**2022 Estonian Rallycross Championship Regulations**

**Approved 28.02.2022**

**Appendix 1 Table of penalties**

**Appendix 2 Signal flags**

**1. ORGANISATION, RESPONSIBILITY OF THE ORGANISER AND CALENDAR**

**1.1** The 2022 Estonian Open Rallycross Championship (MV) for cars and crosskarts will take place as a multi-round series. The rights to organise the championship belongs to the Estonian Autosport Union (EASU), which approves the general conditions, the calendar of the series and other regulations on the proposal of the Rallycross Committee (RK). EASU delegates the organisation of the rounds of the Estonian Rallycross Championship (EMV) to Rallikrossi Arenduse OÜ (reg. no 14719309) on the basis of an organisational agreement, which must ensure the respective competence and financial capacity. For each round, the RK prepares the Supplementary Regulations, which must be approved by the EASU and published on the websites <www.estrx.eu> and [https://uus.autosport.ee/sport/rallikross/](https://uus.autosport.ee/sport/rallikross/%20) at least 2 weeks before the start of the planned competition. In addition, a virtual official notice board (VATT) in the form of the Sportity application is used. The Sportity application can be downloaded to your smartphone or tablet from the following links: [https://apps.apple.com/ee/app/sportity/id1344934434](https://apps.apple.com/ee/app/sportity/id1344934434%20) [https://play.google.com/store/apps/details?id=com.sportity.app](https://play.google.com/store/apps/details?id=com.sportity.app%20)

Detailed information and passwords will be published in the Supplementary Regulations.

**1.2** Supplementary Regulations are a supplement to the Championship Regulations.

**1.3** MV is organised in accordance with the FIA ​​Sporting Code (https://uus.autosport.ee/wp-content/uploads/2022/01/FIA-rahvusvaheline-spordikoodeks-2022.docx), General Prescriptions of competitions run on circuits, General Prescriptions organising competitions in Estonia, current Championship Regulations, technical regulations, Supplementary Regulations drawn up by the Rallycross Committee and the amendments and bulletins of all these documents. Current Championship Regulations with the calendar have been approved by the EASU on 28.02.2022 and will be published on the website [https://uus.autosport.ee/reeglid/](https://uus.autosport.ee/reeglid/%20) and [www.estrx.eu](http://www.estrx.eu)

**1.4** Any changes in the Championship Regulations or calendar must be approved by the EASU no later than 10 days before the competition and published on the website [https://uus.autosport.ee/reeglid/](https://uus.autosport.ee/reeglid/%20) and [www.estrx.eu](www.estrx.eu%20)

**1.5** **Responsibility of the organiser**

**1.5.1** All persons involved in the organisation are responsible for complying with the established regulations, the Championship Regulations and the decisions of the RK. If the person involved in the organisation of the competition violates the regulations, the organiser may be punished by the EASU.

**1.6 Championship calendar 2022**

TRAINING DAY 16th April Elva, Kulbilohu

Round 1 30th April Elva, Kulbilohu

Round 2 21st May LaitseRallyPark, Harjumaa

Round 3 18th June Misso Võrumaa

Round 4 2nd July Piiroja, Jõgevamaa

Round 5 30th July Kehala Ring, Lääne-Virumaa

Round 6 1st October Porsche Ring, Pärnumaa

**1.7** The maximum number of MV rounds is 6. Only 5 (five) best results will count towards the final classification.

**1.7.1** The result of the round is the score of the preliminary races, semi-finals and final achieved in one competition. Non-participation in the round is equal to a worse result (0 points). Disqualification for the infringement of technical regulations or unsporting behaviour the result will be included in final standings.

**1.8** If there are four or less rounds, the results of all rounds will count towards the final classification.

**1.9** Championship titles will also be awarded if 1 (one) round takes place.

**1.10** Participation in the official information and training day before the first round is strictly recommended for all championship drivers (it is possible to participate without a competition car).

**2. CHAMPIONSHIP CLASSES**

**2.1** The competition vehicles of all classes must comply with the 2022 Estonian Rallycross Technical Regulations or 2022 Crosskart Xtrem Technical Regulations or 2022 Crosskart 650 Technical Regulations or 2022 Crosskart 125 Technical Regulations valid according to the competition class. The competition vehicle must have a technical card issued by EASU, ASN (an association or federation recognized by the FIA as the sole holder of sporting authority in a country in accordance with Article 3.3. Of the FIA Statutes) or FIA.

**2.2 Championship classes**

**2.2.1** SuperCar (four-wheel drive cars homologated in groups A and N with max cylinder capacity 2000 cm3, max cylinder capacity of the engine with same brand as the car may not exceed 2058 cm3)

**2.2.1.1** Driver must be at least 18 years old to compete in the SuperCar class. The Rallycross Committee may also grant special permission to younger drivers, but not younger than 16 years old.

**2.2.2** Super1600 (front-wheel drive cars with max cylinder capacity 1600 cm3)

**2.2.2.1** Driver must be 18 years old to compete in the Super1600 class. The Rallycross Committee may also grant special permission to younger drivers, but not younger than 16 years old.

**2.2.3** Junior1600 (front-wheel drive cars with max cylinder capacity 1600 cm3)

**2.2.3.1** In the Junior1600 class, the driver must be between 12 and 17 years of age. The Rallycross Committee may also grant special permission to younger drivers, but not younger than 11 years old. **2.2.3.2** Driver born before 1st January 2006 or an Estonian champion from previous years is allowed to transfer to other competition classes, but not younger than 16 years of age. It is not possible to return to the junior class after moving to the next class.

**2.2.4** TouringCar (rear-wheel drive cars with max capacity 2000 cm3).

**2.2.4.1** Driver must be at least 18 years old to compete in the TouringCar class. The Rallycross Committee may also grant special permission to younger drivers, but not younger than 16 years old.

**2.2.5** Crosskart Xtrem (rear-wheel drive, single-seater vehicle with max cylinder capacity of 600 cm3 or 750 cm3 or 850 cm3)

**2.2.5.1** Driver must be least 18 years old to compete in the Crosskart Xtrem class. The Rallycross Committee may also grant special permission to younger drivers, but not younger than 16 years old. **2.2.6** Crosskart Xtrem Junior (rear-wheel drive, single-seater vehicle with an engine capacity of 600 cm3 or 750 cm3 or 850 cm3)

**2.2.6.1** In the Crosskart Xtrem Junior class, the driver must be 15-17 years old. The Rallycross Committee may also grant special permission to younger drivers, but not younger than 13 years old. **2.2.6.2** A driver born before 1st January 2007 or an Estonian champion from previous years is allowed to transfer to other competition classes, but not younger than 16 years of age. You cannot return to the Crosskart Xtrem Junior class after moving to the next class.

