

2019 EstRX RALLYCROSS CUP

REGULATIONS



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1. BASIC CONDITIONS

- 1.1. The EstRX Rallycross Cup (further in text – EstRX) is a one time rallycross event coordinated with the Estonian Autosport Union (further – ASN) and approved by the Estonian Rallycross Committee (further – Committee Committee) that is owned by ASN, and where all drivers, entrants, organizers and officials, for themselves, as well as any employees involved in the event, undertake to obey the FIA International Sporting Code, its appendixes (further – ISC, ISC 2.1.1.a and 2.1.4.a articles), these EstRX regulations and the related documentation:
 - EstRX event supplementary regulations (further – event regulations) and their appendixes (bulletins), if there are any;
 - EstRX 2019 technical regulations.
- 1.2. In case of disputes about things not covered by the Code, the EstRX regulations and their related documentation, they will be solved in accordance with the FIA documentation (Article 3.16. of the Code) of the particular racing discipline.
- 1.3. EstRX regulations and the related documentation are written and published in English language. Even if they have been translated to other languages, in case of a dispute, the English version of the EstRX regulations and the related documentation will be used to for settling it.
- 1.4. EstRX regulations and the related documentation will be published on the ASN website, www.rallikross.ee and www.autosport.ee, as well as on the official notice board on the day of an EstRX event.
- 1.5. Further information for the drivers, entrants and officials:
 - 1.5.1. Is given through EstRX event regulations and their appendixes (bulletins), if any are needed, and accordingly prepared by the organizer (and approved by the Commission chairman), which come into effect from the moment they are published on the ASN website at www.rallikross.ee, or which are approved by the stewards during the competition, coming into effect from the moment they are published on the official notice board. Regulation appendixes (bulletins) must be sequentially numbered and dated;
 - 1.5.2. Official notice board (Article 2.56. of the Code) – is where all the event official documentation is published:
 - (a) Event organizing permission;
 - (b) Permission to organize a public event (provided by the local government);
 - (c) Event safety plan, with the following notes:
 - Track zones with notes on the location of the service area, pre-start and start zone, the circuit and the finish line;
 - Most important objects – the competition management centre, secretariat, time control, judge posts, medical centre and/or point if there is one, etc.;
 - Spectator grandstands, if there are any, and spectator areas (with notes on the areas open and closed to spectators);
 - Media zones (with notes on the areas open and closed to the media);

- Track direction, entry and exit roads for race cars, moving directions for organizers, officials, spectators, track upkeep vehicles, evacuation, medicine and other transport, with notes on the evacuation directions, especially for medical vehicles;
- Safety equipment locations;
- Other information required for overall safety and provision of orderly racing environment,
 - (d) Regulations, event regulations and their appendixes (bulletins), if there are any;
 - (e) Decisions made by the stewards and clerk of the course;
 - (f) Starting grid layout with a note on the Pole Position side;
 - (g) Start lists and results,

As well as all other information for competitors regarding the particular motorsports event. This notice board must be in a freely accessible location, must be easy to find, protected from the weather and marked with a note "Official notice board"

1.5.3. All decisions, start lists and results (including intermediate classifications, unofficial and official results, come into effect from the moment they are placed on the official notice board. Time of publishing can be noted by the officials themselves.

1.6. EstRX is used to determine:

1.6.1. **EstRX in the individual classification** among drivers who compete in classes listed in article 2.1. of the EstRX regulations;

1.7. EstRX takes place in one round.

Round 1 May 25 Kulbilohu rallikrossirada, Vellavere küla Elva vald Tartumaa Estonia

1.8. EstRX event is judged by officials chosen by the organizer and approved by the Committee.

1.9. EstRX takes place on circuit licenced by the Committee. Track descriptions and locations are published in the particular EstRX event regulations.

