DECEMBER 2025

RALLYX NORTH SPORTING REGULATIONS 2026

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1.1 Administrative check-in

During the initial administrative checking and scrutineering, which will take place on the dates and at the locations specified in the Supplementary Regulations, each Driver and each Competitor must have all required documents and information available.

1.2 Drivers briefing

Attendance by the driver at the drivers briefing is compulsory. Time and location will be announced in the Supplementary regulations.

1.3 Timed Practice

All drivers will be able to participate in up to two but minimum one practice for a maximum of 3 laps each. Cars from different categories will run separately according to Supplementary Regulations.

A driver who did not complete at least one a lap in practice can be allowed to participate in the qualifying heats at the discretion of the Stewards.
A driver who stops during practice will not be able to rerun, this also applies to the first lap.

For the first event the practice order will be decided by a draw according to supplementary regulations. For the following races practice order will be as the championship points order and any new entries will be positioned by date of entry.

FC2 Pro / Pro Am & Open 4wd Pro / Pro Am only
For the first event the practice order will be decided by a draw according to supplementary regulations. For the following races practice order will be as the previos event result of Qualifying heat 3 and any new entries will be positioned by date of entry.

If there are two practice sessions both should follow the practice order as published.

Drivers qualifying ranking will be based on their single fastest lap time completed in the last prior to qualifying heat 1, practice session. The Driver that records the single fastest completed lap during that practice practice session will start Pole position in the last qualifying heat, all remaining drivers will be placed following the fastest driver.

FC2 & Open 4WD Pro / Am run the practice together.
Open 2wd Pro and FWD cars run the practice together.

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1.4 Qualifying Heats

There will be three qualifying Heats with maximum 5 cars (6 in Crosscar /Crosscar Junior) starting abreast in each race over 3 laps for double header events.

For single events there will four qualifying Heats with maximum 5 cars (6 in Crosscar /Crosscar Junior) starting abreast in each race over 3 laps for double header events.

Q1: Starting positions in the races will be determined by free practice.

Q2: Race starters determined according to the classification of the 1st Heat.

The last ranked drivers from Q1 will start first ending with the fastest drivers in the last heat.

Q3: Race starters determined according to the classification of the 2nd Heat.

The last ranked drivers from Q2 will start first ending with the fastest drivers in the last heat.

Q4: (only on Single event format): Race starters determined according to the classification of the 3rd Heat.

The last ranked drivers from Q3 will start first ending with the fastest drivers in the last heat.

The start grids of each heat will be done in a way that the last heats are always a full grid of drivers.

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1.4.1
The highest placed driver in the heat will take Position 1 on the grid 2nd highest P2 and will continue until all the grid positions are full.

If upon the composition of the first two races the total number of cars remaining is between 6 and 9, there will be two races, as follows:

9 cars: slowest (or last drawn) four in the first race, next five in the second first race.
8 cars: slowest (or last drawn) four in the first race, next four in the second first race.
7 cars: slowest (or last drawn) three in the first race, next four in the second first race;
6 cars: slowest (or last drawn) three in the first race, next three in the second first race.

1.4.2
All the qualifying Heats will be timed, and the fastest Driver in each Heat will be awarded 50 qualifying points, the second fastest 45 points, the third fastest 42 points, the fourth fastest 40 points, the fifth fastest 39 points, the sixth fastest 38 points, the seventh fastest 37 points, and so on.

Those Drivers who did not complete a Heat (DNF) will be credited with a total of points equal to the number of points that the slowest Driver would be given, less one point, supposing that all the starters in the Competition were classified.

Those Drivers who did not start the Heat (DNS) will be credited with a total of points equal to the number of points that the slowest Driver would be given, less five points, supposing that all the starters in the Competition were classified.

Those Drivers who were disqualified (DQ) from the heat will be credited with a total of points equal to the number of points that the slowest Driver would be given, less five points, supposing that all the starters in the Competition were classified.

