

2025 Estonian Rallycross Championship Sporting Regulations

Approved 07.03.2025

In case of a dispute, the Estonian version of regulations shall prevail

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1. ORGANISATION, RESPONSIBILITY OF THE ORGANISER AND CALENDAR

1.1 The 2025 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/> 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://play.google.com/store/apps/details?id=com.sportity.app>
Password: ESTRX2025

1.2 Supplementary Regulations are a supplement to the Championship Regulations.

1.3 MV is organised in accordance with the FIA Sporting Code, 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 and will be published on the website <https://uus.autosport.ee/reeglid/> and 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/> and www.estrx.eu

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 2025

Training day:	April 12	Raassilla, Viljandi
1.	April 26	Raassilla, Viljandi
2.	May 17	Laitse RalliPark, Harjumaa
3.	June 14	Misso, Võrumaa
4.	July 26	Piiraja, Jõgevamaa
5.	August 30	Kehala Ring, Lääne-Virumaa
6.	September 27	Kulbilohu, Elva

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 (Heats), semi-finals and final achieved in one competition. Non-participation in the round is equal to a worse result (0 points). If a competitor is disqualified from the competition due to unsportsmanlike conduct or breach of technical regulations, the result of that round will not be deducted as the worst result.

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 at least 3 (three) 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 technical regulations of the class (2025 Estonian Rallycross Technical Regulations, BMW RX3000 technical regulations 2025, Yaris 1000 technical regulations 2025, Cross Car technical regulations 2025, Crosskart 650 technical regulations 2025 or Crosskart 250 technical regulations). 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 2007 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 BMW RX3000 (rear-wheel drive with max cylinder capacity of 3000 cm³)

2.2.5.1 Driver must be at least 18 years old to compete in the BMW RX3000 class. The Rallycross Committee may also grant special permission to younger drivers, but not younger than 16 years old.

2.2.6 Yaris 1000 (front-wheel drive with series Toyota Yaris engine with max cylinder capacity of 1000 cm³).

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 The driver must be between 12 and 17 years of age.

2.2.7 Cross Car – rear-wheel drive single-seater with engine up to 600 cm³ or 750 cm³ or 850 cm³ or 890 cm³.

2.2.7.1 Driver must be at least 18 years old to compete in the Cross Car class. The Rallycross Committee may also grant special permission to younger drivers, but not younger than 14 years old.

- The technical regulations for Cross Cars will be harmonised with the technical regulations of the FIA Cross Car class in terms of engine, perimeter and aerodynamics by 2027.

2.2.8 Crosskart 650 (rear-wheel drive, single-seater vehicle with max cylinder capacity up to 650 cm³).

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

2.2.9 Crosskart 250 (rear-wheel drive, single-seater vehicle with max cylinder capacity up to 250 cm³).

2.2.9.1 The driver must be between 10 and 15 years of age to compete in the Crosskart 250 class. The Rallycross Committee may give 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 (Heat).

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	1-999
Super1600	1-999
Junior1600	1-999
Yaris 1000	1-999
TouringCar	1-999
Cross Car	1-999
Crosskart 650	600-899
Crosskart 250	100-199

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 30 days before the first competition in which the driver plans to participate. The organizer has the right, in case of multiple competitors requests for the same number, to give

preference to the driver who participated with that number in the previous season(s), or to the competitor who submitted their request first

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.

3.6 The competitor may install cameras in the competition car.

3.6.1 It is recommended that competitors use an on-board camera to interpret situations that may arise during the competition day using the camera recording. The cameras and their mounting method must be shown at the scrutineering. The chief scrutineer will decide whether the planned mounting method and placement is acceptable.

3.6.2 The video material produced by the competitor's cameras may be used by officials in making decisions and imposing penalties, as well as for advertising the competition series. By registering for the competition, competitors grant the right to use said material.

4. CIRCUITS

4.1 All competition tracks used in the 2025 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
- start area
- tire cleaning area (if used)
- pre-start area
- location of the Parc Fermé)
- start / finish and timing line
- location of the 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 and at the competition headquarters, and begins at the same time as registration for the competition. In any case, the actual application form must be signed on the event day at headquarters

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 (no more than 10 km/h), in case of infringement it is punished by the stewards or Clerk of the Course according to Appendix 1 (Table of Penalties, art 13). The speed limit in the service area must also be observed for all other means of transport (scooters, light vehicles, bicycles, etc.). The procedure for use is specified in the supplementary regulations.