1.10. **Officials:**

Event organizer

Steward

Clerk of the course

Assistant to the Clerk of the course (if one is appointed)

Assistant to the Clerk of the course (competitors' representative, if one is appointed)

Secretary of the competition

Time control judge

Chief scrutineer

Technical scrutineers

Distance director (responsible for safety on the track)

Competitors' liaison officer

Distance judges

Judges of fact: start judges; false start judges; finish judges; "Joker" lap judges

Press center director

1.11. For questions outside the scope of these regulations, the decision is made by:

1.11.1. Steward(s), if a decision is made during an EstRX event;

1.11.2. The Committee, if a decision is made at any other time.

1.12. **EstRX round programme (recommended):**

07.30-08.40 **Driver** registration, document checks

07.30-09.45 Scrutineering

08.15-09.45 Practice

09.50-10.00 **Driver's** briefing (if one is organized)

10.15-11.15 First qualifying heat

11.30-12.30 Second qualifying heat

12.30-12.50 Drivers autograph session in paddock

13.00-14.00 Third qualifying heat

14.15-15.25 Fourth qualifying heat (if listed in the supplementary regulations)

14.15-... Semi-finals and the final

Awards ceremony

1.13. EstRX event programme times are to be shown in the event regulations.

- 1.14. On the day of the event, the Clerk of the course and scrutineer, based on the number of drivers and the weather, can change the event programme, by announcing the changes on the official notice board and in the driver's briefing, if one is organized.

2. RACE CARS

2.1. EstRX classes:

- 2.1.1. **Super 1600** – production cars with engine capacity up to 1600 cm³ and front-wheel drive (FWD);
- 2.1.2. **Touring car** – production cars with engine capacity up to 2000 cm³ rear-wheel (RWD) drive;
- 2.1.3. **Super2000** – production cars with engine capacity up to 2000 cm³, front-wheel (FWD) drive;
- 2.1.4. **Supercar** – production cars with engine capacity up to 2058 cm³, four wheel drive (4WD) drive;
- 2.1.5. **Crosskart Xtreme** - is a one seated rear wheel drive vehicle with engine capacity up to 750 cm³.

2.2. Race cars must be prepared in accordance with the 2019 EstRX technical regulations.

2.3. In each class, the start numbers are assigned from 1 to 99. Numbers themselves are prepared by the organizer.

2.4. EstRX event organizer has the right to place advertising on the race cars during an event. Drivers have a right to refuse this advertising, by paying 100 EUR to the organizer.

3. ENTRIES

3.1. EstRX is open to drivers who have Committee issued A, B (RX) level, National or International Off-road licences.

3.2. Foreign drivers are allowed to compete in the EstRX with their ASN off-road licence, if they pay the EstRX registration fee of 200 EUR to the Rallikrossi MTU Swedbank account (account no. IBAN EE652200221052622642, SWIFT/BIC: HABAE2X). The payment must be made before the EstRX event where the driver plans to first compete.

3.3. A driver can be registered for an EstRX event by a driver/entrant, doing that on www.rallikross.ee and sending entry form no later than 5 workdays before the event to email address info@rallikross.ee.

3.4. Entry dates are listed in the event regulations. Entry fee for one driver in an EstRX event cannot exceed 200 EUR. After the closing of entries, the entry fee is increased by 50 EUR.

3.5. EstRX event organizer will return the full entry fee if the event is cancelled due to the fault of the organizer.

3.6. EstRX event organizer will return 50% of the entry fee if the event is cancelled due to force-majeure. When registering for the event, a driver/entrant and all team members agree to obey the documentation listed in article 1.1 and any other regulations and decisions made by the event organizer, clerk or the course or the stewards before or during the competition. Driver/entrant is responsible for all people mentioned on the entry obeying the requirements in the mentioned documentation.

3.7. If, after registering their entry to the event, the driver/entrant has a reason that will prevent them from competing in the EstRX, the driver/entrant must cancel their entry, informing the organizer accordingly (recommendation – electronically, by sending an e-mail to the organizer's e-mail address listed in the event regulations), as well as mentioning the reason behind not being able to take part in the event. The entry can be cancelled up to the end of the driver's registration and administrative checks, as listed in the EstRX event regulations. If the entry is not cancelled in time, the driver/entrant must pay a 50 EUR fine, doing so within a 48 hour period starting the day after the competition, to the organizer's bank account which is listed in the EstRX event regulations. If this is not done, the driver/entrant is forbidden from competing in events organized by the Committee and the Committee Board has a right to determine additional penalties.