A Driver will be considered to have started the Heat once it has crossed its Start-line under its own power.

These qualifying points awarded in the qualifying heats do not count as Championship points.

1.4.3
If a race is restarted, a Driver who started in the first or subsequent starts but was not able to start in the race that was completed, will be shown as “DNF” instead of “DNS” and will be credited with the appropriate number of points.

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1.4.4 Qualifying Heats

After the qualifying Heats, there will be an intermediate classification according to each Driver's total qualifying points scored in the three (four) Heats. In the event of tied positions in the intermediate classification, precedence will be given to the Driver(s) who were the fastest in the 3rd Heat (4th Heat), and if equal thereafter the fastest in the 2nd Heat (3rd Heat), etc.

To appear in this intermediate classification, a Driver must have crossed the finish line and been duly classified in at least one Heat.
In the event of a non-finish the classification will be decided by the last crossing of the finish line

Championship points will be awarded to the top 16 Drivers in the intermediate classification, according to the following scale:

1st	16 points
2nd	15 points
3rd	14 points
4th	13 points
5th	12 points
6th	11 points
and so, on down to 16th 1 point	

In each qualifying Heat, one of the laps must be the Joker Lap. Those Drivers who do not take this Joker Lap will receive a time penalty of 30 seconds.

1.4.5 Qualifying Heats FC2 Pro / Pro Am & Open 4wd Pro / Pro Am

FC2 Pro / Pro Am cars and Open 4wd Pro / Pro Am cars will race the qualifying heats together but will score seperate intermediate classifications.

- FC2 Pro / Pro Am will run Semi Finals together and settle starting positions for FC2 Pro final.
- Open 4wd Pro / Pro Am will run Semi Finals together and settle starting positions for Open 4wd Pro final.
- Pro Am Final will be mixed with Pro Am entries with both FC2 and Open 4wd cars eligable to qualify. Pro Am final will be decided by combined intermediate standings after qualifying heat 3 where the best 6 Pro Am entries combined between Open 4wd and FC2 will qualify. -
- There has to be a minimum of 6 Pro Am cars entered for it to be run as a seperate final. There is no Championship standings in Pro Am. If a Pro Am driver finishes on the podium repetitively in a Pro Final the driver will be registered as a Pro driver after that event onwards. Rally X reserves the right to upgrade driver from Pro Am to Pro.

1.4.6 Qualifying Heats Open 2wd Pro / Fwd

- Open 2wd Pro and Fwd entrants will race together against each others in heats and semi finals. There will then be 2 seperate Finals. One for Open 2wd Pro and one for Fwd.
- All entrants will be eligable to race in the Open 2wd Pro final if they qualify. Only Fwd cars can qualify for the Fwd final.
- The Fwd final start positions will be decided after the intermediate standings after Q3 on double headers and Q4 on single headers.
- The semi finals will only settle the start grids for the Open 2wd Pro final.
- If a Fwd car qualifies for the Pro final aswell as the Fwd final the entrant needs to drive both finals.

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1.5 Semi-Finals

1.5.1
The Semi-finals will be run over five laps.
The 12 top-scoring Drivers in the intermediate classification will qualify for the two Semi-Finals.

If 20 starters or more in Q1 3 semi finals will take place, so top 18 scoring drivers in intermediate classification will qualify.

If less than 18 cars are still runnning after Q3 (Q4) the event will revert to 2 semi final format.

1.5.2
Driver's grid positions for each Semi-Final will be determined by their position in the intermediate classification. Semifinals positions are allocated as seen below based on intermediate points, in the event of a tie the highest points scored in Q3 (Q4) then Q2 (Q3), etc will be taken as the decider, in the event of a tie remaining a draw will ensure priority. The Semi-Finals will only be run if there is minimum 10 cars running after Q3 (Q4), if the SemiFinals are not run, the 6 top-scoring Drivers in the intermediate classification will progress directly to the Final.

