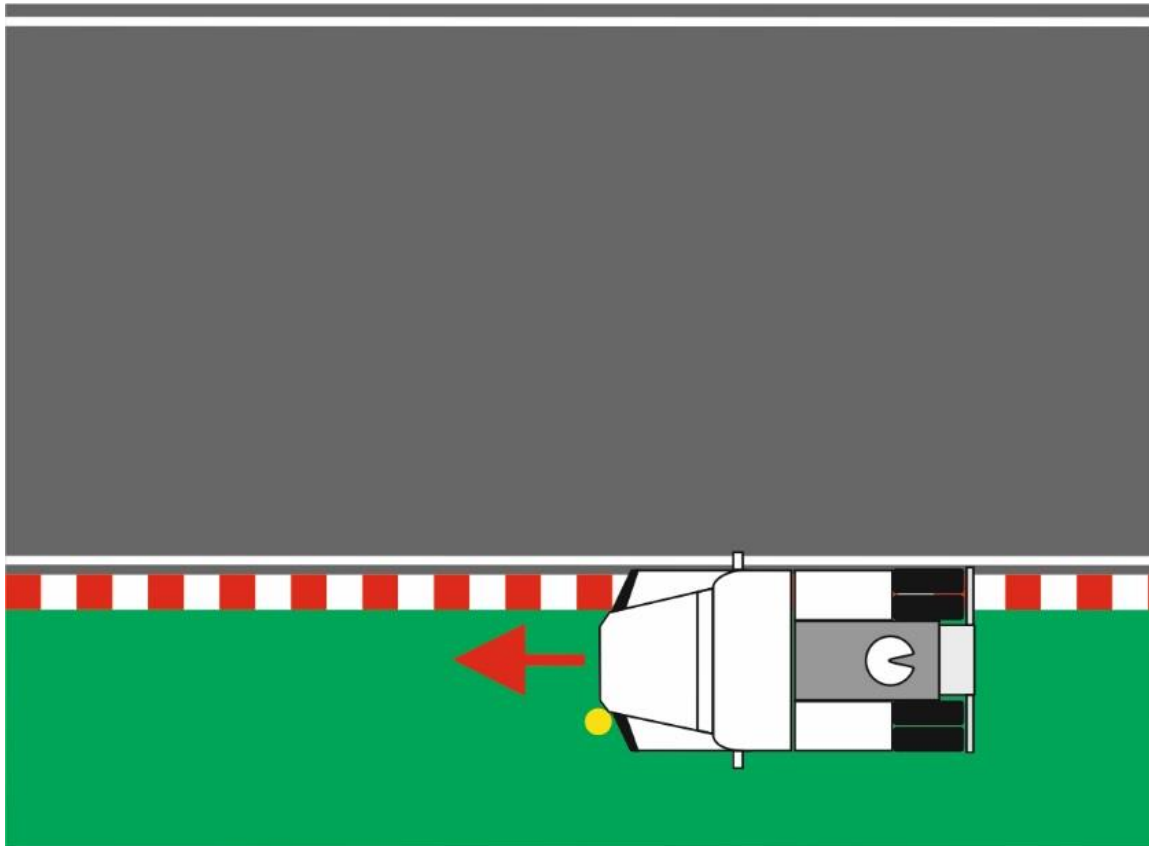
SLIGHTLY PASSING/TOUCHING THE PENALTY MARKER, WHICH COULD BE CAUSED BY THE WIND OF THE TRUCK = NO PENALTY