6.2 Each participant's service area must be marked with his name tag (driver's name and national flag) with the size of 200 x 300 mm. Infringement will be punished according App 1, art 21.

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. Absence of the extinguisher will be punished with the fine of 50 euros.

6.4 Silent hours at the service area from the 23.00 until 6.00. Offenders will be reported to the Stewards.

6.5 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.

6.6 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 from chief of the service park, contact information will be published in the supplementary regulations.

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

6.7 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. Due to possible health risks or other safety restrictions in force at the time, the organiser may reduce the number of team members.

6.8 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.

6.9 Scrutineering will take place in the location and time specified in the Supplementary Regulations. The time of the scrutineering must be registered in advance. 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.

6.9.1 If the driver anticipates that he/she will not arrive to the scrutineering at the time scheduled for them, the chief scrutineer must be informed.

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

6.10 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, the homologation book (if necessary) and the driver's equipment during the scrutineering.

6.11 Competitors are obliged to carry a timing transponder on their competition vehicle throughout the entire training and competition day.

The timing transponder is guaranteed and reserved only for pre-registered competitors. In case of damage or loss of the transponder, the competitor is obliged to compensate the transponder for 650 euros + VAT. Transponders must be installed on the competition vehicle in a vertical position.

Transponders must be returned to the secretariat at least 60 minutes after the end of the competitor's last run or 30 minutes after the release of the competition cars from the Parc ferme. It

is allowed to use the competitor's own transponder, which must be Mylaps TranX 260 or X2 Car marked, in working order and charged.

6.12 The driver can enter to the circuit with his car only after passing the scrutineering and with a sticker certifying that the scrutineering has been passed. 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.

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 championship round is 280.- euros.

7.2.1 Yaris 1000 class entry fee is 150.- euros.

7.2.2 Crosskart 250 class entry fee is 200.- euros.

Entry fee includes the rental of the timing transponder and VAT.

7.3 The entry fee must be paid to the organiser's account 5 days before the competition: Rallikrossi Arenduse OÜ, account no EE291010220283384229, subject of the payment must be participation at the X competition and driver's name.

7.4 The entry fee for an unregistered driver is 500 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.

7.5 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.

7.5.1 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 kati@rallikross.eu or by the 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.

7.6 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.

7.7 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.

7.8 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.

7.9 According to the decision of the Estonian Autosport Union athletes with Russian and Belarussian citizenship are not allowed to participate in competitions in Estonia.

8. RECOMMENDED TIMETABLE FOR THE RALLYCROSS CHAMPIONSHIP ROUND

8.1 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

17.00 - 22.00 Administrative checks

17.10 - 22.00 Scrutineering

17.30 - 20.00 Free practice

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

Saturday

6.45 - 8.00	Administrative checks
7.00 - 7.30	Scrutineering
7.30 - 7.50	Marshals briefing
7.30 - 8.00	Scrutineering for drivers who need to undergo a repeated inspection
8.00 - 8.45	Warm-up (1 x 2 laps)
8.45 - 9.45	Qualification (1 x 3 laps, by class)
9.50 - 10.15	Competitors and drivers briefing
10.30	I heat
12.00	II heat
13.30 - 14.15	Lunch break
14.15	III heat
16.00	Semi-finals
17.00	Finals
18.00	Prize-giving

8.3. Drivers briefing

Definition: A competitors and drivers briefing will be organised by the Clerk of the Course for the competitors and drivers participating in the competition.

Objective: To remind competitors and drivers of specific points in the supplementary regulations, regarding organisation, safety and track specifics. Provide additional explanations if questions arise. Participation is mandatory for all drivers. They may only be accompanied by their designated team leader. The time and location of the briefing are specified in the supplementary regulations. Drivers confirm that they have been present at the briefing with their signature, which must be given before the start of the briefing. In case of being late or not being present at the briefing, the competitor will be fined with 100 euros, which must be paid before the start of the second heat.

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.

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

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

9.2 Racing on the circuit will take place according to FIA Sporting Code, Appendix L, Chapter V.

9.3 Start lists of the heats and the final will be published on the official notice board (Sportity).

9.4 In each qualification and heats time is recorded with an accuracy of 0.001 seconds.

9.4.1 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. Area is marked with the flags, cones or boards.

9.4.2 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.

9.4.3 Start will be given when the starting lights switch on.

9.5 Free practice.

9.5.1 Each driver is allowed to drive once a minimum of 1 x 2 laps in free practice.

9.5.2 Free practice sessions are held by class. Timetable will be published in the Supplementary Regulations.

9.5.3 At the free practice a Joker lap is allowed to pass on one or both laps.

9.5.4 A driver who does not arrive at the free practice within the time assigned cannot participate in the session, but may participate in the qualification.

