

2014 RALLYCROSS CHALLENGE EUROPE

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1 OBJECTIVES, GENERAL CONDITIONS AND GENERAL PRESCRIPTIONS

- a. The Rallycross Challenge is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits, the FIA General Prescriptions applicable to International Rallycross events and the FIA Rallycross Championships, and the National Sporting Regulations of the KNAF. It will be run in conformity with the Series' sporting and technical regulations, the latter being in conformity with the safety prescriptions of the FIA's Appendix J and in particular Article 279. The aim of these regulations, which are mostly based on the former FIA Off Road RX regulations of 2012 that are still valid in the countries where the Challenge takes place and in this way they set the conditions common to the Rallycross Challenge events. They are intended for ASN affiliated clubs organising one or more events that form a part of the Rallycross Challenge.
- b. The Rallycross Challenge is an by the KNAF (ASN) approved Challenge run under the FIA International Series, level 4/Bronze rules and organised and promoted by the KNAF, PO Box 274, 2300 AG Leiden, the Netherlands. The KNAF visa number is 0501.14.01.
- c. The organising committee consists of one representative of each challenge event organiser.
- d. The conditions set out in Appendix H, Article 3, concerning the discipline, are applicable.
- e. In the case of differences of interpretation as regards the terms used in these Regulations, only the English text will be considered as authentic.

2 CIRCUITS

2.1. All circuits must have a valid FIA Tracklicence

2.2. Characteristics

Length (measured along the centre-line of the course from finish line to finish line): minimum: 800 m; maximum: 1400 m. Width: minimum: 10 m; maximum: 25 m.

2.3. Composition

Sealed surface (asphalt, concrete, etc.): between 35% and 60%.

The remainder unsurfaced (consolidated / stabilised earth or gravel). In addition to watering, anti-dust treatment is obligatory.

2.4. Starts

There must be at least 100 m of straight from the start line to the first bend. The starting grid, will have a uniform surface of asphalt, tarmac, or concrete, continuing for at least 30 metres after the start line. The width of the track at the start line (minimum 14.50 metres) will be maintained up to and through the first bend, which must have a maximum radius of 25 metres and result in a change of direction of at least 45°, the measurements being calculated from the centre-line of the course.

2.5. Marking

Should there be a deviation in the course (e.g. an artificial chicane included to reduce speeds), this must be marked in an obvious and entirely unmistakable way.

2.6. Circuit

A Jokerlap is obligatory

Characteristics:

Length: must be such that the time needed to cover a lap is at least 2 seconds longer than the best lap time achieved in SuperCars. Width: minimum 10 m, maximum 12 m.

The entry and the exit cannot be on the racing line.

Safety protection, to separate the two roads, must be in place. At the exit it must be possible for the cars to be driving at the same speed as on the traditional circuit.

A marshal post will be put in place if judged necessary for safety reasons.

2.7. Paddock

Each competitor is allowed to occupy 100 m² (12,50m x 8m) to build up his structure.

Each driver has to raise above the structure his national flag with a minimum size of 100cm x 70cm.

3. GENERAL PRESCRIPTIONS

3.1. GENERAL PROVISIONS

3.1.2. The Rallycross Challenge Europe is open to cars of the following divisions

- SuperCars
- Super1600
- TouringCars

3.1.3 The General Prescriptions will be observed for these Challenges, as will the FIA Regulations for Rallycross. The Supplementary Regulations of each Event will conform to the regulations as published hereafter.

3.1.3. There will be a maximum of 8 Events per year, and only one Event per country unless the maximum of 8 events has not been achieved.

3.2. ELIGIBLE CARS

Cars eligible to compete are described in the Standard Regulations.

3.3. TYPE OF EVENTS

The Events will take place on circuits complying with the specifications of Chapter II, Articles 1 to 6 of these regulations, and Appendices H and O. There will be at least 4 laps in each qualifying Heat, and the total distance must not exceed 6,000 m. There will be at least 5 laps in each Final, and the total distance must not exceed 8,000 m.

3.4. ORGANISATION OF EVENTS

3.4.1 The system of practice, qualifying and Finals is described in the 2012 Standard Regulations for Events of the FIA European Rallycross Championships for Drivers ("the Championship"). Contrary to these regulations there will be no C, B and A final but two Semi-Finals and one Final.

3.4.2 The maximum total number of starters for all Divisions will be specified in the Supplementary Regulations of each Event.

3.4.3 The panel of Stewards shall consist of three non-permanent officials. Two of its members (including the chairman), of a nationality different from that of the organising country, will be designated by the ERCC organising committee, and one by the ASN of the organising country. The foreign Stewards must be appointed from the current FIA List of Stewards and Clerks of the Course (participants in the periodical FIA Off-Road Seminars) and their names will appear in the supplement regulations of each event as will the other names of all key officials.

3.4.4 The width of the starting grid must comply with Drawing N°1, and it must be possible to accommodate five cars on the starting grid in one row on the same surface.

3.4.5 Organisers must provide vigilant observation of circuits in order that accidents caused intentionally shall not result in any advantage for the culprit.

3.4.6 Flag signals must be in conformity with Appendix H to the Code.

3.4.7 Competition numbers

The competition numbers are allocated as follows: n°1 – 99 for all divisions

The drivers classified in the first 10 places in the previous year's Challenge will be allocated their competition numbers according to their classification. Once allocated, the numbers for previous events must be respected. In the second year, competition numbers will not be reallocated.