3x Semi-final Grid:

SEMI 1

1	Points Winner
2	4th place
3	7th place
4	10th place
5	13th place
6	16th place

SEMI 2

1	2nd place points
2	5th place points
3	8th place points
4	11th place points
5	14th place points
6	17th place points

SEMI 3

1	3rd place points
2	6th place points
3	9th place points
4	12th place points
5	15th place points
6	18th place points

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2 semi final grid

SEMI 1

1	Points Winner
2	3th place points
3	5th place points
4	7th place points
5	9th place points
6	11th place points

SEMI 2

1	2nd place points
2	4th place points
3	6th place points
4	8th place points
5	10th place points
6	12th place points

There will be six starters, arranged 2-2-2 in three rows in each Semi-final.

1.5.3
In the Semi-Finals Championship points will be awarded as follows:

1st 6 points
2nd 5 points
3rd 4 points
4th 3 points
5th 2 points
6th 1 points

The Drivers not qualified for the final will be classified according to Championship points scored in the Competition.

Should more than one Driver have scored the same number of points in the Championship, they will be classified according to the intermediate classification , if equal precedence will be given to the Driver with the fastest time in the 3rd Heat (4th) and thereafter fastest time in the 2nd Heat (3rd), etc.
In the event of a non finish the classification will be decided by the last crossing of the finish line.

A Driver who is disqualified (DQ) from a Semi-Final for whatever reason will receive no points for that Semi-Final.

In each Semi-Final, one of the laps must be the Joker Lap. Those Drivers who do not take the Joker Lap will be classified last, but infront of potential DQ drivers.

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1.5.4 Semi Finals FC2 Pro / Pro Am & Open 4wd Pro / Pro Am

- FC2 Pro / Pro Am will run Semi Finals together and settle starting positions for FC2 Pro final.
- Open 4wd Pro / Pro Am will run Semi Finals together and settle starting positions for Open 4wd Pro final.
- Pro Am Final will be mixed with Pro Am entries with both FC2 and Open 4wd cars eligable to qualify. Pro Am final will be decided by combined intermediate standings after qualifying heat 3 where the best 6 Pro Am entries combined between Open 4wd and FC2 will qualify.
- There has to be a minimum of 6 Pro Am cars entered for it to be run as a seperate final. There is no Championship standings in Pro Am. If a Pro Am driver finishes on the podium repetitively in a Pro Final the driver will be registered as a Pro driver after that event onwards. Rally X reserves the right to upgrade driver from Pro Am to Pro.

1.5.5 Semi Finals Open 2wd Pro / Fwd

- Open 2wd Pro / Fwd will run Semi Finals together and settle starting positions for Open 2wd Pro final
- All entrants will be eligable to race in the Open 2wd Pro final if they qualify. Only Fwd cars can qualify for the Fwd final.
- The Fwd final start positions will be decided after the intermediate standings after Q3 on double headers and Q4 on single headers.
- If a Fwd car qualifies for the Pro final aswell as the Fwd final the entrant needs to drive both finals.

1.6 Final

1.3.1 The Final will be run over five laps.
The winner, second and third-placed (or winner and second, if 3 semifinals is driven) Drivers in each Semi-Final will qualify for the Final.

There will be six starters, arranged 2-2-2 in three rows in the Final.
The Semi-Final winner with the highest number of Championship points in the Event will start on the 'pole' side of the grid, followed by the other Semi-Final winner with the second highest championship points in the event. The same procedure will be used between the 2nd placed Drivers, and the 3rd placed Drivers.

In case of three semifinals, the 2nd placed Driver with the highest number of championship points in the Event starts in position 4 on the grid, 2nd highest in position 5 and 3rd highest in position 6.