9.5.5 A driver who retires the free practice due technical reason cannot participate in the session again, but may participate in the qualification.

9.6 Qualification

9.6.1 Starting order to the qualification will be published on the official notice board. At the first round the starting order will be established by the draw, which will be attended one of the stewards, clerk of the course or competitor's liaison officer. Remaining rounds (2-6) the starting order for the qualification will be determined by the ranking of EMV points obtained in the championship (the driver with the highest number of points first). All new drivers joining the series will be placed in the starting order according to the date and time of their registration (previously registered drivers first).

9.6.2 Drivers allowed to drive once with maximum 3 laps (1 x 3 laps).

9.6.3 Starting will take place by classes.

9.6.3.1 Driver who does not follow the starting order or is late will not be able to start the qualification. These drivers will start last in the 1st heat after those who have retired.

9.6.4 Qualification will be run as the individual time trial.

9.6.5 In the qualification, the result is determined by the fastest lap time during the time trial. A driver who cannot start or who withdraws from the qualification will start the first heat last. If there is more than one person who withdraws from the qualification, their starting order will be determined based on the order drawn in the first round. From the second round onwards, their starting order for the first heat will be determined based on the EMV points ranking.

9.6.6 In the qualification Joker lap may be passed.

9.6.7 Starting order for the heats.

9.6.8 Starting order for the heats will be determined by the results of the qualification and the driver with the fastest lap time will start from the Pole Position.

9.6.9 In the first heat the starting order will be determined by the results of the qualification. The drivers with the fastest lap time in their class may choose their starting position in the first heat (they can choose any race and any starting position of their choice). All other drivers will then be placed after them according to the qualification results.

Example: There are 14 drivers in a class, divided into 3 races, then the fastest driver can choose the starting position either 1st, 2nd or 3rd race. He can also choose his place on the starting row (places 1–5 in the selection, then 1st–4th starting position in the last starting row).

For example, he chooses the 3rd starting position in the 2nd race:

Pole position

Start 1	Ajasõidu 3.	Ajasõidu 5.	Ajasõidu 7.	Ajasõidu 9.	Ajasõidu 11.
Start 2	Ajasõidu 2.	Ajasõidu 4.	Ajasõidu kiireim (1.)	Ajasõidu 6.	Ajasõidu 8.
Start 3	Ajasõidu 12.	Ajasõidu 13.	Ajasõidu 14.	Ajasõidu 15.	

9.6.10 If the fastest driver has not announced his wish within 15 minutes after the qualification results have been published on the official notice board, he will start in the 1st race and from the 1st starting position (Pole Position).

9.6.11 Starting orders will be published on the official notice board no later than 30 minutes after the qualification.

9.7 Joker lap. Competitors must pass the Joker lap once in all heats and finals.

- 9.7.1** In the case of not passing the Joker in the Heat, time penalty will be 30 seconds.
- 9.7.2** In the case of passing Joker several times in the Heat, time penalty will be 30 seconds.
- 9.7.3** Failure to pass the Joker or passing it several times in the finals, driver will be penalised with the last place in that final (before non-starters) and will not receive points for that race.
- 9.7.4** No other driver may be disturbed when entering the Joker and the driver on the main course has an advantage when exiting the Joker.

9.8 Heats

9.8.1 Heats will be run by class.

9.8.1 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 under car own power.

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

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

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

9.8.3 In each race there will be a mass start. In classes Supercar, Super1600, Junior1600, Yaris1000, Touringcar and BMW RX3000 up to five cars starting abreast, in classes Cross Car, Crosskart 250 and Crosskart 650 up to six cars starting abreast. Start will take place with the engine running. The first starting position is determined by the Pole Position.

9.8.4 It is not permitted to choose a position other than that specified in the start list (except for the winner of the qualification and only in the first heat).

Starting orders:

Race 1 / qualification results 1., 3., 5., 7., 9.

Race 2 / qualification results 2., 4., 6., 8., 10.

Race 3 / qualification results 11.–15.

Race 4 / qualification results 16. –20.

9.8.5 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 did not finish or did not start in the previous heat will start at the rear). In the case of equal qualifying points, preference will be given to the competitor who started ahead in 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.

Starting orders:

Race 1 / 1. heat results 1., 3., 5., 7., 9.

Race 2 / 1. heat results 2., 4., 6., 8., 10.