CHALLENGE CLASSIFICATION

3.5.1. Acceptance of entries

Challenge events are open to holders of a valid FIA Grade C licence or higher. For foreign competitors it is obligatory to hold an authorisation from his/her ASN. Acceptance of entries will be decided by each organiser but priority will be given to the 15 leading point scorers in each Division in the Challenge classification.

3.5.2. Points

The classification of drivers in finals shall be according to the following order:

- Firstly, drivers completing the stipulated number of laps in the order in which they cross the finish line.
- Secondly, drivers not completing the stipulated number of laps shall be classified in order of the number of laps completed.
- Thirdly, drivers excluded from the final for jumping the start shall be classified individually according to their starting order.
- Fourthly, drivers not starting shall be classified individually according to their starting order.
- Fifthly, the Stewards can decide any ranking place as a punishment for unsporting behaviour.

Only drivers qualified as the 16 best (in each division) will score points. If a driver qualified for scoring points is excluded by the Stewards, the Stewards shall decide if the next competitor can be moved up in the classification.

Points will be awarded at each Event according to the following scale: 1st place: 20 points, 2nd: 17, 3rd: 15, 4th: 13, 5th: 12, 6th: 11, and so on down to 16th: 1 point.

3.5.3. Maximum number of classifications retained:

- In case of 5 or less events not one result will be retained.
- for 6, 7 or 8 Events: the total less 1

Results obtained owing to exclusion must be taken into account and cannot be considered as a void result.

3.5.4. At the end of year, the drivers having scored the highest total of points will be declared Rallycross Challenge Winner. In case of a tie, the highest number of 1st places, 2nd places, etc. will be taken into account. A driver may not combine points scored in different Divisions.

3.5.5. Annual Series Prize-Giving

The first six Drivers of the final Challenge classification in each of the 3 Divisions must be present at the annual Prize-Giving which will take place during the last event.

Supercars:	Super 1600:	Touringcars:
1 st - € 2.000,-	1 st - € 2.000,-	1 st - € 1.000,-
2 nd - € 1.500,-	2 nd - € 1.500,-	2 nd - € 750,-
3 rd - € 1.000,-	3 rd - € 1.000,-	3 rd - € 500,-
4 th - € 750,-	4 th - € 750,-	4 th - € 300,-
5 th - € 500,-	5 th - € 500,-	5 th - € 250,-
6 th - € 250,-	6 th - € 250,-	6 th - € 100,-

4. STANDARD REGULATIONS

CHAPTERS:

- 4.1. PROGRAM
- 4.2. ORGANISATION:
- 4.3. GENERAL CONDITIONS:
- 4.4. ADMINISTRATIVE CHECKING:
- 4.5. RUNNING OF THE EVENT:
- 4.6. PARC FERME / RESULTS / PROTESTS:
- 4.7. PRIZES AND CUPS:
- 4.8. OTHER INFORMATION:

4.1. PROGRAM

6 weeks before the event	Publication of regulations and acceptance of entries
1 week before the event	Closing date for entries at normal fees
Less than 1 week before the	Closing date for entries at increased fees

Saturday*

08:00 – 11.30	Secretariat opens - Scrutineering
12.00	Stewards' 1 st meeting
12.30	Drivers briefing
13.00	Free practice (4 laps)
14.15	Break
14.30-15.45	Free practice (4 laps)
16.00	Official timed practice
17.00	Stewards' 2 nd meeting

Sunday*

09:00	1st Heat begins
11.00	2 nd Heat begins
13.00	Drivers' Presentation or Autograph session
14.00	3 rd Heat begins
10 min. after last 3 rd Heat	Stewards' 3 rd meeting
16:00	Finals
After each A-Final	Podium (place)
10 min. after last A Final	Stewards' 4 th meeting

Prize giving

**The time schedule, incl. a third day is free of choice of the event organiser.*

4.2. ORGANISATION

4.2.1 The (Organising Club) will organise an event counting towards the European Rallycross Challenge in accordance with the Code, the 2012 FIA Regulations for Rallycross, and these Regulations (and any other regulations which may be issued in writing by the organisers).

4.2.2 Organising Committee:

(Names of members)

(Address and telephone number of the permanent Secretariat).

4.2.3 Officials:

- 3 Stewards (2 foreign appointed by the ERC, and 1 national)
- Clerk of the Course
- Secretary to the Stewards
- Assistant Clerk of the Course
- Secretary of the meeting
- Chief Scrutineer
- Chief Timekeeper
- Safety Officer
- Chief Medical Officer
- Drivers' Liaison Officer
- Press Officer
- Judges of fact:
 - start line
 - false starts
 - Joker lap
 - finish

4.2.4 Official notice board:

Its location must be indicated in the Supplementary Regulations of the event.

4.3. GENERAL CONDITIONS

4.3.1 This Event will count towards:

- The (YEAR) Rallycross Challenge Europe,
- others.

4.3.2 DESCRIPTION OF THE CIRCUIT

Place: (place)
Telephone: (telephone number)
Length: (...metres)
Width of Start: (...metres)
Maximum width: (...metres)
Minimum width: (...metres)
Composition: (...% gravel and ... % tarmac)
Location: (how to find the circuit).