**2.2.7** Crosskart 650 (rear-wheel drive, single-seater vehicle with max cylinder capacity of 650 cm3)

**2.2.7.1** Drivers must be least 15 years old to compete in the Crosskart 650 class. The Rallycross Committee may also grant special permission to younger drivers, but not younger than 13 years old.

**2.2.8** Crosskart 125 (rear-wheel drive, single-seater vehicle with max cylinder capacity up to 125 cm3).

**2.2.8.1** Drivers must be 10-15 years old to compete in the Crosskart 125 class. The Rallycross Committee may also grant special permission to younger drivers, but not younger than 8 years old.

**2.3** No champions title will be given in championship class in case there been less than 5 participants started throughout the season. Only Estonian Cup will be awarded.

**2.3.1** Participation is considered if the driver with the competition car has crossed the starting line in at least one preliminary race.

**3. PARTICIPANTS, COMPETITION NUMBERS, ADVERTISING**

**3.1.** Participants from the age of 18 must have a valid national or international driver’s licence issued by EASU or other ASN.

**3.2.** Participants under the age of 18 (or 18 years old) must have a valid junior driver’s license issued by EASU or valid driver’s license issued by the other ASN.

**3.3** Each competitor is allowed to participate in one classification classes within one round.

**3.4** Competition numbers at the 2022 Championships by class:

Class Numbers

SuperCar 1- 99

Super1600/Junior1600 1-99

TouringCar 1-99

Crosskart Xtrem/ Junior 1-999

Crosskart 650 600-899

Crosskart 125 600-899

**3.4.1** Driver may ask the organiser of the series to obtain a number suitable for him. This request must be made in writing 7 days before the first competition in which the driver plans to participate. The organiser has the right to give preference to the first driver to request the same numbers.

**3.4.2** The initial number and advertising stickers will be issued by the organiser of the series. If necessary, additional numbers can be purchased from administrative check of the competition.

**3.5** The organiser and the EASU have the right to assign advertising stickers to the competition vehicles. Detailed information will be published in the supplementary regulations.

**3.5.1** In case of refusal of advertising stickers, the driver must pay a double participation fee. There is no right to refuse number stickers that contain a start number.

**4. CIRCUITS**

**4.1** All competition tracks used in the 2022 Estonian Rallycross Championship must have a circuit layout with the following areas marked:

- areas prohibited for the press in the interests of security

- spectator areas

- pre-start area

- tire cleaning area (if used)

- location of the Parc Fermé)

- start / finish and timing line

- location of the extra pocket (Joker lap)

- Pole Position, or the best starting position.

- scrutineering area and location of scales

- service area

- official notice board

- headquarters

- location of medical care

**4.2** The circuit layout must be submitted to the EASU at least 2 weeks before the start of the planned competition.

**5. MEDIA**

**5.1** Accreditation of journalists takes place via the website [www.estrx.eu](www.estrx.eu%20) and at the competition headquarters, and begins at the same time as registration for the competition.

**5.2** Applicants for a photo tabard are required to have life insurance, the number of which must be indicated on the accreditation. The insurance policy must be presented at the time of receiving the photo tabard at the competition.

**5.3** The Clerk of the Course has the right to give a written or verbal warning to the journalist if the latter is in the restricted area indicated on the circuit layout. If two written warnings are given to the same journalist during the season, the Rallycross Committee has the right to send a written notice to the journalist's employer and EASU and not to accredit the journalist to the Estonian Rallycross Championship in the future.

**5.4** The use of drones in competitions must be pre-accredited in the same way as journalists and photographers. The use of drones will be decided by the organiser in coordination with the official recording team of the series. The use of uncoordinated drones during competitions is not permitted.

**6. SERVICE AREA AND SCRUTINEERING**

**6.1** The maximum speed allowed in the service area is the speed of a pedestrian, in case of infringement it is punished by a fine of 200 euros by the stewards or Clerk of the Course (Appendix 1, Table of Penalties).

**6.2** Each participant's service area must be marked with his name tag (driver's name and national flag).

**6.3** There must be at least one calibrated fire extinguisher with a minimum active ingredient of 6 kg per competition car. The extinguisher must be visible and accessible to all.

**6.4** The service area must have underlay of liquid-proof material under the competition vehicle with dimensions of at least 5x4 m for cars and 4x3 m for crosskarts. In the absence of the underlay for the competition vehicle, the penalty is € 250 and there is an immediate obligation to place the underlay under the vehicle.

**6.5** The dimensions of the service area for the competition vehicle are at least 8x10 m. Possibly larger area must be agreed with the organiser. More detailed information about the service areas will be published no later than 48 hours before the start of the competition.

**6.5.1** Only 1 service car per competition vehicle is allowed in the service area.

**6.6** The organiser guarantees free admission to the competition for the driver with four team members (5 people together with the driver), who are during the whole day of the competition obliged to wear the wristband, etc. provided by the organiser. The organiser may reduce the number of crew members due to COVID-19 virus restrictions.

**6.7** If possible, spotter areas are set aside along the circuits. Only the spotters of the drivers taking part in the particular race will have access with wristbands of corresponding colour. Infringement will result in a warning to the competitor. In case of repeated infringement, the competitor may be fined with 50 euros.

**6.8** Scrutineering will take place in the location and time specified in the Supplementary Regulations. The time of the scrutineering must be registered in advance by the driver. The corresponding link for registration will be published in the Supplementary Regulations. Organiser will appoint time for scrutineering for the drivers who did not booked time in advance.

**6.8.1** Any delay at the scrutineering will be penalised by 50 euros.

**6.9** All numbers and advertising stickers provided by the organiser must be installed on the competition car before the scrutineering. The driver must submit the technical card of the competition vehicle and the homologation book (if necessary) during the scrutineering.

**6.10** The driver can enter to the circuit with his car only after passing the scrutineering. It is obligatory to wear a working timing transponder on the competition car also during free practice and warm-up. Marshals have the right to remove a competition car without a timing transponder from the track.

**6.11** Crosskart Xtrem and Crosskart Xtrem Junior drivers must register the use of new tires at the scrutineering.

**7. STARTING FEES AND REGISTRATION**

**7.1** Only drivers who have registered and paid the entry fee will receive points in the Championship classification.

**7.2** Entry fee for the one-day competition is 200 euros, which includes the rental of the timing transponder.

**7.3** Entry fee for the two-day competition is 280 euros, which includes the rental of the timing transponder.

**7.3.1** The driver has the right to refuse to participate in the free practice on the first day of the competition, but participation in the warm-up at the beginning of the second day of the competition is mandatory. In this case art. 9.6 of championship regulations does not apply. The entry fee for these drivers is 200 euros, which includes the timing transponder rent.