4. ADMINISTRATIVE CHECKS

- 4.1. Driver registration and document checks take place in the event secretariat, in accordance with the event programme listed in the EstRX event supplementary regulations.
- 4.2. During the administrative checks, the entrant needs to show the licences, announce the driver and his/her licence, as well as the team and shows proof of being a member of ASN .
- 4.3. If the driver is also the entrant, the entrant licence is not necessary, and the only things needed for the administrative checks are the licence, team and proof of being a member of ASN.

5. TECHNICAL SCRUTINEERING

- 5.1. Technical scrutineering takes place in accordance with the event programme listed in the EstRX event supplementary regulations for that particular round, in the location specified by the event organizer.
- 5.2. A driver who has missed the scrutineering can do it within 60 minutes of the time allowed in the EstRX event supplementary regulations, if he/she pays a late fee of 100 EUR. A driver whose car has not passed scrutineering is not allowed to take part in the event.
- 5.3. Additional scrutineering, with a decision by the chief scrutineer, can take place at any moment during the competition, except during a heat.
- 5.4. During scrutineering, the driver has to show the driver's card, the vehicle's sport technical passport, the roll cage certificate, a filled out pre-start checks form and the driver's equipment.

6. GENERAL PROVISIONS

- 6.1. Each EstRX event must have practice, three or four qualifying heats and the finals. Semi-finals are needed if the particular class has enough (if there is 7 or less competitors, then no semifinal will be held; if there is 8 or more competitors to the moment of end of last qualifying heat, then there will be semifinals) competitors.
- 6.2. If two or more cars retire on the same lap of the heat, they are classified in the order they last crossed the finish line, or in accordance to their position on the starting grid, if they retire on the first lap.
- 6.3. EstRX points in the individual classification are given out as follows:
 - 6.3.1. After the qualifying heats, the top 16 drivers earn points:
 - 1st place – 16 points;
 - 2nd place – 15 points;
 - 3rd place – 14 points;
 - 4th place – 13 points;
 - and so on up to 16th place – 1 point.
 - 6.3.2. After each semi-final, the drivers are classified based on their position and the time spent on track, which is received after crossing the finish line. In accordance with their finishing position, the drivers in a semi-final earn points:
 - 1st place – 6 points;
 - 2nd place – 5 points;
 - 3rd place – 4 points;
 - 4th place – 3 points;
 - 5th place – 2 points;
 - 6th place – 1 point.
 - 6.3.3. After the final, the drivers are classified based on their position and the time spent on track, which is received after crossing the finish line. In accordance with their finishing position, the drivers in a semi-final earn points:
 - 1st place – 8 points;
 - 2nd place – 5 points;
 - 3rd place – 4 points;
 - 4th place – 3 points;
 - 5th place – 2 points;
 - 6th place – 1 point.

- 6.3.4. If a driver is disqualified or excluded from the semi-final or final, he/she does not receive any EstRX points.
- 6.4. The “Joker” lap is made so that the “Joker” lap distance is longer than the main lap distance and so that the theoretical lap time in a “Joker” lap is at least 3 seconds slower than the theoretical lap time on the main lap.
- 6.5. Each driver must do the “Joker” lap once in each qualifying heat, semi-final and final. Exceptions to this are in the semi-final and final, if a driver has received a penalty and has to do the “Joker” lap twice.
- 6.6. If a driver has finished without doing the “Joker” lap:
 - 6.6.1. In a qualifying heat, they receive a 120 second time penalty, which is added to their total time.
 - 6.6.2. In a semi-final, the driver is classified as last in the heat, and he/she does not receive any EstRX points.
 - 6.6.3. In a final, the driver is classified as last in the heat, and he/she does not receive any EstRX points.
- 6.7. If a driver takes the “Joker” lap more times than required:
 - 6.7.1. In a qualifying heat, they receive a 120 second time penalty, which is added to their total time.
 - 6.7.2. In a final, the driver is classified as last in the heat, and he/she does not receive any EstRX points.