4.3.3 ELIGIBLE VEHICLES

4.3.3.1 The Rallycross Challenge is open to vehicles of FIA Divisions SuperCars, TouringCars and Super1600 as specified in Appendix J (Article 279) to the current International Sporting Code. Unless there is an indication to the contrary on the homologation form, excluding certain evolutions, Group A and N cars are permitted, during a further period of four years following the expiry of their homologation, to participate in international Rallycross Events on the following conditions:

- that the FIA homologation papers are produced at administrative checking and scrutineering;
- that the cars are in conformity with the Technical Regulations (Appendix J) valid at the date of the expiry of their homologation and are in a sound condition to participate, at the discretion of the Scrutineers;
- that the size of the turbo restrictors and the minimum weight are those currently valid.

SuperCars: Touring cars homologated in Group A and conforming to Appendix J - Group A (Articles 251 to 255); the modifications listed in Appendix J (Articles 279.2 and 279.3) are permitted. Cars must be rigidly closed non-convertible models.

TouringCars: Group A touring cars with rear-wheel drive and conforming to Appendix J - Group A (Articles 251 to 255); the modifications listed in Appendix J (Articles 279.2 and 279.3) are permitted. Cars must be rigidly closed non-convertible models. The maximum cylinder capacity authorised is 2000 cc.

Super1600: Touring cars with front-wheel drive, homologated in Group A and conforming to Appendix J - Group A (Articles 251 to 255); the modifications listed in Appendix J (Articles 279.2 and 279.3) are permitted. Cars must be rigidly closed non-convertible models. The maximum cylinder capacity authorised is 1600 cc.

4.3.3.2 Each car must be accompanied by a FIA Technical Passport or one that is issued by his own ASN.

The FIA Technical passport is obtained by each competitor from his ASN, which will authenticate it, and it must be presented at scrutineering for each Event.

4.3.4 ELIGIBLE COMPETITORS

Any person or body holding an International Competitor's Licence valid for the Event is eligible.

4.3.5. ENTRY FORMS – ENTRIES

4.3.5.1 Anybody wishing to take part in the Event must send the attached entry form duly completed to the secretariat at (complete address, telephone and fax numbers, e-mail address, etc.) before (date and time).

4.3.5.2 Competitors must have approval from their ASN in accordance with Article 70 of the Code.

4.3.5.3 No amendments may be made to an entry, once submitted, except as provided for in these Regulations. However, the competitor may freely replace the car declared on the entry form with another from the same Division, up to the point of scrutineering.

4.3.5.4 Except for support classes there will be only one driver per car, no driver may compete in more than one car at an Event, and no driver may compete in more than one race in one and the same meeting.

4.3.5.5 The Organising Committee reserves the right to refuse the entry of a competitor or a driver, giving the reason for such refusal (Art 74 of the Code).

4.3.5.6 The maximum number of starters for the Challenge will be 100 for the total of the three Divisions.

4.3.5.7 By the very fact of signing the entry form, the competitor and all his team members agree to be bound by the prescriptions of these Regulations and of the Code.

4.3.6. ENTRY FEES

4.3.6.1 The entry fee will be € 300,-:
See Supplementary regulations of the event.

4.3.6.2 No car will be allowed to start unless the entry fees have been paid in full (if applicable).

4.3.6.3 Additional fees may be payable by a competitor who refuses to carry the organiser's sponsor's advertising.

4.3.6.4 Entry fees may be refunded only:
a) to candidates who are not accepted,
b) in the case of the Event not taking place,
c) if the organiser agrees to refund part or all of the entry fee if notice of cancellation of the entry is given by (date).

4.3.7. INSURANCE

The promoter/organiser of an event forming part of the series must procure that all competitors, their personnel and drivers are covered by third party insurance. The policy must comply with the national laws in force as well with the hoisting ASN's requirements.

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

Third party insurance arranged by the promoter/organiser shall be in addition and without prejudice to any personal insurance policy held by a competitor or any participant in the event concerned.

Drivers taking part in a series event are not third parties with respect to one another.

4.3.8. AMENDMENTS – INTERPRETATION

4.3.8.1 In accordance with Article 66 of the Code, no alterations shall be made to these Regulations after the opening date for entries, unless unanimous agreement is given by all competitors already entered, or by decision of the Stewards of the meeting for reasons of "force majeure" or safety.

4.3.8.2 Any further information will be announced to the competitors by dated and numbered bulletins which will be an integral part of these Regulations. These bulletins and all decisions will be posted on the Official Notice Board on yellow paper.

4.3.8.3 Any bulletin concerning sporting matters must be signed by the Stewards of the meeting before being published.

4.3.8.4 The Stewards of the meeting are empowered to take a decision on any case not covered by these Regulations.

4.4. CHECKING

4.4.1. ADMINISTRATIVE CHECKING

4.4.1.1 The drivers must report to administrative checking, which will be held at (place).

4.4.1.2 The check shall consist of an inspection of the documents, International Licence, ASN's authorisation where necessary, etc.

4.4.1.3 Unless a waiver has been granted by the Stewards of the meeting, those competitors and drivers who fail to report to checking shall not be authorised to take part in practice and the race.

4.4.2. SCRUTINEERING

4.4.2.1 Any car taking part in the Event must be presented by the driver. Any car arriving after the close of scrutineering may be refused permission to start.

The organiser may provide a special period for scrutineering cars of competitors who arrive after the close of scrutineering, and may apply financial penalties which must be specified in Article 17.