**7.4** The entry fee must be paid to the organiser's account 5 days before the competition: Rallikrossi Arenduse OÜ, account no EE291010220283384229

**7.5** The entry fee for an unregistered driver is 400 euros, which must be paid in cash at the competition venue. The organiser has the right to set lower entry fees than the maximum price.

**7.6** Pre-registration starts with the publication of the Supplementary Regulations and ends 5 days before the start of the competition (unless otherwise provided in the Supplementary Regulations). Drivers can register for the whole season at once on the website [www.estrx.eu](http://www.estrx.eu).

**7.6.1** If a driver cannot participate in one or more rounds for which he/she has registered, he/she must notify the organiser in writing by the email info@rallikross.ee or by phone +372 527 7978 at least 2 days before the competition. If the driver fails to notify, he/she undertakes to pay the organiser of 150 euros for each non-notification, except in cases of force majeure.

**7.7** Organiser of the championship will refund the paid entry fee in full, if the competition does not take place as a result of the organiser's inaction or wrongdoing.

**7.8** Organiser of the championship will refund 50% of the paid entry fee if the competition does not take place in circumstances beyond the control of the organiser.

**7.9** By registering for the competition, the competitors confirm that their drivers and team members follow the FIA Sporting Code, Championship Regulations, Supplementary Regulations, Technical Regulations and the regulations of the EASU, and also the rules and restrictions established by the Government of the Republic of Estonia.

**8. RECOMMENDED TIMETABLE FOR THE RALLYCROSS CHAMPIONSHIP ROUND**

**8.1** The competition can be one or two days according to the Supplementary Regulations. The starting order and schedule of the competition classes can be changed according to the number of participants, by the bulletin of the Supplementary Regulations before the start of the competition or by notifying ATT (official notice board) and VATT (Sportity app) during the competition.

**8.1.1** If the competition runs smoothly, the organiser may bring the schedule up to 30 minutes earlier from the second run.

**8.2** Recommended timetable for the championship round:

**Friday**

16.00 - 22.00 Administrative checks

16.00 - 21.00 Scrutineering

17.00 - 20.00 Free practice

**The free practice and practice entry fee will be published in the Supplementary Regulations.**

**Saturday**

7.00 - 8.00 Administrative checks

7.15 - 8.30 Scrutineering

8.00 - 9.00 Warm-up (1 x 2 rounds)

8.30 - 8.45 Draw for the first heat starting order

9.10 - 9.30 Competitors and drivers briefing

10.00 I heat

11.30 II heat

13.00 - 13.25 Drivers autographs session in service area (art. 9.9)

\* \* Depending on the situation in COVID-19, the organiser may waive the autographs sessions

13.30 III heat

15.00 Semi-finals

16.30 Finals

18.00 Prize-giving

**9. RUNNING OF THE EVENT**

**9.1** The driver must appear in time to administrative checks, which location and time are specified in the Supplementary Regulations. In case of lateness, the penalty will be determined by the stewards or Clerk of the Course.

**9.2** During the administrative check, the driver’s and competitor's licenses will be checked, including authorisation from their ASN (if applicable).

**9.3** Drivers not attending in administrative checks are not allowed to take part in the competition.

**9.4** After the administrative checks, the starting order will be drawn as follows:

**9.4.1** In the classes Supercar, Super1600, Junior1600 and Touringcar, the starting order of the first heat will be drawn by the organiser.

**9.4.2** In the classes Crosskart Xtrem, Crosskart Xtrem Junior, Crosskart 650 and Crosskart 125, the starting order for all three heats will be drawn by the NEZ EXCEL program on a random basis (each driver will start in every heat from a different start line).

**9.4.3** At the draw of the starting order will be attended one of the stewards, clerk of the course or competitor’s liaison officer, but also representatives of the competitors may take part in the draw.

**9.4.4** Start lists will be published on the official notice board at least 30 minutes before the start of the first heat.

**9.5** Drivers Briefing Definition: Briefing is organised by the Clerk of the Course for the participating drivers and competitors. Purpose: To remind drivers and competitors of the specific requirements of the supplementary regulations, organisation, safety, track specifics and provide additional clarification if questions arise. Participation is mandatory for all drivers, who may be accompanied by their designated team leader. The time and place of the briefing are specified in the Supplementary Regulations. Drivers confirm with their signing that they have attended at the briefing. In case of delay or absence from the briefing, driver will be penalised by 100 euros, which must be paid before the start of the heats.

**9.6** Free practice. Each driver is allowed to drive a minimum of 2 x 3 laps in free practice. Drivers will be allowed to practice in the order they have gathered in the pre-start area. Joker Lap can be used in free practice. Free practice will be run on one car at a time. Only competition vehicles that have passed the scrutineering are allowed to participate in the free practice.

**9.7** Warm-up. Each driver will be allowed to drive warm-up once in maximum two (2) laps. Joker Lap can be used in warm-up. Warm-up will be run on one car at a time.

**9.8** Joker lap. Competitors must pass the extra pocket (Joker lap) once in all heats and finals.

**9.8.1** In the case of not passing the Joker, time penalty will be 30 seconds.

**9.8.2** In the case of passing Joker several times, time penalty will be 30 seconds.

**9.8.3** Failure to pass the Joker or passing it several times in the finals, driver will be penalised with the last place in that race and will not receive points for that race.

**9.8.4** No other driver may be disturbed when entering the Joker and the driver on the main course has an advantage when exiting the Joker.

**9.9** The autographs signing is taking place in the service area at each driver's tent / competition vehicle. Drivers must be prepared with their autograph cards and pens.

**9.10** Racing on the circuit will take place in accordance with FIA Sporting Code, Appendix L, Chapters IV and V (<https://www.fia.com/regulation/category/123>)

**9.11** Starting procedures for all classes

**9.11.1** Starting grids of heats and finals will be published at ATT and VATT

**9.11.2** Tire cleaning by spinning the wheels is only permitted in the designated area before the pre-grid, unless it is specifically prohibited by the Supplementary Regulations.

**9.11.3** All service and repair work in the start area is prohibited. Mechanics of participating drivers may not enter or be present in the start area.