[Time control]

- 6.8. Time control is done with a transponder based Mylaps timing system. The transponders that can be used are MylapsX260, Mylaps auto and MylapsX2 auto.
- 6.9. If a driver does not have the correct transponder, it is given out to them during the administrative checks in the event secretariat.
- 6.10. The driver is responsible for making sure the transponders work and are fitted to the cars correctly.
- 6.11. After the event, each driver / entrant that received a transponder must return it to the administrative checking.
- 6.12. If the transponder is lost or destroyed due to the fault of the driver, they must repay the time control team the full transponder value of 450 EUR. If the transponder is damaged but it is still working, the compensation for the damage can be agreed upon between both parties.

[Start prerequisites]

- 6.13. When arriving in the start zone, and during the whole heat, each driver must be in safety equipment that is listed in the 2019 EstRX technical regulations, as well as correctly strapped in with the safety belts. (from a warning to exclusion from the heat)
- 6.14. A starter is any driver who has gone through the administrative checks, passed scrutineering and crossed the start line in practice under the power of his car engine (article 9.2. of the Code).
- 6.15. At any moment, the only people allowed in the start zone are the drivers of the particular heat and the officials. An exception to this is cases where the clerk of the course of start judge have asked other persons to come to the start zone. Unsanctioned modification of the start zone to suit the interests of a driver is forbidden.
- 6.16. **For qualifying, semi-finals and the final, the drivers are put into the starting grid beginning with the driver who has the first start position, followed by the second position and so on.**
- 6.16.1. For qualifying, semi-finals and finals, it is forbidden to change the side of the first start position (“Pole position”), it is determined by the organizer in the event regulations and put on the official notice board on the day of the event.
- 6.17. The start procedure begins with showing the “READY TO RACE” board, with the starting signal turning on within 5 seconds of that moment.
- 6.18. A false start takes place if a car crosses the start line before the starting signal has been given.
- 6.19. In case of a false start, the driver who jumped the start:
 - 6.19.1. In a qualifying heat, the driver receives a 30 second time penalty, which is added to the total time of the particular heat.
 - 6.19.2. In a semi-final or final, the heat is stopped, and the driver who had a false start is given a penalty of having to do the “Joker” lap twice. Any driver who has a second false start in the same heat is excluded from that heat and is classified last, ahead of only those drivers who have not started the heat.

[A repeated start]

- 6.20. If the event is stopped with a red flag, a repeated start is done.
- 6.21. If the event must be stopped due to safety reasons or a false start, the drivers must be warned with a red flag on the start-finish line and in all distance judge posts. Drivers must immediately stop competing and drive slowly while following the instructions of the distance judges.
- 6.22. Clerk of the course determines who is allowed to take part in the repeated start, taking into account the fact that only drivers who had originally started the heat are allowed to partake in the repeated start.
- 6.23. Repeated starts are allowed only if:
 - 6.23.1. A heat was stopped with a red flag;
 - 6.23.2. A false start was made in a semi-final or final;
 - 6.23.3. The finish flag is shown before the leading car has done the required number of laps.
- 6.24. If a final is stopped with a red flag and a repeated start is done, any driver who took part in the first start but is unable to take part in the repeated start will be classified ahead of a driver who has not started at all.
- 6.25. If a driver causes a repeated start due to blocking, making a false start on purpose or disturbing others in the start, he/she can be excluded from the heat with a decision by the stewards.

[Flags and their meanings]

- 6.26. Flag signals are made in accordance with the Committee regulations on flags.
- 6.27. If a driver is shown a black flag during a heat, he/she must return to the service park within one lap. If the black flag is shown in the final, the driver must place the car in parc ferme instead of returning to the service park. Clerk of the course will provide a written reason for showing the black flag.
- 6.28. If, during a heat, there is a loose or torn piece of bodywork that is dangerous to other drivers, officials or spectators, or limits the driver's visibility, such as an open bonnet, the clerk of the course has a right to stop the particular driver with a black flag with an orange circle.
- 6.29. If the finish flag is shown too late, the placing in the heat is determined after the correct number of laps had been done.
- 6.30. If the event must be stopped due to safety reasons or a false start, the drivers must be warned with a red flag on the start-finish line and in all distance judge posts. Drivers must immediately stop competing and drive slowly while following the instructions of the distance judges.