Race 3 / 1. heat results 11.–15.

Race 4 / 1. heat results 16. –20.

9.8.6 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 did not finish or did not start in the previous heat will start in front). In the case of equal qualifying points, preference will be given to the competitor who started ahead in the second qualifying heat. If no driver achieved a result in the second qualifying heat, the starting order will be based on the results of 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.

9.8.7 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.

9.8.8 Exception: Start procedure in class Crosskart 250.

9.8.8.1 A competitor whose engine stalls on the starting area before the start procedure has begun (the start marshal has not started informing the competitors about the start procedure – thumbs up signal) shall inform the start marshal of the engine stall with a raised hand and the mechanic of that competitor may come to start the engine with the starter crank. All other tools and activities other than starting the car are prohibited. If the car cannot be started within two minutes of requesting assistance, the start procedure shall continue according to the procedure set out in point three.

9.8.8.2 A competitor whose engine stalls on the starting area after the starting procedure has begun (the start marshal has started to inform the competitors of the start procedure - thumbs up signal), but before the READY TO RACE sign is shown, shall inform the start marshal with a raised hand that the engine stalled and only with the permission of the start marshal may the mechanic of that competitor start the engine with the starter crank within two (2) minutes. All other tools and activities other than starting the car are prohibited. If the competitor's engine cannot be started within two minutes, the car will remain at its starting position and the start marshal will inform the other competitors. The stopping of the starting procedure set out in this point is permitted only once in each race (preliminary or final race). In the event of the same or the next competitor's engine stalling, the starting procedure shall continue according to the procedure set out in point three.

9.8.8.3 A competitor who either fails to start the engine after it has stopped or stops the engine when the starting lights have already come on may only be restarted with the permission of the start marshal after his fellow competitors have left the starting area. The car may be moved backwards to restart and pushed only until the starting straight joins the race track. If a competitor fails to start before the first competitor has completed the first lap, he will be considered to have retired from that race and must leave the starting area.

9.9 False start.

9.9.1 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.

9.9.2 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 DQ. 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 DQ.

9.9.3 False start in the final. In the event of a false start in the final, the false starter must pass twice 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. If a driver fails to pass the joker lap assigned to him as a penalty twice, his result will be according to Appendix 1. Table of Penalties art 19.1.

A driver who makes two false starts in the same race will be removed from that race and will receive an DQ. 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 DQ.

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

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

9.10 Points in the heats are awarded as follows:

9.10.1 Driver with the fastest time in the class will receive 50 points, second place will receive 45 points, third place will receive 42 points, fourth place will receive 40 points, fifth place will receive 39 points, sixth place will receive 38 points, seventh place will receive 37 points, etc. Competitors with

equal times will receive equal points (e.g. in the case of two fastest times, both drivers will receive 50 points).

9.10.2 A driver who has retired a heat will receive -1 (minus one) point from the result of the slowest driver of the specific heat (DNF for the retirement).

9.10.3 A driver who has not started a heat (DNS for non-starter) will receive -5 (minus five) points from the result of the slowest driver of the specific heat.

9.10.4 A driver disqualified from the heat will not receive points (the drivers removed from the race will be marked DQ). When the penalty takes effect, the points of the following drivers will be adjusted accordingly.

9.10.5 If the heat is restarted, a driver who started in the first start but was unable to start in the re-start will be marked as DNF (not DNS) and will receive points accordingly.

9.11 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 case of a continued tie, the results of the second heat will be considered, and so on. In order for a driver to be ranked, he must have received a result in at least one heat.

9.11.1 After the third heat, the heat results will be converted into championship points.

The top 20 finishers from the three heats will receive championship points as follows:

1. place – 20 points

2. place – 19 points

3. place – 18 points

4. place – 17 points

5. place – 16 points

Etc

20. place – 1 point

9.12 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.

9.12.1 Semi-finals

9.12.2 The top 12 drivers from each class will qualify for the semi-finals based on their championship points (from highest to lowest).

9.12.3 If 20 or more drivers participated in the third heat, the top 18 drivers will qualify for the semi-finals based on their championship points (from highest to lowest) (a maximum of three semi-finals will be held). The remaining drivers will be ranked based on the points they earned in the heats and will not be allowed to compete further.

If fewer than 18 cars participated in the third heat, two semi-finals will be held.

9.12.4 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 semifinals are held, the 6 competitors with the highest points from the heats will advance directly to the final, based on their total points.