A WORLD IN MOTION

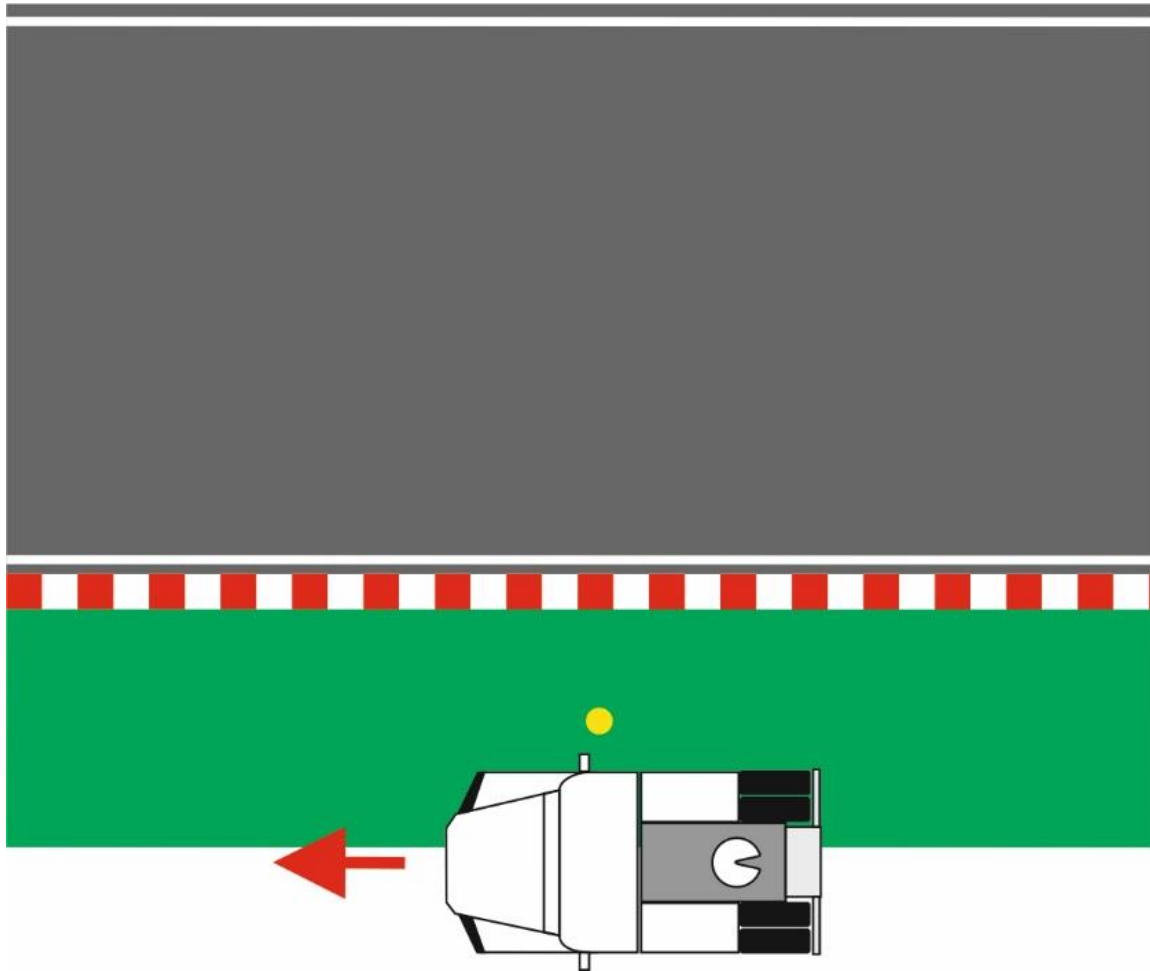


SIGNIFICANTLY HITTING THE PENALTY MARKER = PENALTY





PASSING BEHIND THE PENALTY MARKER = PENALTY IF GAINING THE ADVANTAGE



A WORLD IN MOTION



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CHAPTER 6

ON TRACK INCIDENTS AND CONTACTS





ON TRACK INCIDENTS AND CONTACTS

Track Marshals and Judges of Fact are briefed to report any incidents which occur within their sector. These are then investigated by the CoC in conjunction with the RD using reports and video evidence. Any infringements together with evidence are passed to the Stewards for further investigation.