[Retiring from the competition]

- 6.31. If a driver retires from the competition, he/she must inform the Competitors' liaison officer and confirms the retirement with signing a form provided by the Competitors' liaison officer.

[Parc ferme]

- 6.32. The cars that have finished the final (not semifinal) must be placed in parc ferme immediately following the final. They must remain there for a least 30 minutes after the publication of the unofficial results and until receiving the stewards permission to leave. Only the steward, clerk of the course, technical scrutineers and their invited personnel are allowed to be in parc ferme.

[Medicine, doping and alcohol testing]

- 6.33. A competitor cannot refuse seeing medical personnel if it was ordered by the clerk of the course.
- 6.34. During the EstRX, drivers can be required to undergo doping and alcohol testing.
- 6.35. The doping control procedure and list of forbidden substances is outlined in by the World Anti-Doping Agency and FIA International Sporting Code appendix A.
- 6.36. Alcohol control can be done by a person appointed by the clerk of the course, using a verified alcometer. The permitted alcohol norms are 0.00-0.03 promiles. If this limit is breached, the driver is excluded from the competition. After the event, the Committee can make a decision of additional penalties in accordance with the Code.

[Communication with event officials]

- 6.37. During an event, only the driver/entrant can go to the event officials to review situations, submit written applications, protests and appellations as outlined in the Code.

[Drivers briefing]

- 6.38. Taking part in the briefing, if one is organized, is mandatory for all drivers. The briefing is lead by the clerk of the course and is also attended by the organizer or his representative and the officials;
- 6.39. Drivers in the drivers briefing:
- Are informed about the number of drivers in a particular class;
 - Are informed about the running of a competition and any changes, if they are planned;
 - Are informed about the start procedure;
 - Are informed about peculiarities of the track and any caution zones;
 - Are informed about overall safety, discipline and behaviour in the service park, pre-start area and on track;
 - Are informed about any other questions from the organizer, drivers or officials.
- 6.40. If there is no drivers briefing, the clerk of the course must prepare the information listed in article 6.34 in written form and the drivers/entrants will receive it in the event secretariat during administrative checks.

7. RUNNING OF A COMPETITION**7.1. Practice:**

- 7.1.1. Practice runs make it possible for drivers to get acquainted with the track. It is recommended to do at least one practice lap in order to test the timing device (transponder).
- 7.1.2. In practice runs, the various classes are put into groups.
- 7.1.3. In practice, drivers start one by one with an interval set by the start judge.
- 7.1.4. No more than 8 cars can be on track at the same time. Each driver can do no more than three (3) laps in a single run or do multiple runs if it is allowed in the event regulations or by a stewards decision on the day of the competition, published on the official notice board and mentioned in the drivers briefing.
- 7.1.5. Before starting the practice run, the driver must show the starting judge his/her competitor card with a scrutineering mark, to make sure that the particular car has passed pre-start scrutineering.
- 7.1.6. If a driver is unable to continue the event after practice, the competitor relations officer or clerk of the course must be notified immediately.
- 7.1.7. During practice, there is no limit on the times the driver takes the "Joker" lap.

7.2. Qualifying heats:

- 7.2.1. There are three or four qualifying heats in each class. For a driver to qualify for a semi-final or a final, he/she must do at least four full laps during qualifying. The number of qualifying heats is listed in the event regulations or by a stewards decision on the day of the competition, published on the official notice board and mentioned in the drivers briefing.
- 7.2.2. Qualifying heats are separate for each class. Cars are put on the start in a single line, with around 1 metre interval between them.
- 7.2.3. Each qualifying heat consists of 4 laps. All qualifying heats are timed. Driver who sets the fastest time gets 50 points, second place gets 45 points, third gets 42 points, fourth gets 40 points, fifth gets 39 points, sixth gets 38 points, etc.
- 7.2.4. Drivers who do not finish (DNF) get one less point than the last finisher would receive, if all drivers qualified for the heat had started (see. Article 6.16. of the RX regulations). Drivers who do not start (DNS) or are excluded from the heat (EXC) receive 0 points.