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

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

9.12.4.3 If there three semi-finals, drivers ranked 1st, 4th, 7th, 10th, 13th, 16th will start in the first semi-final, drivers ranked 2nd, 5th, 8th, 11th, 14th, 17th will start in the second semi-final, and drivers ranked 3rd, 6th, 9th, 12th, 15th, 18th will start in the third semi-final.

9.13 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 next ranked driver. This means that 12 or 18 (according to art 9.12.39 drivers with the highest score will advance to the semi-finals, in addition, the 13th and 14th or 19th and 20th ranked drivers

must be ready in the pre-start area. If they cannot start, they 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 In semi-finals championship points will be awarded as follows:

1. place – 6 points
2. place – 5 points
3. place – 4 points
4. place – 3 points
5. place – 2 points
6. place – 1 point

9.15 Finals

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.

9.15.1 If there are two semi-finals, the three best placed drivers from each semi-final will advance to the final. The final will start from three rows: the first row will be the winners of both finals, the second row will be the second placed drivers from both semi-finals, and the third row will be the third placed drivers from both semi-finals. The position of the drivers on their starting row will be determined by the number of championship points collected on the day of the final race before the final race (the winner of the semi-final who has more points than the winner of the second semi-final will start from Pole Position. The starting positions in the second and third starting rows will be determined in the same way). The layout of the starting positions will be specified in the Supplementary Regulations.

9.15.2 If there are three semi-finals, the two best placed drivers in each semi-final will advance to the final. The starting positions for the final will be determined based on the positions won in the semi-finals and the championship points collected during the day. The winners of the semi-finals will start from positions 1...3 and the second placed competitors in the semi-finals will start from positions 4...6. The winners of the semi-finals will start from the first three starting positions based on their ranking of championship points collected during the day, and the second placed drivers in the semi-finals will start from starting positions 4 to 6 based on their ranking of championship points collected during the day. The layout of the starting positions will be specified in the Supplementary Regulations.

9.15.2 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 based on the sum of the championship points achieved in the heats and the semi-final, who has not qualified directly from the intermediate final to the 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.

9.15.2.1 At least two spare drivers must be close to the starting grid until the start of the semi-finals. After the start they can leave prestart area. Drivers marked as a DNS mark will not receive points in the final.

9.15.2.2 Drivers who did not qualify for the finals will be awarded points for the final result of the competition according to their series points. Series points are obtained by converting the points from the three preliminary rounds into series points according to art 9.11.1 of the Sporting Regulations.

9.15.2.3 In finals championship points will be awarded as follows:

1. place – 10 points

2. place – 5 points
3. place – 4 points
4. place – 3 points
5. place – 2 points
6. place – 1 point

9.16 Suspension of the race.

9.16.1 If a race is 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. Competitors whose car is unable to leave the track under its own power and must be towed or removed may be allowed a restart only with the permission of the Stewards or the Clerk of the Course. The Stewards or the Clerk of the Course will decide which vehicles are permitted to restart, if a restart occurs. The decision regarding which vehicles are allowed to 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.

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 line as soon as the leading race car has 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 POINTS

10.1 In each championship round, the three best placed drivers in the final race of the classes will be awarded with trophies.

10.2 The ranking of the Championship round will be determined by adding up the points achieved during the day.

10.2.1 Classification and points for the championship round will be determined by adding the championship points achieved in the finals (semi-final and final) to the ranking of the series points. Other classification will be determined by championship points achieved in the heats.

10.3 A competitor who has been excluded from a semi-final or final will not receive points from that semi-final or final.

10.4 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.

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

10.5.1 Points lost due to reprimands imposed by the Stewards, if the competitor has them, will be deducted from the season's series points, according to art 27 of the Table of Penalties.

10.5.2 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.

10.6 In the event of a violation of the technical regulations, the Stewards may cancel the driver's result in that round. The Rallycross Committee may revoke the driver's results for the current season if the violation is also proven in previous rounds.

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 provisional 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 (or Clerk of the Course). 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).

12.2 Cars participating in the final that, for whatever reason, are unable to move into the parc fermé under their own power after the finishing flag has been crossed, will be located outside the parc fermé under the supervision of scrutineers or an official designated by them. The parc fermé rules apply.

12.3 Post-event scrutineering involving the dismantling of a car may be carried out either at the discretion of the Stewards or following a protest or upon the recommendation of the Chief Scrutineer to the Stewards.