**9.11.4** Drivers will be placed in the grid according to their starting positions.

**9.11.5** Start will be given when the starting lights switch on**.**

**9.11.6** False start.

**9.11.6.1** False start detection system. The false start detection system is digital and is duplicated by the camcorder. In the event of a system failure, the marshals will detect a false start. There must be a distance of 12 +/- 2cm between the competition vehicle and the start line.

**9.11.6.2** False start in the heats. If the car starts to move before the start signal, it will be recorded as a false start. The false starter must pass an extra pocket (Joker) twice. The competition will be stopped, all drivers will return to their starting positions and the starting procedure will begin again. The driver who caused the false start will be shown the obligation to pass an extra pocket (Joker lap) twice. A driver who makes two false starts in the same race will be removed from that race and will receive an "ecluded" (EXC). If the race is stopped for the third time due to a false start, the driver who caused the third false start will be removed from the race and will receive an EXC.

**9.11.6.3** False start in the final. In the event of a false start in the final, the false starter must pass an extra pocket (Joker lap). The competition will be stopped, all drivers will return to their starting positions and the starting procedure will begin again. The driver who caused the false start will be shown the obligation to pass an extra pocket (Joker lap) twice. A driver who makes two false starts in the same race will be removed from that race and will receive an "ecluded" (EXC). If the race is stopped for the third time due to a false start, the driver who caused the third false start will be excluded from the race and will receive an EXC.

**\* EXC - The driver has been excluded from the current race. Penalties may be imposed for technical infringements and conduct in the race.**

**\* DQ – The driver is disqualified from this competition.**

**9.12** **Heats in Supercar, Super1600, Junior1600 and Touringcar classes**.

**9.12.1** Heats will be run by class.

**9.12.1.1** The Junior1600 class will run only in the heats with the Super1600 class. Starting from the semi-finals, the Junior1600 class will run separately from the Super1600 class. Semi-finals will only take place if at least eight drivers can start.

**9.12.2** There will be three heats, a semi-final(s) and a final. To qualify to the semi-finals and / or the finals, a result from at least one of the heats must be obtained. The result is considered to be the car's own movement from the pre-start area to the start line and crossing the start line with the car length.

**9.12.2.1** DNF (did not finish) and "result" will be considered as a result.

**9.12.2.2** DNS (did not start) will not be considered as a result.

**9.12.3** In the heats the races will consist four laps, unless otherwise specified in the Supplementary Regulations.

**9.12.4** In each race up to five cars starting abreast, i.e. there will be a mass start. Start will take place with the engine running. The first starting position is determined by the Pole Position.

**9.12.5** The starting order of the second heat is drawn up in the order of the points of the first heat (from the fastest to the slowest, and those who have stopped or not started in the previous heat will start in the rear). In case of equal points, the starting order for the second heat will be determined according to the starting order of the first heat. Within the same class, there is the right to bring up drivers from the next race to the previous race so that there are maximum number of cars in the grid.

**9.12.6** The starting order of the third heat is drawn in the reverse order of the points of the second heat (from slower to fastest, and those who have stopped or not started in the previous heat will start in front). In case of equal points, the starting order for the third heat will be based on the times driven in the second heat, or if no driver achieved a result in the second heat, according to the place drawn for the first heat. Within the same race class, there is the right to bring up drivers from the next start to the previous start so that there are maximum number of cars in the grid.

**9.12.7** The starting order of each heat is drawn up on the following principle: there are up to 5 cars in every race of each heat. Exceptions may be made for the last races in the class with drivers with the lowest number of points, retired or not started drivers, or for the last two races of the first heat, where there may be fewer cars.

**9.12.8** If a driver is unable to take part in the race intended for him, he must inform the Competitor’s Liaison Officer as soon as possible.

**9.12.9** If a competitor does not want to start in the race intended for him, he must inform the Competitor’s Liaison Officer 15 minutes before his race.

**9.12.10** In each heat timing will be to the one thousand of a second.

**9.12.11** Ranking points in Supercar, Super1600, Junior1600 and Touringcar classes will be awarded after each heat as follows:

**9.12.11.1** The driver with the fastest time will receive 50 points, the second 45 points, the third 42 points, the fourth 40 points, the fifth 39 points, the sixth 38 points, the seventh 37 points, etc. In the event that two or more drivers achieve equal times, they will receive equal points.

**9.12.11.2** Driver who retired in the heat will receive -1 (minus one) point for the slowest driver in his/her class of the same heat (result of the retired driver is marked as DNF).

**9.12.11.3** Driver who not started in the heat will not receive points for the specific heat (marked as DNS).

**9.12.11.4** Driver who was excluded from the heat will not receive points for the specific heat (marked as EXC). In the case of the penalty, the score of the drivers followed penalised driver will be changed accordingly.

**9.12.11.5** Driver who was disqualified from the heat will not receive points for a particular heat and will not be awarded with championship points for particular round (marked as DQ).

**9.13** Heats in the classes Crosskart Xtrem (Crosskart Xtrem + Crosskart Xtrem junior) and Crosskart 650, Crosskart 125.

**9.13.1** In the heats the races will consist four laps and in each race maximum six cars will start, unless otherwise specified in the Supplementary Regulations.

**9.13.1.1** In the Crosskart Xtrem and Crosskart Xtrem Junior classes, participants will compete together, but they will be classified separately and awarded within the class.

*EXAMPLE 1: When a driver in a Crosskart Xtrem Junior class achieves at the competition (CX + CX Junior) 7th place, being the best junior driver, his/her result of this round is 1st place in Crosskart Xtrem Junior class. If the next Crosskart Xtrem Junior driver has finished 13th (CX + CX Junior), his/her result of this is 2nd place in the Crosskart Xtrem Junior class, etc.*

**9.13.2** Starting grid consist 3 rows (4–6 meters between rows) and there are 6 starting positions in each row (starting positions width at least 2 meters). The positions in the row drawn differently in the heats and in the finals. Depending on the nature of the course or for safety reasons, the organiser may change starting positions in the heats and in the finals.

**9.13.3** The starting position of each driver will be determined by the pre-race start list or the final start list. It is not allowed to select a position other than the one specified in the corresponding start list. The starting position in the heats and in the final, where the driver has not arrived, must be left empty.

**9.13.4** Heats: up to 6 crosskarts in three rows. Positions 1-2 is used in the front row, position 3-4 in the second row and position 5-6 in the third row (as shown in Drawing 1). In three heats drivers will start once from each row.

**Drawing 1**

 **Heats, Pole Position in left Heats, Pole Position in right**



**9.13.5** After the third heat, the points obtained by the drivers in the heats will be summed and drivers ranked accordingly. If two or more drivers have the same score as a result of the three heats, the drivers with the best result in the third heat will be ranked higher. In order for a driver to be ranked, he must have received a result in at least one heat.