Drivers are reminded that under the Code of Conduct it is not permitted to:

- Drive a vehicle unnecessarily slowly, erratically or in a manner deemed to be dangerous to other drivers (Art 2e of Appendix L, Chapter IV)
- Cause a collision (Art 15.1)
- Force another driver off the track (Art 15.1)
- Prevent a legitimate overtaking manoeuvre (Art 15.1)
- Impede another driver (Art 15.1)
- Touch a marker or gaining an advantage (Art 18)
- Cut Corners (Art 18)
- Consistently leaving the track (Art 18)
- Leaving the track with gaining an advantage (Art 18)
- Leaving the track with unsafe re-joining (Art 18)
- Cross the white line with ALL 4 wheels. 2 wheels must remain inside the white line at all times except when a driver is forced off.



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CHAPTER 7

STARTING PROCEDURES AND WEATHER CONDITIONS





STARTING PROCEDURE AND WEATHER CONDITIONS

The normal starting procedure is one lap behind the Pace Truck with the Race Start at the end of that lap. The Pace Truck will extinguish his lights and enter the pit lane. As the trucks proceed round the track the green light will be shown at the Start line and racing will begin.

If an incident occurs on the Pace Truck lap the Pace truck will continue for one or more laps until the situation is resolved. Competitors must maintain position behind the Pace Truck and overtaking is forbidden. When the RD is comfortable with the situation the Pace Truck will extinguish his lights and enter the pit lane. Again the green light will be given at the start line and racing will commence. For the purposes of race distance the race will be deemed to have started at the end of the first Pace Truck lap.

In the event of a wet track the Race Director reserves the right to declare a wet race and the starting procedure will be as follows:

The Pace Truck will start with Competitors behind and complete the normal green flag lap. At the end of this lap and if the Race Director considers it safe to continue the Pace Truck will extinguish its lights and enter the pit lane. For clarification the race will be deemed to start at the end of the green flag lap when competitors cross the line.

YELLOW FLAGS WILL CONTINUE TO BE SHOWN FOR THE WHOLE OF THE NEXT LAP and OVERTAKING IS FORBIDDEN. At the end of this lap and if the Race Director is happy with the conditions the yellow flags will be withdrawn and green flag displayed at this point when normal racing conditions will apply.



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CHAPTER 8

SUSPENDING AND RESUMING A RACE

A close-up photograph of a hand holding a white sign with the words 'START DELAYED' written in large, bold, black capital letters. The hand is wearing a black wristband. The background is blurred, showing what appears to be a race track or stadium setting.

**START
DELAYED**



WHY SUSPENDING A RACE?

- a) Truck stopped in the dangerous location;
- b) Accident;
- c) Medical intervention on track needed;
- d) Un-safe weather conditions;
- e) Track safety equipment after an incident not in proper conditions;
- f) Other reasons.

=

NO GENERAL TIME FRAME TO RESUMING A RACE



RESUMING A RACE

Case A (less than 2 full laps)

- a) The original start shall be deemed null and void.
- b) The length of the restarted race will be the full scheduled race distance.
- c) The drivers who are eligible to take part in the race shall be eligible for the restart in their original truck only.
- d) After the signal to stop the race has been given, all trucks able to do so will proceed directly but slowly to the grid or pits as directed by the marshals.
- e) The trucks may not be worked on EXCEPT WITH THE AUTHORISATION OF THE TECHNICAL DELEGATE specified in Appendix L Chapter IV to the International Sporting Code.
- f) Refuelling will not be allowed.



RESUMING A RACE

Case B (two or more full laps but less than 75% of the scheduled race distance (rounded up to the nearest whole number of laps))

- a) The race shall be deemed to be in two parts, the first of which finished when the leading truck crossed the Line for the penultimate time before the race was stopped.
- b) The length of the second part will be the scheduled race distance, less the first part.
- c) The grid for the second part will be a standard grid with the trucks arranged in the order in which they finished the first part.
- d) Only trucks which took part in the first start will be eligible and then only if they returned to the grid or pits under their own power by an authorised route.
- e) No spare truck or reserve will be eligible.
- f) The trucks may not be worked on EXCEPT WITH THE AUTHORISATION OF THE TECHNICAL DELEGATE specified in Appendix L Chapter IV to the International Sporting Code.
- g) No refuelling or removal of fuel will be allowed.
- h) If the race was stopped because of rain, a «rain» sign must be displayed at the Line.