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1.6.1
In the Final Championship points will be awarded as follows:
1st ..... 8 points
2nd ..... 5 points
3rd ..... 4 points
4th ..... 3 points
5th ..... 2 points
6th ..... 1 points
The total Championship points scored by each Driver in the Competition (intermediate classification, Semi-Final and Final) are added to the Championship score for that Driver.
The winner of the Final will be the winner of the Competition. Positions 1 to 6 in the final classification will be according to the result of the Final. The remaining Drivers will be classified according to Championship points scored in the Competition.
In the case of a non-finish the classification will be decided by the last crossing of the finish line. If two or more drivers retire in the first lap, their position is decided according to their Grid-positions. A Driver who is disqualified from a Final for whatever reason will receive no points for that Final.
If two or more Drivers are disqualified (DQ) they will be classified according to the Championship points scored in the Competition after the semi-finals, if equal precedence will be given to the Driver with the highest number of championship points scored after the intermediate classification, if still equal precedence will be given to the driver with the fastest time in the 3rd Heat (4th) and thereafter fastest time in the 2nd Heat (3rd), etc. In each Final, one of the laps must be the Joker Lap.

In theFinal, one of the laps must be the Joker Lap. Those Drivers who do not take the Joker Lap will be classified last, but infront of potential DQ drivers.

1.6.2 Finals FC2 Pro / Pro Am & Open 4wd Pro / Pro Am

- FC2 Pro / Pro Am will run Semi Finals together and settle starting positions for FC2 Pro final.
- Open 4wd Pro / Pro Am will run Semi Finals together and settle starting positions for Open 4wd Pro final.
- Pro Am Final will be mixed with Pro Am entries with both FC2 and Open 4wd cars eligable to qualify. Pro Am final will be decided by combined intermediate standings after qualifying heat 3 where the best 6 Pro Am entries combined between Open 4wd and FC2 will qualify.
- There has to be a minimum of 6 Pro Am cars entered for it to be run as a seperate final. There is no Championship standings in Pro Am. If a Pro Am driver finishes on the podium repetitively in a Pro Final the driver will be registered as a Pro driver after that event onwards. Rally X reserves the right to upgrade driver from Pro Am to Pro.

1.6.3 Finals Open 2wd Pro / Fwd

- Open 2wd Pro / Fwd will run Semi Finals together and settle starting positions for Open 2wd Pro final
- All entrants will be eligable to race in the Open 2wd Pro final if they qualify. Only Fwd cars can qualify for the Fwd final.
- The Fwd final start positions will be decided after the intermediate standings after Q3 on double headers and Q4 on single headers.
- If a Fwd car qualifies for the Pro final aswell as the Fwd final the entrant needs to drive both finals.

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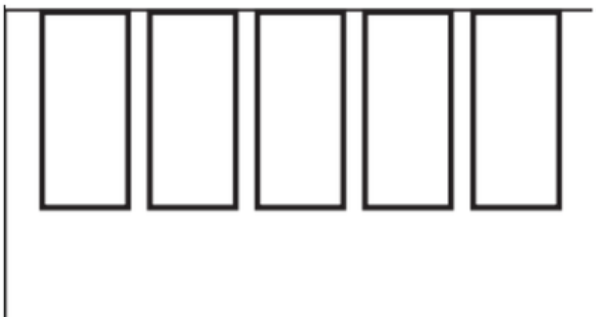
1.7 Pole Position

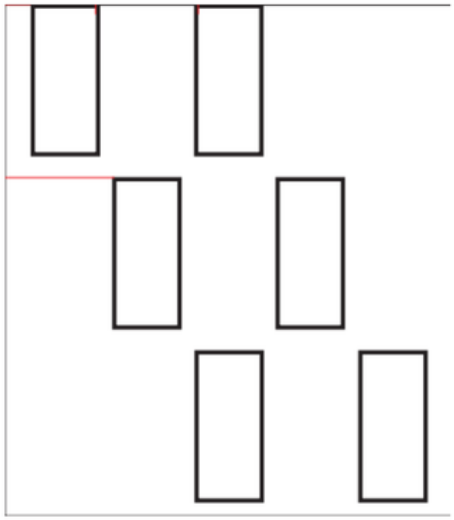
The side of the pole-position is depending on if the first corner is to the left or right according to the homologation of the circuit.