4.4.2.2 No car will be allowed to start unless it complies with the current FIA Safety Regulations (Appendix J).

4.4.2.3 Noise: for all cars, a limit of 100 dB is imposed, measured with a sound level meter set at "A" and "SLOW", placed at an angle of 45° to and a distance of 50 cm from the exhaust outlet, with the car's engine turning at 4500 revolutions per minute. (A carpet of 1.50 m x 1.50 m minimum must be placed over the relevant area).

(NB: Should national Regulations impose a lower limit than the FIA, this must be mentioned in the Supplementary Regulations, which must be sent to all competitors well in advance).

4.4.3. COMPETITION NUMBERS AND ADVERTISING

4.4.3.1 The entrant will provide his car with competition numbers, which must be affixed to his car in the positions stated below prior to scrutineering:

4.4.3.2 Any advertising (in top of the door panel numbers) of the organizer within the supplementary regulations of the event is obligatory and may not be refused by the competitors/entrants.

4.4.3.3 DOOR PANELS

Two front door panels measuring 70 cm wide by 20 cm high including a 1 cm white surround. Each of these panels shall comprise a matt black competition number box which shall always be at the front of the panel. Numerals will be fluorescent yellow (PMS 803), 16 cm high and with a stroke width of 2 cm. The remainder of this door panel shall indicate the Division name and the ERC logo.

Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 12 cm and 15 cm below the lower limit of the window. This space (70 x 12 cm) is reserved for the organizers advertising as mentioned in the supp. regulations of the event.

4.4.3.4 No signage, other than the colour scheme of the car, shall be placed within 10 cm of these panels.

4.4.3.5 SIDE WINDOWS

On the lower part of the left and right rear side windows of the car, the national flag of the driver and the driver's surname will displayed between 6 cm. and 10 cm. high.

Two numbers for each rear side window which shall be 20 cm high with a stroke width of 25 mm, coloured fluorescent orange (PMS 804), and may be reflective. These numbers shall be placed on the rear side windows in top of the driver surname.

4.4.3.6 FRONT WINDOW

At the top Right side (looking from inside the car) of the front window there shall be a fluorescent orange (PMS 804) 14 cm high competition number on a clear background. This number may be reflective and must be visible from the front at eye high level.

4.4.3.7 ROOF PANEL

One matt white roof panel, 35 cm wide by 35 cm high, to be placed on the roof with the top towards the front of the car. A matt black competition number, 5 cm wide by 28 cm high, will be displayed on this panel.

4.4.4. Additional scrutineering may be carried out at any time during the Event.

4.4.5 Homologation papers must be shown to the Scrutineer.

4.4.6 Drivers' clothing (overalls, underwear, helmet, gloves etc.) must be presented together with the cars at scrutineering.

4.4.7 Tyres

A competitor may use only tyres as defined in Appendix J – Article 279. The use of pre-heating or heat-retaining devices is prohibited. This applies to both wet-weather and dry-weather tyres.

4.4.8 Fuel control

The Fuel must comply with art. 252.9.1 of the FIA Annexe J. At any time during an Event, it must be possible for the scrutineers to take at least 3 litres of fuel as a sample.

4.4.9 Engines

The use of one (1) engine and two (2) turbos in each event is permitted. Any breach of this rule will entail a drop of 8 places on the ranking obtained before the start of the Finals.

4.5. RUNNING OF THE EVENT

4.5.1. SAFETY

During all practice sessions and races, each driver must wear a helmet and fire-resistant clothing as required by Appendix L - Chapter III and be properly restrained in his seat by the safety harness.

Each driver must keep the side window on his side closed.

4.5.2 PRACTICE AND DRIVERS BRIEFING

4.5.2.1 Free practice: 2 sessions will be run over 4 laps in each session. Each driver can only participate once at each session.

Each division will be organised separately. The official timed practice will be obligatory and will be organised, starting from the highest to the lowest number of the cars, over 3 laps, but only 2 laps will count: after the 2nd or 3rd lap, the best time will be taken into account.

The best time of one lap from all official timed practice sessions will determine the starting position for the first Heat. In the event of a tie, the next best lap time of the drivers who have tied will determine the starting position.

Each driver must complete at least one lap in practice. If not, in the first qualifying Heat he may be allowed to start at the discretion of the Stewards.

Cars from different divisions will run separately. The Joker Lap can be used during the practice sessions.

4.5.2.2 Briefing notes in English and optionally in the host language of the Event will be given in writing to all drivers at the administrative checking. A drivers briefing is optional and up to the organiser.

4.5.3 QUALIFYING

4.5.3.1 There will be at least 4 laps in each Heat.

Cars from different Divisions will run separately. There will be three qualifying Heats with 5 cars in a row in each Group (see Drawing N°1).

1st Heat: according to the times of the official timed practice; cars without time will start according the starting numbers.

2nd Heat: according to the classification of the 1st Heat; cars with equal points (80, 90 and 95) will start according their timed practices results.

3rd Heat: according to the classification of the 1st and 2nd Heats together. When two drivers have scored the same total of points for entering the 3rd Heat, the fastest time of any of the Heats is decisive.

All competitors in the subsequent Group are required to be present in the pre-grid area whilst the current grid is being assembled, in order to allow the organiser to bring forward such competitors as necessary to complete the formation of the current Group.

If a competitor is not able to drive in his Group he has to inform the Drivers' Liaison Officer before the start of the first group of his division. The lack of information will be punished according Art. 17.