**9.13.6** In the classes Crosskart Xtrem and Crosskart Xtrem Junior, Crosskart 650 and Crosskart 125 points for the heats are awarded as follows:

**9.13.6.1** The winner of the fastest time will receive 1 point, the second 2 points, the third 3 points, the fourth 4 points, the fifth 5 points, etc. Drivers with equal times will receive equal points.

**9.13.6.2** Driver who retired in the heat will receive +1 (plus one) point for the slowest driver in his/her class of the same heat (result of the retired driver is marked as DNF).

**9.13.6.3** Driver who not started in the heat will receive +2 (plus two) points for the slowest driver in his/her class of the same heat (marked as DNS).

**9.13.6.4** Driver who was excluded from the heat will receive +5 (plus five) points for the slowest competitor in the competition class (marked as EXC).

**9.13.6.5** Driver who was disqualified from the heat will not be awarded with championship points for particular round (marked as DQ). In the case of the penalty, the score of the drivers followed penalised driver will be changed accordingly.

**9.14** Both semi-finals (first semi-final and second semi-final) and final is considered as final races. Drivers who have scored in at least one of the heats, can be entered into final races. Final races will consist six laps, unless otherwise stated in the Supplementary Regulations.

**9.14.1** Semi-finals and finals in Touringcar, Super1600 / Junior1600 and Supercar classes.

**9.14.1.1** In each competition class 12 drivers with the highest scores will advance to the semi-finals.

**9.14.1.2** Semi-finals will take place only if at least 8 (eight) drivers are ready to participate (at least 4 cars in each semi-final). If no semi-finals, based on the results of the preliminary rounds, takes place, the 6 drivers with the most points will advance directly to the final race.

**9.14.1.3** Drivers ranked 1st, 3rd, 5th, 7th, 9th and 11th will start in the first semi-final.

**9.14.1.4** Drivers ranked 2nd, 4th, 6th, 8th, 10th and 12th will start in the second semi-final.

**9.14.1.5** If a driver is unable to start in the semi-finals due to a technical failure of the car (ex their car is unable to be driven under its own power to the starting grid), the non-starting driver will be replaced by the 13th ranked driver. This means that 12 drivers with the highest score will advance to the semi-finals, in addition, the 13th and 14th ranked drivers must be ready in the pre-start area. If the 13th ranked driver cannot start, he will be replaced by the driver in the next place. The driver who has reached the semi-finals as a substitute will be placed in the last starting position, therefore all the drivers in front of him/her will advance by the corresponding number of places in the starting grid. At least two spare drivers must be close to the starting grid until the start of the semi-finals. After that, they have the right to leave the pre-start area upon the order of the starting marshal.

**9.14.1.6** In the final races, six cars will start with a chequered layout of 2-2-2 (if the course allows). The longitudinal and lateral distances between the starting rows and columns of cars are at least 1 meter wide. Race will run as a mass start. Start will take place with the engine running.

**9.14.1.7** Three best drivers from both semi-finals will advance to the final.

**9.14.1.8** In the final, the winner of the semi-final with the highest score of the current competition will be placed on Pole Position. He will be followed by the winner of the second semi-final. The same procedure will be used in with the second and third place drivers of the semi-finals.

**9.14.1.9** If a driver is unable to start in the final due to a technical failure of the car, his/her place will take the driver with the next highest score from semi-finals who has not advanced directly from the semi-final. The driver who has reached to the final as a substitute will get the last starting position in the final, and therefore all the drivers ahead of him/her will advance by the corresponding number of places in the starting grid. Drivers marked as a DNS mark will not receive points in the final.

**9.15.2** Crosskart Xtrem, Crosskart Xtrem Junior, Crosskart 650 and Crosskart 125 finals (Crosskart Xtrem and Crosskart Xtrem Junior finals will be run as a joint races)

**9.15.2.1** 9 cars will start in the final. Based on the results of the three heats, the 7 drivers with the smallest points score will advance directly to the A-final. The next 7 drivers will advance directly to the B-final, the next 7 drivers will advance directly to the C-final, etc. until there are 9 cars left for the last of the finals.

**9.15.2.2** Up to 9 crosskarts will be starting in three rows. The layout of grid as in Drawing 2.

**Drawing 2.**

 **Finals, Pole Position in left Finals, Pole Positions on right**



**9.15.2.4** The number of finals will be determined by the number of drivers in each class who are eligible to start in the finals. To be eligible to start in the final, drivers must compete (and finish) at least in one of the heats.

Number of finals and drivers:

A-final in case at least two drivers,

B-final in case at least 13 drivers,

C-final in case at least 20 drivers,

D-final in case at least 27 drivers,

E-final in case at least 36 competitors.

The 2 best drivers from the previous final will advance to the next final.

**9.15.2.5** Drivers who did not make it to the finals, their final result of the competition will be determined according to the championship points from current round. The championship points are obtained by converting the points from the 3 heats to the championship points according to Table 1.

60 competitors will receive championship points from each round. See Table 1.

**Table 1**

|  |  |  |
| --- | --- | --- |
| Place | Points |  |
| 1 | 65 |  |
| 2 | 62 |  |
| 3 | 60 |  |
| 4 | 58 |  |
| 5 | 56 |  |
| 6 | 55 |  |
| 7 | 54 |  |
| 8 | 53 |  |
| 9 | 52 |  |
| 10 | 51 |  |
| 11 | 50 |  |
| 12 | 49 |  |
| 13 | 48 |  |
| 14 | 47 |  |
| 15 | 46 |  |
| 16 | 45 |  |
| 17 | 44 |  |
| 18 | 43 |  |
| 19 | 42 |  |
| 20 | 41 |  |
| 21 | 40 |  |
| 22 | 39 |  |
| 23 | 38 |  |
| 24 | 37 |  |
| 25 | 36 |  |
| 26 | 35 |  |
| 27 | 34 |  |
| 28 | 33 |  |
| 29 | 32 |  |
| 30 | 31 |  |
| 31 | 30 |  |
| 32 | 29 |  |
| 33 | 28 |  |
| 34 | 27 |  |
| 35 | 26 |  |
| 36 | 25 |  |
| 37 | 24 |  |
| 38 | 23 |  |
| 39 | 22 |  |
| 40 | 21 |  |
| 41 | 20 |  |
| 42 | 19 |  |
| 43 | 18 |  |
| 44 | 17 |  |
| 45 | 16 |  |
| 46 | 15 |  |
| 47 | 14 |  |
| 48 | 13 |  |
| 49 | 12 |  |
| 50 | 11 |  |
| 51 | 10 |  |
| 52 | 9 |  |
| 53 | 8 |  |
| 54 | 7 |  |
| 55 | 6 |  |
| 56 | 5 |  |
| 57 | 4 |  |
| 58 | 3 |  |
| 59 | 2 |  |
| 60 | 1 |  |

**9.16** Suspension of the race.

**9.16.1** If a race has to be suspended due to an emergency or a false start, it must be done with a red flag at the finish line and at all marshal posts. Drivers must stop the race immediately and move slowly as instructed by the marshals. In the case of the restart the Clerk of the Course will decide which competition vehicles are allowed to restart. The decision of the Clerk of the Course to which competition vehicles are allowed to the restart is not subject to protest or appeal.