Case C (more than 75% of the scheduled race distance (rounded up to the nearest whole number of laps))

- a) No restart, all trucks in Parc Fermé conditions
- b) Full points awarded



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CHAPTER 9

FULL COURSE YELLOW PERIOD

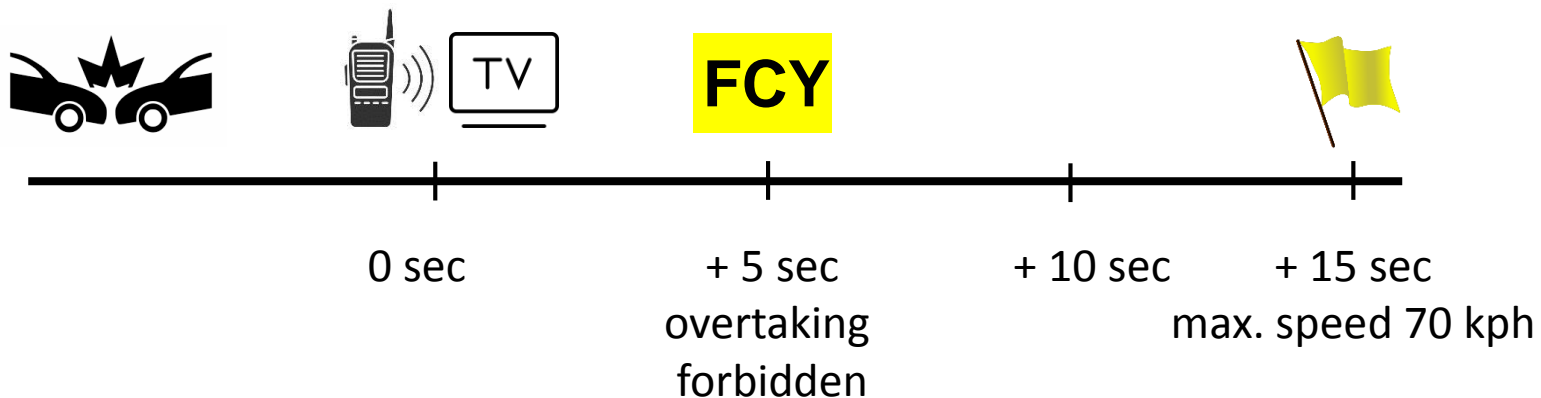




FULL COURSE YELLOW

In certain circumstances and in the interest of the safety full course yellow (FCY) may be used. In the radio/timing monitors will be announced that FCY period will begin in 15 seconds. 5 seconds later FCY boards will be displayed on the each flag marshal posts and OVERTAKING IS FORBIDDEN from that moment. 10 seconds later yellow flags will be displayed and the maximum 70 kph speed limit during the FCY period and no overtaking will be applied. Yellow flags will be displayed until the Race Director is happy with the situation on the track. Timing systems will not be stopped. Deliberate slow driving will be reported to the Stewards.

It is not permitted to enter the pit lane unless for repairs and drive through penalties cannot be taken until a green situation is restored. When the FCY situation finished, the FCY boards and yellow flags will be withdrawn and immediately replaced by green flags. The green flags will be displayed at the same moment at ALL posts around the track. At this moment racing will re-commence and overtaking will be permitted.





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CHAPTER 10

ROLE OF THE MARSHAL AND JUDGE OF THE FACT





MARSHALS AND JUDGES OF THE FACT

Each section of the circuit is covered by the Track Marshals & Observers who are responsible for reporting all incidents which occur within their sector.