The highest qualified driver may choose his starting place, then the second, the third, etc.

The starting grid of each Group should be organised on the same basis: beginning with the slowest according to the times set, each Group with at least 5 cars, except for the last two Groups.

The remaining number should be divided by two. The last two groups will start as follows: the even numbers will start in the next to last group and odd numbers will start in the last group.

If upon the composition of the last three groups the total number of cars remaining is 10 or less, there will be 2 groups only and cars joining the last two groups will be part in the group where drivers are missing.

4.5.3.2 Common regulations

- When two drivers have scored the same total of points for entering the Finals, the points obtained in the Heat which has not been counted will be decisive. In a further tie, the fastest time of any of the Heats is decisive.

- If a driver is unable to come to the grid for a Final, his place cannot be taken by an additional driver, however his grid position can be taken by another driver qualified for that same row.

- In each Final, one of the laps must be the Joker Lap. Those drivers who do not take this Joker Lap, will be classified last in that Final before the non-starters. If this concerns more than one driver, they will be classified in the order of their respective positions on the starting grid before the non-starters. The penalty for drivers who take it more than once will be decided by the Stewards. At the exit of the Joker Lap, the cars on the main track have priority.

- All the qualifying Heats will be timed and the fastest driver in each Heat will be awarded 1 point, the second fastest 2 points, and so on. Those drivers who did not complete the Heat will be credited with 80 points; those drivers who did not start the Heat will be credited with 90 points; those drivers who were excluded from the Heat will be credited with 95 points.

- Only those drivers having completed two Heats and having been credited with at least two times will be admitted to the Finals.

- In each qualifying heat, one of the laps must be the Joker Lap. Those drivers who do not take this Joker Lap

or take it more than once will receive a time penalty of 30 seconds. Two judges of fact will be appointed to note how many times the cars pass through. At the exit of the Joker lap, the cars on the main track have priority.

4.5.4. SEMI-FINALS AND FINAL

There will be at least 5 laps in each Final. There will be two Semi Finals and a Final. The 16 best drivers, having the smallest total of points from the two qualifying Heats, qualify for the semi-finals; the best 4 from each semi-final will qualify for the Final. The Semi Finals will only be run if there are at least twelve (12) cars able to participate; if the semi-finals are not run, the 8 best drivers will progress directly to the Final. Grids for the Finals will consist of 8 cars in three rows (3-2-3). The highest qualified driver may choose his starting place, then the second, the third, etc. but only on the same line. In the Semi-Finals drivers placed 1st, 3rd, 5th, 7th, 9th, 11th, 13th and 15th will take part in Semi-Final 1, drivers placed 2nd, 4th, 6th, 8th, 10th, 12th, 14th and 16th will take part in Semi-Final 2. The disposition of the grids will be as shown in Drawing N°2.

4.5.5. GENERAL

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

4.5.5.2 Stopping the race: see Article 18 of the General Prescriptions of the Code.

4.5.5.3 Should the end-of-race signal be displayed inadvertently or otherwise before the leading car completes the scheduled number of laps for that Heat, the Stewards may order that a re-run will take place.

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

4.5.5.5 Should it be necessary to stop the race in an emergency for safety reasons or because of a false start, this should be done by displaying the red flag at the start/finish line and at all marshals posts. This indicates that drivers must immediately cease racing and proceed slowly as directed by the marshals. The Clerk of the Course will decide which vehicles are allowed to take the restart, except in the conditions set out in 16.2.5 below.

4.5.5.6 Re-runs will be permitted only:

- a) when a red flag has been shown during a Heat;
- b) when the end-of-race signal is displayed inadvertently or otherwise before the leading car completes the scheduled number of laps. In all cases only the participants in the previous start are entitled to participate in the re-run and must occupy the same place as for the previous start.

In this case, any possible warnings or penalties will, however, apply for the re-run.

If a Final is stopped by a red flag and subsequently restarted, any driver who started in the original Final, but who is not able to start in the re-run, will be classified in front of any drivers who did not start at all.

4.5.5.7 All other incidents will be treated as "force majeure". If a driver in a Heat deliberately causes a re-run by crowding or obstruction, the driver concerned may be excluded, at the Stewards' discretion.

4.5.5.8 Start

The start procedure begins with the showing of the Letter "F" board. After this, the start will be given when the green light is switched on.

There must be an electronic system for each start position and there must be a margin of 12 cm +/- 2 cm between the electronic system and the car.

All results are determined using a timing system based on timing software and Mylaps timing hardware. The Timekeeping uses Mylaps TranX3 decoders with compatible loops and with the option of using a light beam as backup.

To measure lap times, all vehicles must be equipped with one TranX260 transponder (direct- or battery-

powered). The transponder must be installed on the front right-hand side of the car when the car is facing forward. Installation must comply with the accompanied instructions (not higher than 60 cm, vertically mounted, no metal or carbon between the transponder and the track, etc.). The driver must procure his own transponder and is responsible for its correct working.

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

4.5.5.9 False starts

A false start will be declared if a car crosses its starting line before the green light is switched on.

The system for detecting false starts, which must obligatorily be switched on when the start procedure begins by showing the "F board", will be backed up by a video control. Each starting line will be under the control of a camera positioned on high, perpendicular to the ground, so as to film the front of the cars situated on the same line.

A light will be placed opposite and linked to the main green light.