**9.16.1.1** In a race where the time taken to complete the distance is an integral part of calculating the results, the race will be restarted in full.

**9.16.1.2** If the final position of a competitor is used to calculate the result of the race with at least four laps out of six (five laps out of seven or six laps out of eight, etc.) has taken place, the race classification will be that at the end of the last full lap before the signal to stop the race was given.

**9.16.1.3** Drivers who have not passed the Joker lap, a fixed notional time will be added. It is added to the time of his/her previous laps and the final result is calculated. The fixed notional time is calculated separately for each competition class. The fixed notional time is the average difference between the fastest lap time and the Joker lap time among the top 5 drivers of the last race of the heats. If one or more of the top 5 drivers have completed the Joker lap in the first lap of their race, their time will be disregarded and the time of the next fastest driver (who has not completed the Joker lap in the first lap of their race) will be taken into account. The resulting fixed notional time is rounded up to the nearest tenth. The fixed notional time is published together with the results of the last qualification.

**9.16.2** A driver whose actions caused suspension of the race (due to contact or obstruction of other driver) may be excluded from the race at the discretion of the Stewards. The Steward’s decision on exclusion and which competition vehicles will be allowed to restart the race is not subject to protest or appeal.

**9.17 Finish**

**9.17.1** The end-of-race signal will be given at the finish lineas soon as the leading race carhas covered the full scheduled race distance.

**9.17.2** Should an accidental or other reason for the end-of-race signal appears before the leading race car completes the full scheduled race distance, the Stewards may order to repeat the race.

**9.17.3** Should the end-of-race signal be unintentionally delayed, the final classification will be determined according to the positions at the time set out in the Supplementary Regulations.

**9.17.4** Restarts are only allowed:

**9.17.4.1** if a red flag is shown during the race;

**9.17.4.2** if, by accident or for any other reason, the end-of-race signal is shown before the leading race car completes the full scheduled race distance.

In both cases, only the participants in the previous start have the right to participate in the restart and must start from the same place as in the first start. In this case, however, possible warnings or penalties apply to the restart.

If the semi-final or final is stopped with a red flag and is followed by a restart, then the driver who started in the original race, but who is not able to restart, will be classified in front of any driver who did not start at all.

**10. CLASSIFICATION AND CHAMPIONSHIP RESULTS**

**10.1** Championship points

**10.2** The ranking of the Championship round in the Touringcar, Super1600 / Junior1600 and Supercar classes will be determined by adding up the points achieved during the day.

**10.2.1** In Junior1600 class the final classification is determined by the ranking of the championship points.

**10.3** In the classes Crosskart Xtrem, Crosskart Xtrem Junior, Crosskart 650 and Crosskart 125, the final classification of the Championship round is determined according to the ranking of the series points (Table 1).

*EXAMPLE 1: If a Crosskart Xtrem driver finishes 10th in the championship round according to the points achieved, the same (i.e. 10th place) points will be the final result of his/her of the round, despite the fact that the Crosskart Xtrem Junior driver(s) may be classified in front of him.*

**10.3.1** The best driver in the Crosskart Xtrem Junior class will receive 65 points, second place, 62, third place 60, etc.

**10.4** In each championship round, the three best placed drivers in the final race of the classes Supercar, Super1600, Junior1600, Touringcar, Crosskart Xtrem, Crosskart Xtrem Junior, Crosskart 650 and Crosskart 125 will be awarded.

**10.5** The places are determined by those achieved in the final. The remaining places in the round will be determined by the championship points collected in the three heats. The winner of the championship round is the driver who has received the most championship points at particular round.

**10.6** A competitor who has been excluded from a semi-final or final will not receive points from that semi-final or final. Additional penalties may also be imposed to excluded driver by decision of the Stewards, eg loss of championship points for a current round.

**10.7** In the case of retirements on the first lap of the final race, the retired drivers will be classified according to their starting position of the final.

**10.8** Championship points scoring in Supercar, Super1600, Junior1600 and Touringcar classes.

**10.8.1** After the third heat, the points obtained in the heats will be summed up. If two or more drivers have the same points score as a result of the three heats, the driver with the best result in the third heat will be ranked better. In order for a driver to be classified in summary of three heats, he/her must have a result in at least one of heats.

**10.8.2** After the third heat, the results of the heats will be converted into Championship points.

**10.8.3** Championship points in the sum of the three heats will be awarded to 16 best placed drivers as follows:

1st place 16 points

2nd place 15 points

3rd place 14 points

4th place 13 points

5th place 12 points

etc.

16th place 1 point

**10.8.4** In the semi-finals, drivers will score championship points as follows:

1st place 6 points

2nd place 5 points

3rd place 4 points

4th place 3 points

5th place 2 points

6th place 1 point

**10.8.5** In the final, drivers will score championship points as follows:

1st place 9 points

2nd place 6 points

3rd place 4 points

4th place 3 points

5th place 2 points

6th place 1 point

**10.9** Championship points scoring in Crosskart Xtrem, Crosskart Xtrem Junior, Crosskart 650 and Crosskart 125 classes.

**10.9.1** After the third heat, the points obtained in the heats will be summed up (p 9.13.6). If two or more drivers have the same points score as a result of the three heats, the driver with the best result in the third heat will be ranked better. In order for a driver to be classified in summary of three heats, he/her must have a result in at least one of heats.

**10.10** Championship Penalty Points. The Stewards has the right to penalise a driver for unsportsmanlike conduct on track and behaviour with reprimand, which in result could lead to loss of championship points in accordance with art 21 of the Table of Penalties.

**10.11** In the end of the season, the driver who has accumulated most points in his / her class, will be declared champion of the class.