Starting grid according to the drawing (reversed when first corner is to the right).

Qualifying:



Semi final and Final:



1.8 Starts

1.8.1 Set-up to starts

- It is the driver's responsibility to arrive in time at the pre-grid area and be ready for the start of their race. Closure of the pregrid is at the descression of the race director.

- It is the driver's responsibility to ensure when he/she should be present for the start, where the starting grid is situated and how it is marked.

- If a driver is not able to drive his race, he/she need to inform the organizers.

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1.8.2 Starting method

- Cars will be started with a starting light system.
- Only one" tyre cleaning start" per car on the starting grid is allowed.
- There will be a startofficial with a gridsign at each car.
- When the cars are placed on the grid i the correct order, no light is activated.
- When the starter gets the go-ahead signal, the startofficials removes their gridsigns and check" thumbs up" with the driver.
- If a car is not placed correctly this will be indicated with light signal to the starter. This is not a False start.
- The starter will abort the start and then do the starting procedure all over again.

The sign "Ready to Race" is shown, the race will start when the green light is switched on. Startprocedure will be informed at the driver's briefing.

1.8.3 False starts

- False start will be indicated automaticly and each car is individually monitored.
- There must be a margin of 12 cm (+/- 2 cm) between the false start system and the car. Monitoring the start procedure can also be done with camera.
- The Judge of fact has the right to decide a false start.
- Any movement of the car inside its starting zone is not considered as a false start unless the car crosses its indicator/starting line before the green light is switched on .
- A false start will be declared if a car crosses its indicator/starting line before the green light is switched on
- To abort the heat/final when a false start occurs, red flags will be shown.
- When a false start occurs, all drivers will return to their original starting position and the starting procedure will begin again.
- The driver who caused the false start must pass through the Joker Lap section twice in the race concerned. A board or flag with "2 x Jokerlap" will be shown to the driver which caused the false start.
- All drivers will be notified via a black/white warning board/flag that they are under observation, and the next driver who makes a false start in the same race will be disqualified (DQ) from that race.

1.9 Joker Lap

In each qualifying Heat, one of the laps must be the Joker Lap. Those Drivers who do not take this Joker Lap will receive a time penalty of 30 seconds.

In each Semi-Final and Final, one of the laps must be the Joker Lap. Those Drivers who do not take the Joker Lap will be classified last in that race but infront of potential DQ drivers. The penalty for Drivers who take it more than once will be decided by the stewards.

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1.10 Stopping a race

1.10.1

Should it become necessary to stop a race due to the track being blocked by an accident, false start or because weather or other conditions make it dangerous to continue, the clerk of the course or the race director will order a red flag/signal to be shown at all marshal posts, as well as at the finish line. The decision to stop a race can only be made by the clerk of the course (in his absence the deputy clerk of the course) or the race director.

This red flag indicates that Drivers must immediately cease racing and proceed slowly to the starting grid or other place as directed by the marshals. It is allowed to recive technical assistance and work on the cars when they are on the assigned position, but this work can not delay the restart. All eventual distributed penalties remain on the restart.

In a race where the time taken for the full distance is integral to calculating its results, the race will be restarted over the full distance.
When the race director deem that the track is ready, all drivers are called back to the restart and on the same time the two-minute rule applies. An official clock situated in racecontroll is started.

Any driver who isn´t at the starting grid area inside this two-minutes or isn´t allowed to take restart due to technical reasons, will be denied taking the restart.
At the restart all drivers will return to their original starting position.

1.10.2

In a race where finishing position is used in calculating the result of the race: where the race has completed at least three of five laps, the result may be declared on positions recorded at the end of the last full lap before the red flag is shown.

Drivers who have not completed the Joker Lap will have a notional time added to their recorded time for the laps completed before the final order is calculated.
This notional time will be calculated separately for each category.