Judges of Fact are also appointed and their names and duties are published at each Competition. They supervise and observe specific situations including start, finish, crossing of lines, penalty markers etc. These experienced officials report their findings to the CoC/RD and are available to attend hearings to support their findings. Protests against decisions made by judges of fact in the exercise of their duties will NOT be admitted – Art 13.7.1 ISC.

Judges of the Fact named during the Competition:

- Pit lane procedures
- False start
- Pit exit white line
- Pit entry white line
- Track limits
- Penalty Markers
- Parc Fermé
- Smoke



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CHAPTER 11

INCIDENTS AND THE GATHERING OF EVIDENCE





INCIDENTS AND GATHERING THE EVIDENCE

The Clerk of the Course collects ALL reports and evidence from his officials – Art 11.11.4.j ISC.

This information may be from timekeepers, observers, track marshals, judges of fact, videos, on board cameras or any other source available to him.

Where evidence indicates a breach of regulations he conveys the information to the RD and if appropriate this report will then be conveyed to the Stewards for further action.



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CHAPTER 12

THE PUBLICATION OF RESULTS AND TIME LIMITS





RESULTS AND TIME LIMITS

The Official Timekeepers will use their equipment to declare and publish the times taken by each competitor. They will then print and hand the results to the RD who will countersign and publish. The publication time is the time when the 30 minute protest period begins.

At the end of the 30 minutes the results will be declared final and signed by the Stewards.

Should a protest be lodged then the Stewards will investigate and subsequently issue their findings which will either confirm or change those results.



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CHAPTER 13

JURIDICAL PROCEDURE AND THE HEARING





INCIDENT INVESTIGATION BY STEWARDS

Where there is contact between 2 or more trucks which is considered dangerous or where a competitor gains an advantage the following procedures are followed:-

- This situation may also be activated by a Competitor lodging a formal protest.
- Initially the CoC or the RD will undertake an investigation and gather evidence including video footage and marshal reports.
- The report will then be passed to the Stewards who may ask for additional information. They will then consider the evidence.
- At this point under the ISC they can issue a decision and impose for example a drive through penalty.

The Stewards are also entitled to summon all the competitors/drivers involved in the incident. Such hearings are only mandatory in the case of exclusion, suspension or disqualification.

The Stewards will hear the statements from the drivers involved and can allow the presentation of additional evidence including videos or statements from witnesses. Any person who can present evidence to support a driver/competitor may be heard.

Having heard ALL the evidence the driver/Competitor will be given the opportunity to make his final statement.

Following this the Stewards will sit in private and discuss the case.



INCIDENT INVESTIGATION BY STEWARDS

In their deliberations they will consider:-

Was it a race incident – Yes/No?

If NO is further action necessary – Yes/No?

Was the action deliberate or careless?

What were the consequences and what was the effect on other drivers?

Has this driver been found guilty of similar offences this season?

Has this driver gained an advantage by his actions?

After due deliberation and considering ALL the evidence presented the Stewards reach a conclusion and decision by majority.

They will invite those affected to return and announce their decision verbally and in writing. Any competitor penalised will be informed of his right of appeal against the decision.

The competitor will be required to sign acknowledging receipt of the decision document .

This will be dated and timed and a copy handed to him the original being retained by the Stewards.

Once the decision has been announced it is not possible for any further discussions to be held on the matter.

The ISC Arts 13 and Arts 15 deal very fully with the question of Protests and Appeals.



UNLESS IT IS CLEAR TO THE STEWARDS, THAT A DRIVER WAS
WHOLLY OR PREDOMINANTLY TO BLAME FOR AN INCIDENT, NO
PENALTY WILL BE IMPOSED.