The pictures will be recorded, with the time overlaid, and may be viewed in slow motion. Judges for each row of the grid will be appointed to determine false starts in case of technical breakdown of the system.

When a false start occurs, the starting light will be blocked automatically by the cell and a yellow light will begin to flash, accompanied by an audible warning signal, and the place of the driver who caused the false start must be indicated, clearly marked on a board visible for all drivers from the starting grid.

When a false start occurs in a Heat, the driver concerned will be warned by means of a sign "3 secs." that a 3-second penalty will be added to the time set in the Heat concerned and the starting procedure will begin again. During the same Heat, if the same driver makes a second false start he will be credited with 95 points for that Heat and not allowed to start. When a false start occurs in a Final, the driver, responsible of the false start will be warned once. If the same driver makes a second false start he will be excluded from that final, and will be classified before the non-starters.

4.5.5.10 Accidents and technical failures

If two or more cars retire in the same lap, they shall be classified in relation to each other according to the positions they were in when they last crossed the finish line, or according to their grid positions if it occurs on the first lap.

4.5.5.11 Flag signals

Flag signals must be in conformity with Appendix H to the Code, with the following exceptions: the yellow flag shall be shown at one post only, immediately before the accident / obstacle. One yellow flag shall be waved during 2 laps for the same incident. Two yellow flags shall be waived if the incident is on the racing line. Once the flag has been shown, drivers may not overtake until they have completely passed the incident for which it is shown, there being no green flag in this situation. Red flag, black and white flag, black flag: the decision to show these three flags is normally at the discretion of the Clerk of the Course.

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

The black flag will be shown during two (2) laps together with a panel showing the starting number. If a black flag is shown in a heat, the driver has to go immediately to the paddock; in a final, he has to go to the Parc Fermé or such other place as specified in the supplementary regulations.

The reason for the decision to use the black and white and/or the black flag must be confirmed to the driver in writing by the Clerk of the Course.

4.5.6. PENALTIES

The following list of examples is not exhaustive. The Stewards of the meeting have overall authority concerning the penalties imposed

	INFRINGEMENT	PENALTY
01	Entry of a car not admitted under Article 4 of the Regulations	Start refused
02	Absence of valid licences	Start refused
03	Absence of the ASN's permission on the entry form (where applicable)	Start refused
04	Failure to pay entry fees (where applicable)	Start refused
05	Failure to submit the homologation form	Start refused
06	Vehicles failing to conform to the Safety measures	Decision of the Stewards
07	Reporting late to the starting grid of the Heat, if the Clerk of the Course deems that this hinders the running of the Event	Exclusion from the Heat
07	Lack of Reporting the non starting before the start of his/her Division	Decision of the Stewards
08	Absence of the identification marks affixed by the Scrutineers	Exclusion from the meeting
09	Moving the track markers or driving outside the circuit in order to gain time	Exclusion from the Heat
10	First false start: - in a Heat - in a Final Second false start for the same driver: - in a Heat - in a Final	3 seconds Warning Exclusion from that Heat Classified last in that Final (before the non starters)
11	Failure to respect instructions given by the flag signals	Decision of the Stewards
12	Driver failing to conform to the safety measures	Decision of the Stewards
13	Any tampering with or attempt to tamper with the identification marks	Exclusion from the meeting
14	Infringement of the "Parc Fermé" rules	Decision of the Stewards
15	Reporting late to scrutineering	EUR (to be specified by the organiser – max. 250 EUR)
16	Not-taking a Joker Lap - In a Heat - In a Final Taking a Joker Lap more than once - In a Heat - in a final	30 seconds Classified last in that Final before non-starters 30 seconds Decision of the stewards
17	Any deliberate contact between drivers/cars - exit of the jokerlap - after the finish	Decision of the Stewards Decision of the Stewards
18	Incorrect use of max.nr. of engines and/or turbo	Drop of 8 places on the starting grid of the Finals

Moreover, the Stewards of the meeting, either themselves or upon the proposal of the Clerk of the Course, may decide on any point which is not provided for in the Regulations and apply penalties in conformity with the criteria of the Code and of the Supplementary Regulations of the event.

4.6. PARC FERME – RESULTS – PROTESTS

4.6.1. PARC FERME

Only those cars having taken part in the Finals must be brought by the drivers to the Parc Fermé immediately after the last race for which the driver qualified, except for cars not having completed the race.

The 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 vehicle or to carry out refuelling.

4.6.2. RESULTS

The results of each Heat will be notified to the competitors as soon as they are complete. The composition of the final grids will be posted before the Finals are run.

All results will be posted on the Notice Board and in the Secretariat.

The final results will be drawn up from the points scored by each driver in the Finals, unless there is no B- and/or C-Final, in which case the classification will be based on the positions after the Heats.

4.6.3. PROTESTS – APPEALS

4.6.3.1 All protests will be lodged in accordance with the Code. All protests must be made in writing and handed to the Clerk of the Course or his assistant, or in their absence to any of the Stewards of the meeting, together with the sum of € 500.

If the protest requires the dismantling and re-assembly of different parts of a car, the claimant must make a deposit of €..... .

4.6.3.2 The right to protest lies only with a competitor; nevertheless, an official acting in his official capacity may even in the absence of a protest take such official action as the case warrants. (Article 171 of the Code).