- 7.2.5. If the heat is repeated, but a driver who started the first time is unable to take the start for the rerun, he/she receives a DNF and the according points.
- 7.2.6. If a driver does not come to the start of a qualifying heat, it is not permitted to change the start order and placement. The starting area that was to be occupied by the driver who did not arrive to the start must remain empty.
- 7.2.7. If a particular class has 4 or less entries, it is possible to add this class to the qualifying heats of another, similar fast, class with a steward's decision.
- 7.2.8. Start lists for the qualifying heats are made in accordance with the following rules:
- 7.2.8.1. For the first qualifying heat, the start positions are based on the official start position draw, putting the drivers into groups. There are no more than 5 and no less than 3 drivers in a group.
The official draw takes place in the secretariat and is managed by the event secretary.
- 7.2.8.2. For the second qualifying heat, the start groups are created beginning with the fastest drivers. 5 fastest drivers are always in the first group. There can be no fewer than 3 drivers in the slowest group.
- 7.2.8.3. For the third qualifying heat, the start groups are created beginning with the slowest drivers. 5 fastest slowest are always in the first group. There can be no fewer than 3 drivers in the fastest group.
- 7.2.8.4. For the fourth qualifying heat, the start groups are created beginning with the fastest drivers. 5 fastest drivers are always in the first group. There can be no fewer than 3 drivers in the slowest group.
- 7.2.8.5. Start groups are made as follows:
- 9 cars: slowest four in the first race, next five in the second race;
 - 8 cars: slowest three in the first race, next five in the second race;
 - 7 cars: slowest three in the first race, next four in the second race;
 - 6 cars: slowest three in the first race, next three in the second race.
- 7.2.9. If multiple drivers have the same amount of points after qualifying, precedence will be given to the driver who was fastest in the last qualifying. If multiple drivers do not start the first qualifying, their start position for the second qualifying is based on the first qualifying start order – the driver who was drawn in a higher start position will be put in a higher start position for the second qualifying.
- 7.2.10. Drivers must arrive to the pregrid area while the previous race is taking place, before the finish flag is shown to **the race leader**. In case of technical breaks, the competitor relations officer will inform the drivers of the start time. If a driver does not arrive to the pregrid area on time, he/she is prohibited from competing in that particular heat with a decision by the clerk of the course.
- 7.2.11. Delaying of the start after the request of the driver and/or entrant for, as an example, repairs, is not permitted. An exception to this rule is in case of a discrepancy with driver equipment and/or other safety violation that can be quickly fixed – in this case, with the permission of the clerk of the course, the start can be delayed, but the **driver** that has caused this delay will be given a warning. In case of a repeat of this situation within a single event, the driver will not be allowed to take part in the particular heat.
- 7.2.12. **Changes to the start list can be made no later than 15 minutes before the start of the particular class, except for cases where an error has been found and the changes in the start list are approved by the steward, and the corrected start list is published on the official notice board with the note "LABOTS" ("CORRECTED").**

7.3. Semi-finals:

- 7.3.1. Top 12 drivers after qualifying move on to the semi-finals. Semi-finals take place if at least 8 drivers qualify, with at least 4 drivers in each semi-final. If there are no semi-finals, the six best drivers after qualifying move on to the final.
- 7.3.2. There are two semi-finals in each class, with no more than 6 drivers in a single semi-final. On the start, the cars are put into three rows, with two cars on each row. Semi-final consists of 6 laps.
- 7.3.3. First, second and third place in each semi-final moves on to the final.
- 7.3.4. Start positions for the semi-final are determined by the intermediate classification results that are calculated after qualifying. The semi-finals are split like this: the 1st, 3rd, 5th, 7th, 9th and 11th position in the intermediate classification compete in semi-final 1, but the 2nd, 4th, 6th, 8th, 10th and 12th placed drivers compete in semi-final 2.
- 7.3.5. First start position is chosen by the driver who has qualified highest for the particular semi-final. The second placed driver then takes up the other spot on the first row. This same process applies to the second and third start row. It is not allowed to change the start row. The starting positions must be marked on the asphalt at the starting grid.
- 7.3.6. In case a driver is unable to start a semi-final (DNS – unable to reach the prestart area under the car's own power), he/she does not receive any points for the semi-final and the place in the semi-final is given to the driver who is next highest in the intermediate classification. In this case, this new driver starts from the final row, and all other drivers (if needed) move up a spot to fill out the starting grid. If the semi-final is repeated, but a driver who started the first time is unable to take the start for the rerun, he/she receives a DNF and the according points. In case of a repeated start, the spot of the non-starting driver remains empty.