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 9.16.2;
- has violated current regulations or Sporting Code;
- has made a false start;
- has failed to respect the flag signals;
- has violated art 9.2 of current regulations;
- has caused a collision;
- has forced another driver off the track;
- has obstructed a 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 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/she/ 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 after the publication of the provisional results he/she 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 (Sportity). 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. The protest must be submitted in writing to the secretariat accompanied with the deposit of 600 € in cash or by the transfer to ASN (in the case of competitions taking place in Estonia to the EASU).

EASU account:

EESTI AUTOSPORDI LIIT

Reg. nr: 80076023

KMKR nr: EE100247158

Address: Vana-Tartu maantee 79A, 75312, Peetri

IBAN: EE202200221002111381

Bank: Swedbank

SWIFT: HABAE2X

13.4.1 It is the protester's responsibility to prove that the deposit has been received on time (according to the time of the protest).

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 competitors cannot lodge a joint protest.

13.7 Decisions made by consensus with the all competitors (signed by all the competitors participating in particular class) during the competition are not subject to protest.

13.8 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), which must be transferred to EASU account.

14. PRIZE-GIVING

14.1 The best three finishers in the final must be present at the award ceremony of the round, 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 fined by the Rallycross Committee in amount of 200 euros and he/she will lose the right to trophies.

14.2 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 2025 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. The following table lists the most common infringements and penalties. The list provided is not exhaustive.

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	Start refused

applicable)	
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	For a first offense, a warning will be issued; for a second offense, a fine of up to 200 euros may be imposed; for subsequent offenses, disqualification from the competition may follow.
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 (DQ)
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	1 st infringement – reprimand (warning); 2 nd infringement – time penalty 5 seconds 3 rd infringement – black flag and exclusion (DQ) The Clerk of the Course or Stewards may also impose other penalties depending on the infringement, according to any advantage gained.
10.1 Moving course markers or cutting the course in a way that results in a competitive advantage	Decision of the Stewards or the Clerk of the Course
11. False start	Defined in Art 9.9
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 13.1 A manoeuvre that obstructs other drivers, such as intentionally pushing a car off the track or any other unusual change of direction.	Decision of the Stewards or the Clerk of the Course If the driver who was ejected in the incident is able to continue the race, the offender will be penalised with a time penalty so that his result is worse than the ejected driver's result in that race. If the ejected rider involved in the incident is unable to continue the race after the collision, the offender may also be disqualified from the round (DQ).
14. Any deliberate or reckless contact after the finish	Decision of the Stewards or the Clerk of the Course

15. Failure to respect flag signals	Decision of the Stewards or the Clerk of the Course
16.1 Failure to respect yellow flag signal	Reprimand with 20 second time penalty up to disqualification (DQ)
16.2 Failure to respect blue flag signal	Reprimand with 20 second time penalty up to disqualification (DQ)
16.3 Failure to respect black flag with orange disc signal	Disqualification (DQ)
16.4 Failure to respect black flag signal	Disqualification (DQ)
17. Infringement of the Parc Fermé rules	Decision of the Stewards up to disqualification (DQ)
18. Infringement of the art 13.1	Decision of the Stewards
19. Not-taking Joker Lap in the heat	30 seconds time penalty
19.1. Not-taking Joker Lap in the final	Will be classified last in that race
19.2. Taking Joker Lap several times in the heat	30 seconds time penalty
19.3. Taking Joker Lap several times in the final	Will be classified last in that race <i>The penalty does not apply if the penalty for a false start, the obligation to complete a joker lap twice, is imposed.</i>
20. Absence from award ceremony or participation without competition overalls	Fine of 200 euros and the driver loses the right to prizes.
21. Missing name tag in drivers service area	Fine of 50 euros
22. Failure to return a timing transponder at the scheduled time	Fine of 50 euros
23. Damage or loss of the timing transponder	Fine 650 euros +VAT
24. Repetitive infringements of same rules in the same competition	Disqualification (DQ)
25. Failure to respect ban on smoking and alcohol consumption in the area of competition	Fine of 200 €
26. Any behaviour that does not comply with the rules during the competition and in the competition area. Applies to drivers, competitors and team members.	Decision of the Stewards
27. "Unsportsmanlike" behaviour during a Competition	After two reprimands during one season: withdrawal of 5 championship points from the Driver After four reprimands during one season: withdrawal of 10 Championship points from

	<p>the Driver</p> <p>After six reprimands during one season: withdrawal of 15 Championship points from the Driver</p> <p>After eight reprimands during one season: disqualification of the driver from the championship</p>
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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 (applies only at the international competitions). 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.

2.2 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 another driver is catching up at a very high speed.