4.6.3.3 The time limits for lodging protests are those established by Article 174 of the Code.

4.6.3.4 In the case of a protest without foundation, all or part of the fee may be retained. Moreover, if it is proved that the author of the protest has acted in bad faith, the ASN may inflict upon him one of the penalties indicated in the Code.

4.6.3.5 Competitors have the right to appeal, as laid down in Articles 181, 182 and 183 of the Code and also as set out in the Rules of the National Court of Appeal of the ASN of the country where the event takes place. The amount of the national appeal fee is €.....

The amount of an International Appeal must be in conformity with the International Court of Appeal in which case the FIA fee will be € 6.000.

4.7. PRIZES AND CUPS

4.7.1. PRIZES

The podium ceremony on the circuit will be held immediately after each A-Final. The winners of the 1st, 2nd and 3rd prizes must be present, wearing their race overalls. Failure to attend this ceremony and/or the wearing of inappropriate clothing will be penalised by the loss of any monetary award / benefit associated with the corresponding position at the end of the race.

The prizes will be awarded in Euros.

Prize fund net of taxes to be distributed at each Event directly after the publication of the Official Final Results.

Super Cars	Super 1600	Touring Cars
1. 700,--	700,--	700,--
2. 600,--	600,--	600,--
3. 500,--	500,--	500,--
4. 400,--	400,--	400,--
5. 350,--	350,--	300,--
6. 300,--	300,--	200,--
7. 250,--	250,--	150,--
8. 200,--	200,--	100,--
9. 200,--	200,--	100,--
10. 200,--	200,--	100,--

4.7.2 OTHER INFORMATION

4.7.2.1 FIRE EXTINGUISHERS

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

4.7.2.2 PROTECTION OF THE ENVIRONMENT

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

4.7.2.3 DRIVERS' LIAISON OFFICER

The Drivers' Liaison Officer will be recognisable by (to be specified by the Organiser).

He may be reached at (to be specified by the Organiser).

4.7.2.4 AUTHORISATION

These Regulations have been approved by (ASN) on (Date).

APPENDIX I - 2013 Calendar

26/27 April	Austria	Melk
03/04 May	France	Essay
12/13 July	Lithuania	
26/27 July	France	Kerlabo
09/10 August	Belgium	Maasmechelen
16/17 August	Netherlands	Valkenswaard
06/07 September	Tsjech	Sosnova

APPENDIX II

DRIVERS' LIAISON OFFICER

PRINCIPAL MISSIONS

To inform the competitors and play a mediating role at all times.

This post must be entrusted to an English-speaking official in possession of a Steward's or Clerk of the Course's licence issued by his/her ASN, as it implies certain knowledge of the General Regulations. He/she may attend the Stewards' meetings in order to keep abreast of all the decisions taken.

The Drivers' Liaison Officer must be able to be easily identified by the participants. To this end it is advisable that:

- 1) He/she wears a very conspicuous badge or a tabard.
- 2) His/her name, photo, mobile phone number and schedule are posted on the Official Notice Board.

PRESENCE DURING THE EVENT

The Drivers' Liaison Officer must present a schedule of his/her duties, which shall be posted on the official notice board and which shall include:

- Presence at scrutineering
- Presence at the Secretariat of the Meeting
- Presence at the Stewards' meetings
- Presence in the starting area

Function

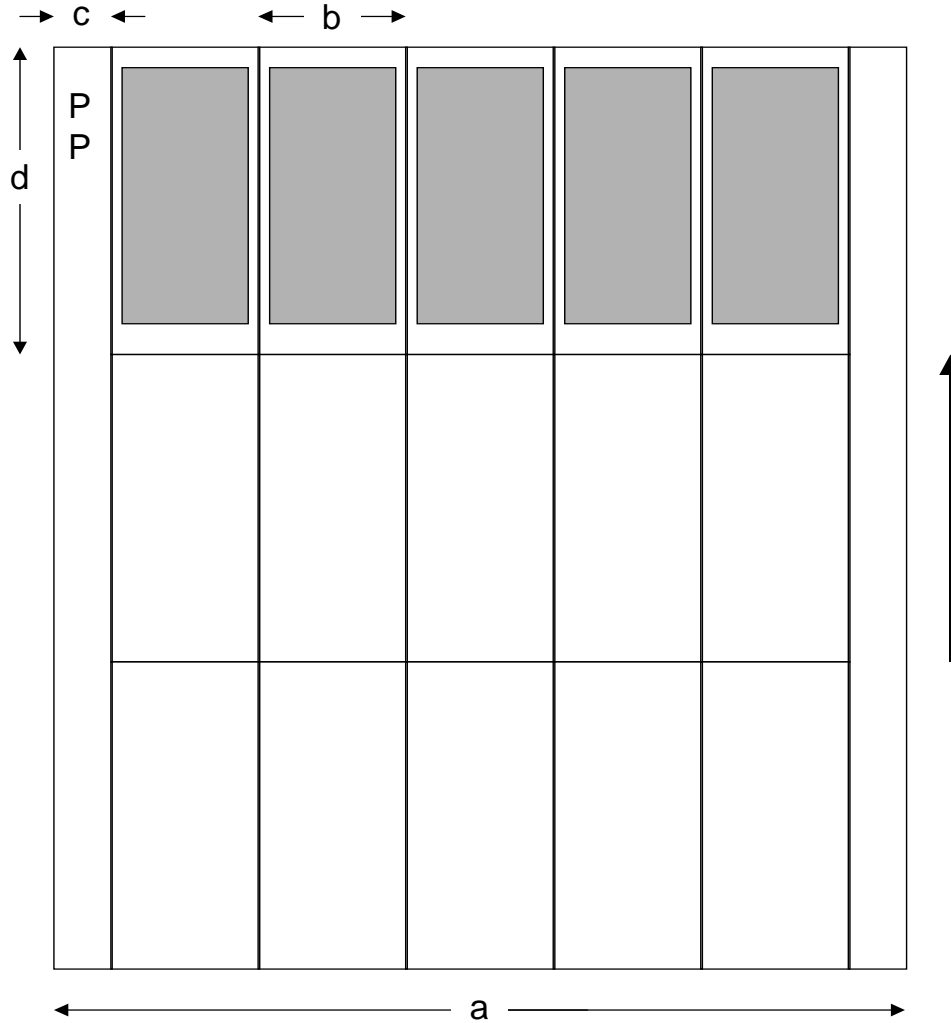
- To give accurate answers to all questions asked
- To provide all information or additional clarifications in connection with the Regulations and the running of the Event.