The fixed notional time will be the averaged difference of the fastest lap time and the Joker Lap time of the Top 5 Drivers in the last qualifying heat.

Where one or more of the Top 5 Drivers has taken the Joker Lap in the first lap of his race, his time will be disregarded and the time of the next fastest Driver (who has not taken the Joker Lap in the first lap of his race) will be considered instead.
The resulting notional time will be rounded up to the nearest tenth of a second.
The fixed notional time will be published together with the results of the last qualifying heat.

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1.10.3
Re-runs will be permitted only:

- when a red flag has been shown during a race
- when the end-of-race signal is displayed inadvertently or otherwise before the leading car completes the scheduled number of laps.

All other incidents will be treated as force majeure.
The race will be restarted over the full distance.

Driver(s) who according to the race director caused the red flag will not be permitted to take the restart. If a driver in a race causes a re-run by crowding, obstruction or reckless driving, the driver concerned may be disqualified, at the discretion of the stewards.

The race director is entitled to assess whether a heat, semi-final or final will be re-run even after the end-of-race signal is shown, whether it is caused by a race technical mistake.

1.11 Finish
The signal indicating the end of a race shall be given on the finish line as soon as the leading car has covered the full race distance.

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

Drivers who did not complete all laps in a race are to be considered (DNF).
Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

1.12 Podium ceremony
The podium ceremony on the circuit will be held immediately after the Finals. The Top 3 finishers must be present, wearing their Competition overalls and a cap provided by the specified tyre supplier.

All drivers who attend the podium ceremony must be wearing a cap provided by the Rally X determinated tyre supplier from the moment the car stopped in parc ferme and to the moment the press conference ends and also during the podium ceremony and during official TV interviews

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1.13 Parc ferme

1.13.1
Any car having taken part in the Finals must be taken by its Driver to Parc Fermé immediately after the last race for which the Driver qualified.

The Parc Fermé conditions apply from the finish line to the entrance of the Parc Fermé area Cars having not completed the race may be returned to the paddock.

1.13.2
The Chief Scrutineer or technical delegate may (after consultation with the Stewards) select a car at random for further inspection.

No persons other than officials with supervisory positions may be in Parc Fermé. No intervention of any kind is allowed unless it is approved by the Chief Scrutineer. However, someone responsible for the respective cars located in Parc Fermé must be in the immediate vicinity of the Parc Fermé area.

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1.14 Weighing

1.14.1
The scale that is used in the championship will be supplied by each organizing club. The scale must be calibrated.

1.14.2
Only scrutineers and officials (and drivers of the cars that are being weighed) have the right to be in the inspection area. No intervention of any type is allowed unless it is authorised by the proper official.

1.14.3
The weight may be checked at each race. Cars will be selected at random to be weighed by the Chief Scrutineer

1.14.4
If a car is not capable of reaching the inspection area for own machine, it will be placed under supervision of a Scrutineer who can take the car to the inspection area for checking the weight.

1.14.5
No solid, liquid, gas or other substance or matter of any nature whatsoever may be added to, placed on or removed from the car after it has been selected for weighing or has finished the race or during the weighing procedure.

1.14.6
Procedure after race. The scale will be placed in the inspection area or in Parc Fermé. Cars will be selected at random to be weighed via a signal from the Chief Scrutineer.

1.14.7
Penalty for a breach of the weight regulation. Failure to follow directives given by officials to weigh a car/driver or failure to follow weight rules upon completion of a race will result in the driver being excluded from that race. The exception is if the Chief Scruitineer can determine that the failure resulted from an accident on the track during the course of the race.

1.14.8
If a driver damages equipment during an inspection after a race, that driver will be excluded from the results.

If a driver at any point damages the scales intentionally or through negligence, that driver will, on demand, pay the costs of necessary reparations or for replacement scales. The driver will not be allowed to participate in the championships until the entire sum has been paid.

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1.15 Penalties

Penalties will be imposed in accordance with Rally X regulations and national ASN regulations.