- 7.3.7. Drivers who finish fourth in their semi-final become the reserve drivers for the final, in case a driver in the final is unable to take the start. In this case, priority is given to the driver with most points in the particular event.

7.4. Final:

- 7.4.1. Finals are separate for each class. 6 cars, placed into three rows, with two cars on each row compete in the final. The final consists of 6 laps.
- 7.4.2. Start positions for the final are determined by the semi-final results. First row and first start position (pole position) is given to the semi-final winner with the most points in the competition so far (qualifying, semi-final), while the second spot on the start is given to the winner of the other semi-final. The same principle applies to the second and third row.
- 7.4.3. In case a driver is unable to start a final (DNS – unable to reach the prestart area under the car's own power), he/she does not receive any points for the final and the place in the final is given to the driver who finished fourth in the semi-final and has most points in the event up to that moment. In this case, this new driver starts from the final row, and all other drivers (if needed) move up a spot to fill out the starting grid. If the semi-final is repeated, but a driver who started the first time is unable to take the start for the rerun, he/she receives a DNF and the according points. In case of a repeated start, the spot of the non-starting driver remains empty.
- 7.4.4. First start position is chosen by the driver who has qualified highest for the final. The second placed driver then takes up the other spot on the first row. This same process applies to the second and third start row. It is not allowed to change the start row. The starting positions must be marked on the asphalt at the starting grid.

All cars that have participated in the final and have reached the finish, must go to the Parc Ferme immediately after the finish. This does not apply to cars that have been damaged in an accident or that have not done the full race distance. Cars must remain in Parc Ferme for at least 30 minutes after the unofficial results are published, or until a steward's decision.

8. PENALTIES

- 8.1. In case of applying multiple equal penalties in a single race (ex. an equal positional penalty), in order to determine the final result of the particular qualifying or final, the penalties are applied in chronological order.
- 8.2. The following list of examples is not exhaustive. Event officials have overall authority concerning the penalties imposed:

	Infringement	Decision maker	Penalty
8.2.1.	Competing in a car and/or safety equipment that does not meet the requirements outlined in technical regulations	Stewards	Start refused
8.2.2.	Absence of valid licences and/or failure to pay entry fee or registration fee	Stewards	Start refused
8.2.3.	Car failing to conform to the Safety measures	Stewards	Start refused
8.2.4.	Late arrival to the start area, if this is deemed to be delay of the competition	Clerk of the Course	In qualifying – exclusion (DNS) from the heat. In semi-final and final – replaced in the race by next driver (DNS)
8.2.5.	Benefitting from driving off the track with 4 wheels, resulting in a shorter distance, better time and/or position compared to other drivers	Clerk of the Course	First offense: 5-second time penalty and a warning Repeated offense: Excluded from the heat (EXC)
8.2.6.	False start: In qualifying: - First time - Second time	Clerk of the Course	30-second time penalty Excluded from the heat (EXC)

	In semi-final and final: - First time - Second time		“Joker” lap must be taken twice Excluded from the heat (EXC)
8.2.7.	Reporting late to scrutineering	Clerk of the Course	100 EUR
8.2.8.	Unauthorized person in the start area	Clerk of the Course	50 EUR
8.2.9.	Speeding in the service area	Clerk of the Course	50 EUR. A different penalty possible with steward’s decision.
8.2.10.	Not attending the driver’s briefing	Clerk of the Course	100 EUR
8.2.11.	Not attending the awards ceremony, not attending the awards ceremony in the race suit	Organizer	Does not receive any prizes, 50 EUR fine
8.2.12.	Driver found to be under the influence of alcohol and/or other illegal substances.	Stewards After the event – board of the particular racing Committee	Excluded from the event Disqualification in accordance with the Sporting Code
8.2.13.	Driver missing a PVC carpet under his car in paddock area	Clerk of the Course	250 EUR

- 8.3. In case of unsportsmanlike behaviour towards the belongings of a third-party, track infrastructure, event officials and/or spectators, the stewards, in addition to the penalty given in the decision, can suggest to review this infringement to the board of the particular racing Committee, for an additional penalty in accordance with the Code.