Mediation

Avoid forwarding questions to the Stewards which could be solved satisfactorily by a clear explanation, with the exception of protests (e.g. clarify disputes over times, with the assistance of the timekeepers).

The Drivers' Liaison Officer shall refrain from saying anything or taking any action which might give rise to protests.

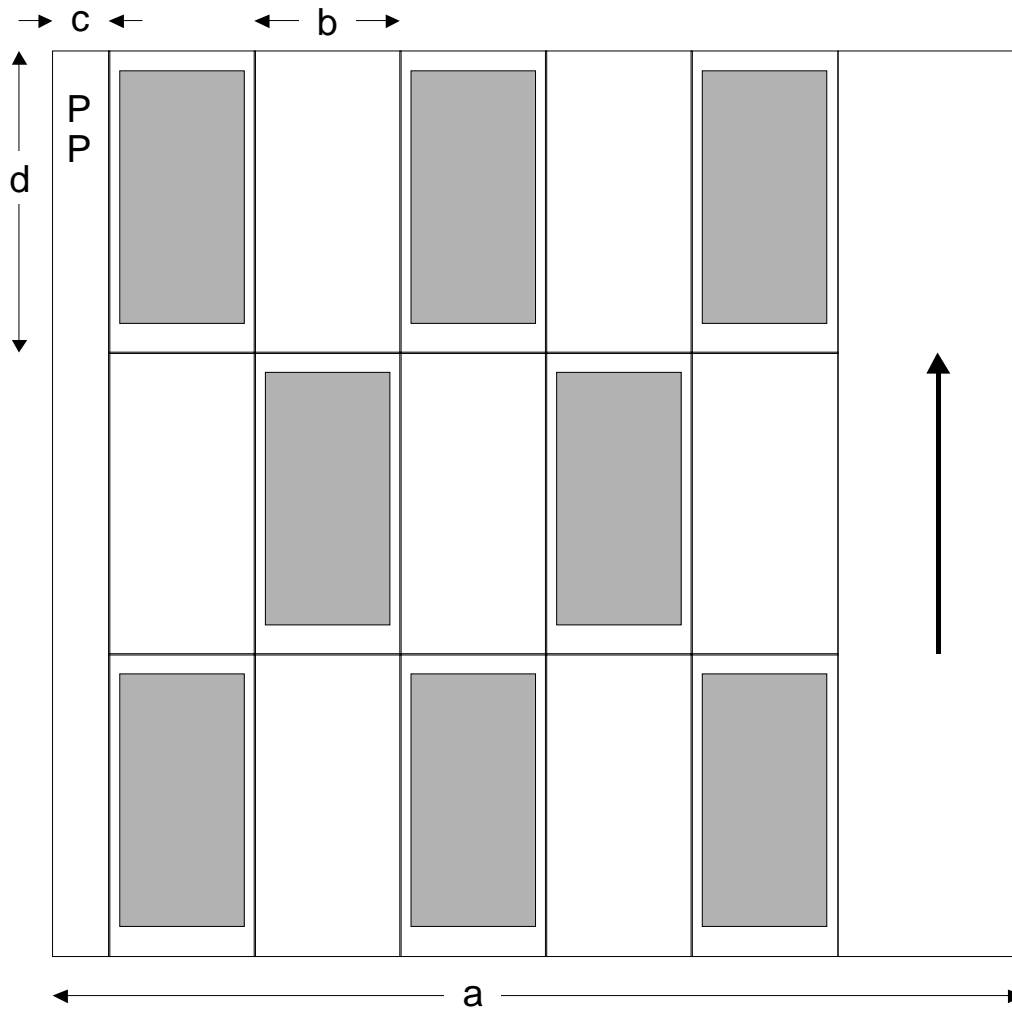
RALLYCROSS Drawing N°1 – Heat(s)



a:	Minimum 14.5 m (minimum width of grid)
b:	Minimum 2.5 m (width of grid space per car)
c:	Minimum 1 m (minimum space to edge of track)
d:	6 m (length of grid space per car)



RALLYCROSS Drawing N°2 – Final(s)



a:	Minimum 14.5 m (minimum width of grid)
b:	Minimum 2.5 m (minimum grid space per car)
c:	Minimum 1 m (minimum space to edge of track)
d:	6 m (length of grid space per car)