Drivers, competitors or officials can be penalised for breaching the regulations. Even assistants who assist drivers/competitors or officials can be penalised. This is regardless of whether the assistant is a member of a club or not. Assistants, which may constitute mechanics, managers, coaches, team staff or parents, can be penalised. If the offense of an assistant has affected or might have affected the race outcome, the driver/competitor may also be penalised.

The following list of examples is not exhaustive. The Race director and stewards have overall authority concerning the penalties imposed.

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1.15.1 INFRINGEMENT PENALTY

01	Entry of a car that does not comply with the Regulations	Start refused
02	Absence of valid Licences	Start refused
03	Absence of the ASN's permission on the entry form	Start refused
04	Failure to pay entry fees	Start refused
05	Failure to submit homologation form	Start refused
06	Car failing to conform to the Safety Measures	Decision of the stewards
07a	Late arrival at the dummy grid/holding area	Start refused
07b	Failure to notify a nonstart	Decision of the stewards
08	Absence of the identification marks affixed by the scrutineers	Decision of the stewards
09	Moving the track markers or driving outside the circuit.	Decision of race director, depending on track layout. Will be informed if any time penalties in use during drivers briefing. This does not prevent the race director imposing a different penalty if any advantage is gained, or a report to the stewards who may impose a different penalty.
10	False starts	Defined in SR, Article 1.8.3
11	Failure to respect instructions given by the flag signals	Decision of the stewards
12	Driver's equipment failing to conform to the safety measures.	Decision of the stewards

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1.15.1 INFRINGEMENT PENALTY

13	Any tampering with or attempt to tamper with the Identification marks	Decision of the stewards
14	Infringement of the Parc Fermé rules	Decision of the stewards
15	Reporting late to scrutineering	Decision of the stewards
16a	Not-taking a Joker Lap (Qualifying Heat)	Defined in SR, Article 1.9
16b	Not-taking a Joker Lap (Semi-Final or Final)	Disqualification
17	Incorrect temperature of the tyres	Decision of the stewards
18	Any deliberate or reckless contact between Drivers/cars after the finish	Decision of the stewards
19	Competitor or Driver not attending or being late to the briefing	Decision of the stewards
20	Use of fuel or tyres other than those prescribed	Decision of the stewards
21	Failure to respect the speed limit in the paddock	Decision of the stewards
22	"Unsportsmanlike" behavior during a Competition. Black / White (Warning) flag etc.	Decision of the stewards
23	Verbal or physical abuse of an official	Decision of the stewards

Moreover, the stewards, either themselves or upon the proposal of the race director or clerk of the course, may decide on any point which is not provided for in the Regulations and apply penalties in conformity with the Championship Regulations and of the Supplementary Regulations.

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1.16 Priority for the Rally X Global event

We follow 2026 General & Commercial regulations 1.11.2

The drivers competing in the full Rally X North Championship have priority and have automatically reserved a spot in the Rally X Global event in Portugal over drivers that have only entered single individual races during the year.

1.17 Championship results

Rally X North
The driver with the most collected points after the 10 rounds of the Rally X North Championship will be the champion.

No dropped score. All events count towards the Championship standings.

Championship Prize giving for RallyX North will take place in Portugal Sunday 25th October at the RallyX Global Final.

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1.18 Drivers without points in the Championship
All drivers who have started the event shall be notified in the results from the event. A starter is any driver having passed the scrutineering and crossed the start line in practice under the power of his car´s engine. A Driver without points will be assigned with 0 (zero) points.

1.19 Placing with an equal number of points
If two or more drivers have the same point totals, the highest position in the final event of the Championship will count.

1.20 Protests
Protest shall be made in accordance with the Code. Protests concerning the Semi-Finals may be heard after the Final. The Protest fee according to organizing ASN.

Time penalties and refusing the start for late arrival in the pre-grid area/starting grid are not susceptible to appeal.

1.21 Appeal
The amount of the appeal is set by organizing ASN in the SR

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