**10.11.1** In the event of a dead heat, the driver who has achieved more first, second, third, etc higher places will be ranked higher. If it is equal, the highest places will be considered in the races in which both drivers have participated. Even if it is equal, the best place in the last, penultimate, etc competition is decisive.

**11. TEAMS (COMPETITOR LICENSES) CHAMPIONSHIP**

**11.1** According to the decision of the EASU Board (05.01.2022), maximum of 6 drivers can be registered for the competition under one competitor's license.

**11.2** Based on the final results of the championship round, the fifteen (15) best placed drivers in each class will be awarded points according to the following table:

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Place | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| Points | 30 | 24 | 21 | 19 | 17 | 15 | 13 | 11 | 9 | 7 | 5 | 4 | 3 | 2 | 1 |

**11.3** The three best results of the team will be taken account.

**11.4** For the championship round, each team will score points according to the following table:

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Place | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| Points | 30 | 24 | 21 | 19 | 17 | 15 | 13 | 11 | 9 | 7 | 5 | 4 | 3 | 2 | 1 |

**11.5** In the end of the season, the team with most will be declared champion.

**11.6** If a driver is excluded from the competition due to infringement of technical regulations or unsportsmanlike conduct, the team will not be awarded with points in the team classification of the particular championship round.

**11.7** In the event of a dead heat, the team with more first, second, third, etc higher places will be ranked higher. If it is equal, the highest places will be considered in the races in which both drivers have participated. Even if it is equal, the best place in the last, penultimate, etc competition is decisive.

**11.8** At the end of the season, the three best clubs will be awarded with trophies.

**12. PARC FERMÈ**

**12.1** Only those cars having taken part in the Final must be taken by the Drivers to Parc Fermé immediately after the race, except for cars not having completed the race. The driver must leave the territory of the Parc Fermé immediately after leaving the competition vehicle. Race machines must be in a closed car park for at least 30 minutes after the publication of the preliminary results. The competition vehicles cars shall remain in the Parc Fermé for at least 30 minutes after the publication of the provisional results and until released by decision of the stewards. In this area, it is forbidden to make any repair to the car or refuelling it. All repairs and servicing, as well as refuelling, are prohibited in the Parc Fermé without the permission of the Clerk of the Course. When leaving the car in a Parc Fermé, the driver must have a working steering wheel attached to the car (to ensure safety in the Parc Fermé).

**13. INCIDENTS, PROTESTS AND APPEALS**

**13.1** "Incident" means a series of facts or facts involving one or more drivers/competitors (or any activity of a driver/competitor notified by the Clerk of the Course or the judges of fact) who:

- by his/her action(s) caused the suspension of the race in accordance with Article 9.16.1;

- has violated current regulations or Sporting Code;

- has made a false start;

- has failed to respect the flag signals;

- has caused a collision;

- has forced another driver off the track;

- has obstructed an passing manoeuvre in breach of the regulations;

- has obstructed another driver while overtaking.

The list of incidents is not exhaustive.

**13.1.1** The Stewards has the right to impose a penalty for an incident upon the proposal of the Clerk of the Course in accordance with Art. 12.4. In the absence of a Stewards, the penalties will be determined by the Clerk of the Course. If one or more drivers are involved in the incident: he / they may not leave the competition area without the consent of the Stewards or the Clerk of the Course.

**13.1.2** If the driver is involved in an incident and has been notified by the Stewards within 30 minutes of the end of the competition, he may not leave the competition area without their consent.

**13.1.3** The Stewards may use any video or electronic system to assist them in reaching a decision.

**13.2** Subject of the protest

**13.2.1** A protest may be filed against:

- the competitor or driver;

- the length of the course;

- the make up a heat or final;

- any alleged error, irregularity or breach of the regulations occurring during a competition;

- the alleged non‐compliance of cars with the regulations, or

- the results of the competition.

**13.3** The protest time limit in the competition is no later than 30 minutes after the Competitor’s Liaison Officer have presented the decision to the driver or the publication of the results of the respective race on the official notice board. If the driver has not signed the decision, the protest time limit will start from the publication of the results of the respective race on the official notice board.

**13.4** A protest may only be submitted by the competitor, but the protest must also be signed by the driver. The protest must be submitted in writing to the secretariat accompanied with the deposit of 600 €.

**13.5** Any protest shall be in writing and must specify:

- relevant regulations

- the subject of the protest

- against whom the protest is lodged, when relevant.

**13.6** Several competitorscannot lodge a joint protest.

**13.7** A Competitor wishing to protest against more than one fellow competitor must lodge as many protests as there are competitors involved in the action concerned.

**13.8** Decisions made by consensus with the all competitors during the competition are not subject to protest.

**13.9** Competitors and drivers have the right to appeal against the decision made by the Stewards in accordance with the FIA Sporting Code Art 15.4. The appeal deposit is 3000 € (set by the EASU).

**14. PRIZE-GIVING**

**14.1** The best three finishers must be present at the award ceremony, wearing their competition overalls. Driver who fails to attend the award ceremony without providing previously a valid justification to the Clerk of the Course, will be disqualified (DQ) and he/she will not receive points from this round.

**14.2** Crosskart Xtrem Junior class driver, who has finished the final in Top 3, will be awarded with trophy both in the Crosskart Xtrem class and in the Crosskart Xtrem Junior class.

**14.3** EASU will award the three best drivers in each championship classes with cups and medals at the end of the season.

**14.4** The championship prize-giving ceremony will take place at the end of the 2022 season organised by the the EASU and/or Rallycross Committee.

**Appendix 1:**

**TABLE OF PENALTIES**

The Clerk of the Course or the Stewards may impose penalties in accordance with FIA Sporting Code and all the documents concerning the Estonian Rallycross Championship round.