9. PROTESTS AND APPEALS

- 9.1. Protests and appeals can be submitted and are reviewed in accordance with chapter 11 and 12 of the Code.
- 9.2. Any protest must be submitted to the clerk of the course or the steward in written form. It must be signed by the entrant and must contain the infringement of the Code of the regulations, or, in case the particular infringement is not listed in the LAF Code of the event regulations – it must be an infringement of overall sporting principles. Any protest must be submitted along with a guarantee fee of 300 EUR. If the guarantee fee is not submitted, the protest will not be accepted.
- 9.3. If the basis of the protest requires disassembly and reassembly of parts of the vehicle, the party submitting this protest must include a guarantee fee of 1000 EUR.
- 9.4. Expenses arising from disassembly of a car are covered by:
- 9.4.1. Party submitting the protest, if the protest is unfounded,
- 9.4.2. Competitor, if the protest is sound and approved.
- 9.5. Only the driver or entrant can submit a protest and/or appeal.
- 9.6. Protest submitting deadlines:
- 9.6.1. Protest about a decision on a car’s not meeting the regulations must be submitted immediately after this decision has been told to the entrant;
- 9.6.2. Protest about another car not meeting the regulations must be submitted no later than 15 minutes after the finish of that particular car.
- 9.6.3. Protest about a sports judge or another event official’s decision, against running of the competition or the results, must be submitted no later than 30 minutes after the publishing of the unofficial results.
- 9.7. Protest can be submitted after the listed deadlines only if the steward has deemed the reason behind the delay to be objective and reasonable.
- 9.8. Protests about decisions made by the fact judges are not accepted.

10. INDIVIDUAL AND TEAM STANDINGS, AWARDS CEREMONY

10.1. The event is included in the EstRX standings of a particular class if it has at least 6 drivers competing.

10.2. In an EstRX event:

10.2.1. The winner of the final is the winner of the event. Places one through six in the event standings are determined by the results of the final. The remaining spots are determined based on the total number of points earned in the event. In cases of multiple drivers having the same number of points, the higher position will be given to the driver with the most first, second, third (and so on) places in the semi-finals or qualifying heats.

10.3. Awards ceremony in an **EstRX event** includes awards for:

10.3.1. Places 1 through 3 in each class

10.4. Drivers must attend the awards ceremony in their race suits.

10.5. EstRX awards ceremony takes place in the location specified by the organizer and no later than one hour after the conclusion of the final, unless there have been protests that could potentially change the awarded positions, or after the review of protests and making the relevant decisions.

11. ADDITIONAL INFORMATION

11.1. Dangerous behavior in the service park in motorized transportation (scooters, mopeds, etc.), which can endanger other people and property – fine of 50 EUR.

11.2. Telemetry / voice communication – when a vehicle is on track, any wireless data communication between the car and any person or equipment is prohibited.

11.3. This definition does not include:

11.3.1. Voice communication between a driver and his team;

11.3.2. Official time control transponder;

11.4. None of the mentioned data transmission types can be connected to any system inside the car (except for an independent connection to the battery) in any way.

11.5. Onboard data logging system is permitted. Transmitting this data through radio and/or telemetry is prohibited.

11.6. Onboard TV cameras have not been included in the previously listed definitions.

11.7. GPS systems are allowed, if they are not connected to any of the car's electrical systems either wirelessly or with a wire. This requirement also applies to the usage of the instrument cluster, gauges and engine management systems.

11.8. Each driver and/or entrant is responsible for having at least a 6 kg fire extinguisher in an easily accessible place in their team's service area.

11.9. Each driver must make sure that their team's reserved spot, where work is done on the car, has a PVC (no smaller than 4m x 5m) under the car, in order to avoid contaminating the environment with spilled oil, fuel or other technical fluids.