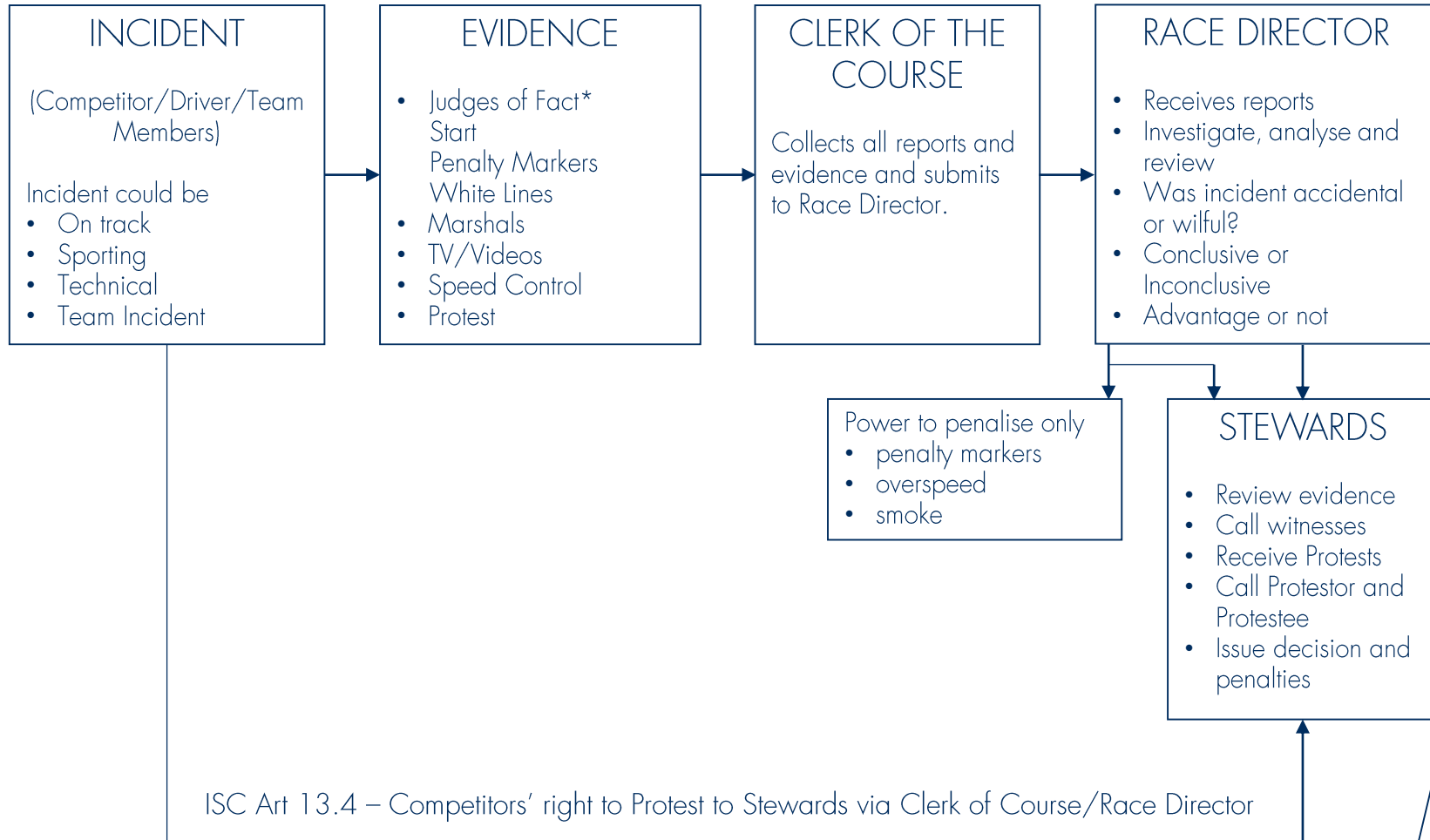


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CHAPTER 14

THE COMPETITORS RIGHT TO PROTEST AND APPEAL





*Under ISC Art 137 – Protests against decisions made by Judges of Fact will NOT be admitted.