|  |  |
| --- | --- |
| **Infringement** | **Penalty (up to)** |
| 1. Lack of a valid driver's license | Start refused |
| 2. Failure to attend at scrutineering and non-compliance with technical regulations | Start refused |
| 3. No authorisation from their ASN (if applicable) | Start refused |
| 4. Unpaid entry fee | Start refused |
| 5. Missing the underlay under the competition vehicle | Fine of 250€ |
| 6. Failure to respect speed limit in the service area | Fine of 200€ up to disqualification (DQ) |
| 7. Failure to respect safety rules according to FIA Sporting Code, Championship Regulations or Supplementary Regulations | Decision of the Stewards or the Clerk of the Course |
| 8. Late in the start area if it causes a delay during the race | Exclusion from the race (EXC) |
| 9. Missing the mandatory stickers and the markings fitted by scrutineering | Decision of the Stewards or the Clerk of the Course |
| 10. Moving the track markers or driving outside the circuit  | 1st infringement – reprimand; 2nd infringement – time penalty 5 seconds3rd infringement – black flag and exclusion (EXC) |
| 11. False start | Defined in Art 9.10.6 |
| 12. Failure to respect safety rules during the race | Decision of the Stewards or the Clerk of the Course |
| 13. Any deliberate or reckless contact after the finish | Decision of the Stewards or the Clerk of the Course |
| 14. Failure to respect flag signals | Decision of the Stewards or the Clerk of the Course |
| 14.1 Failure to respect yellow flag signal | Reprimand with 20 second time penalty up to disqualification (DQ) |
| 14.2 Failure to respect blue flag signal | Reprimand with 20 second time penalty up to disqualification (DQ) |
| 14.3 Failure to respect black flag with orange disc signal | Disqualification (DQ) |
| 14.4 Failure to respect black flag signel | Disqualification (DQ) |
| 15. Infringement of the Parc Fermé rules | Disqualification (DQ) |
| 16.1. Not-taking Joker Lap in the heat | 30 seconds time penalty |
| 16.2. Not-taking Joker Lap in the final | Will be classified last in that race and no points awarded (EXC) |
| 16.3. Taking Joker Lap several times in the heat | 30 seconds time penalty |
| 16.4. Taking Joker Lap several times in the final | Will be classified last in that race and no points awarded (EXC) |
| 17. Absence from award ceremony or participation without competition overalls | Disqualification (DQ) |
| 18. Missing name tag in drivers service area | Fine of 50 € |
| 19. Repetitive infringements of same rules in the same competition | Disqualification (DQ) |
| 20. Failure to respect ban on smoking and alcohol consumption in the area of competition | Fine of 200 € |
| 21. “Unsportsmanlike” behaviourduring a Competition | For each infringement: reprimand as a minimumAfter two reprimands during one season:withdrawal of 5 championship points from theDriverAfter four reprimands during one season: withdrawal of 10 Championship points from the DriverAfter six reprimands during one season:withdrawal of 15 Championship points from the DriverAfter eight reprimands during one season:disqualification of the driver from the championship |

**Appendix 2**

**Flag signals**

**2.1** Signals from the start-finish line by the Clerk of the Course or his deputy.

**2.1.1.** Black and white chequered flag - This flag signifies the end of any practice session or race.

**2.1.2.** Red flag - stop the race! Shown motionless at the start-finish line. The flag means that the race or practice must be stopped immediately and the judges’ instructions must be followed. Simultaneously, each marshal post around the circuit should also show a red flag. The red flag means a huge danger on the track, suspension of the race, the drivers must be especially careful and be ready to stop at any moment.

**2.1.3.** Black and white flag divided diagonally - warning against unsportsmanlike behaviour. Should be shown motionless during of two laps and accompanied by a black board with a white number which should be shown to the driver whose car’s number is displayed.

**2.1.4** Black flag - mandatory stop and access to your pit at the service area. Should be shown motionless and accompanied by a black board with a white number which should be shown to the driver whose car’s number is displayed with the race number on the board. The signal means that the driver is obliged to stop on the next lap and drive to his/her pit at the technical park service area.

**2.1.5** Black flag with an orange disc - mandatory stop for technical reasons. Should be shown motionless and accompanied by a black board with a white number which should be shown to the driver whose car’s number is displayed with the race number on the board. The diameter of the orange disc is 40 cm. The flag means that the driver’s car has mechanical problems likely to endanger himself or others. The driver is obliged to stop the race during the next two (2) laps, and drive to his/her pit at the service area.

**2.1.6** National flag or green flag – starting signal in the event of a failure of the starting lights.

**2.2 Signals used at marshal posts**

**2.2.1.** Yellow flag - danger on the track, no overtaking. Should be shown waved. The cause of the signal may be momentary, temporary or permanent, and the nature of the danger can be very different. The waving of the yellow flag indicates a dangerous situation in the given MP zone, the flag will be waived for two laps. If the source of danger has not been eliminated by that time, the situation shall be deemed to exist and waiving of the flag shall be stopped. **Drivers are obliged to reduce their speed and any overtaking is strictly forbidden and drivers must be prepared to change their direction.**

If there are crashed cars on the race track, but there is no need to interrupt the race with a red flag, two waving yellow flags from the MP will be shown together. The two yellow flags will be shown even if the track is wholly blocked and extremely dangerous, but no order has yet been given to show the red flag. In order to ensure sufficient braking distance for the drivers, a fixed yellow flag will be shown in the MP preceding of the disturbed MP. If the emergency situation causes two yellow flags to be waved, two yellow stationary flags from the previous MP will also be shown. If, as a result of the accident, the separated parts of the competition cars are also in the MP zone following the accident, then a yellow flag will be displayed from the MP.

**Once the drivers have passed the yellow flag shown (standing or waving), they must immediately significantly reduce their speed and be prepared to stop if necessary. Drivers must hold their positions and any overtaking is strictly prohibited until they have passed the danger zone.**

**2.2.2** Yellow flag with red vertical stripes - slippery track. The warning indicates a deterioration of grip due to oil or water on the track in the area beyond the flag. It also warns of rainstorms in different parts of the track and then the marshal points with his free hand towards the sky. The yellow flag with red stripes will be displayed for up to 4 laps or until the track surface is back to normal.

**2.2.3** Green flag - the track is free. The green flag signal is used, if necessary, at the beginning of the warm-up lap or to start a practice.

**2.2.4.** White flag - a slow car on the track. This flag should be waved and is used to indicate to the driver that there is a much slower vehicle on the sector of track controlled by that flag point. The white flag is displayed when a service car has been driving on the track or when a competition car is moving very slowly on the track. The flag will be shown when the slow car is passing the MP, the waving stops when the car has reached the next MP zone from in turn the waving signal is started. The white flag is kept stationary until the slow car reaches the next MP. If a slow-moving car stops on the track, the white flag must be replaced with a yellow one immediately.

**2.2.5** Blue flag - do not obstruct the overtaking.

**2.2.5.1.** Stationary flag: A faster car is close behind you and is about to overtake you in the next MP zone.

**2.2.5.2.** Waved flag: the drivers have caught you up, started passing, do not interfere the overtaking. The blue stationary flag indicates to the driver that one or more cars are approaching him at a higher speed and are preparing to overtake him. A stationary flag signals that the faster car is still a several dozens of meters behind and the overtaking is likely to take place on the next section of track. When the flag is waved, it warns the driver of an overtaking manoeuvre that has already started or of an another driver catching up at a very high speed.