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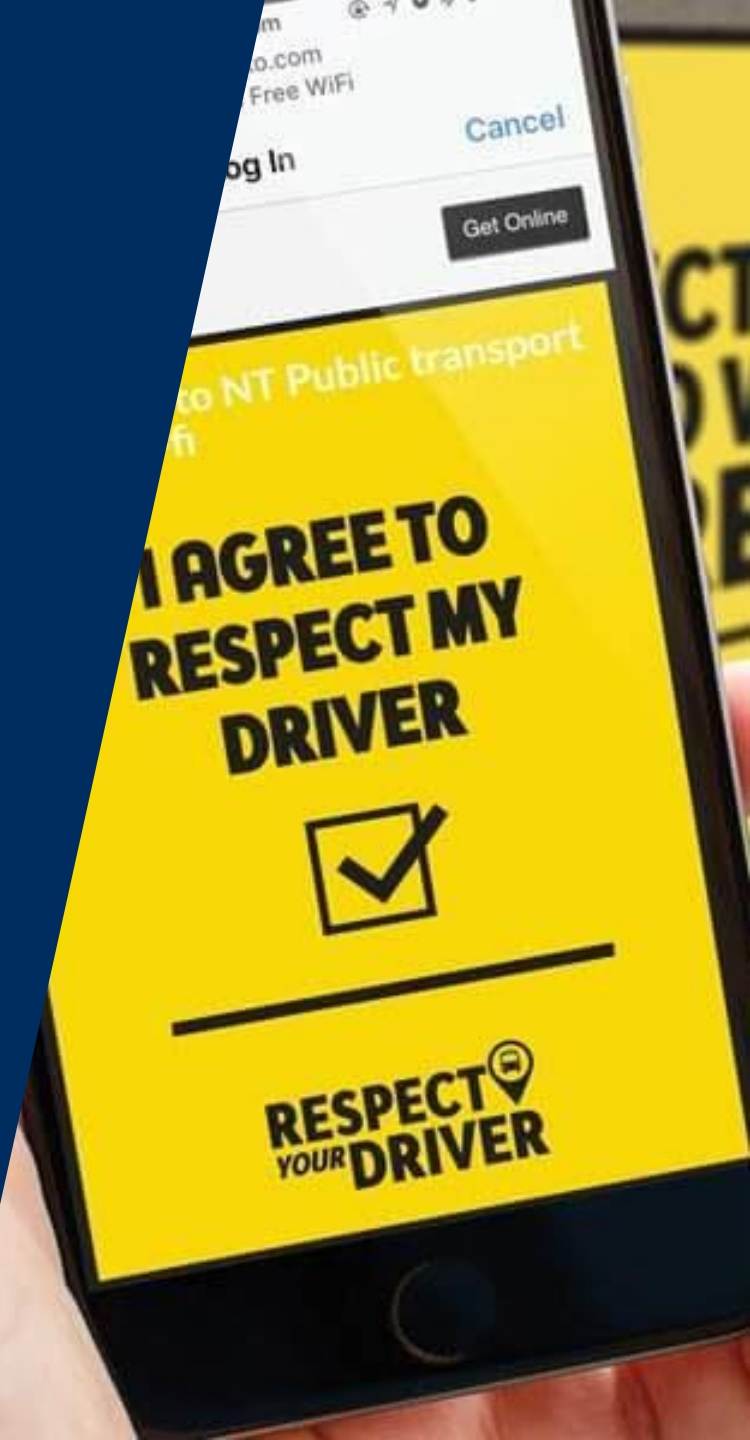
CHAPTER 15

DRIVER RESPECT

I AGREE TO
RESPECT MY
DRIVER



RESPECT
YOUR DRIVER





NEED FOR RESPECT

In the interest of a fair competition it is recommended that competitors show RESPECT for their fellow competitors and the Officials of the Competitions.

Deliberate and wilful action causing contact with other competitors at such high speeds could arise to unnecessary dangerous situations

In addition to the potential serious injuries to those involved it has a possible financial impact on other teams whose trucks are extensively damaged.

In addition such wilful acts of dangerous driving expose the track marshals and other officials to highly dangerous situations.

PLEASE, RESPECT THOUSE AROUND YOU.



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