

NORTH EUROPEAN ZONE BALTIC RALLYCROSS CHAMPIONSHIP SPORTING REGULATIONS 2021

CORRECTED

~~Text~~ = old text

Text = new text

CHANGES COMPARED TO 2020

- Art. 1.7. [Dates of competition]
 - Art. 2.1.4.
 - Art. 6.4.4.
 - Art. 6.21.1.; 6.21.2.; 6.21.3. [False starts]
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1. GENERAL CONDITIONS

- 1.1. The North European Zone (NEZ) BALTIC RALLYCROSS CHAMPIONSHIP (BRX) is open rallycross championship event with tree competition coordinated by the Estonian, Latvian and Lithuanian Autosport Federation (BALTIC ASN) commissions under which responsible are supervising national competition for rallycross (Off-Road commissions) and approved by the NEZ Rallycross Commission, and where all drivers, competitors, organizers and officials, on behalf of themselves, their employees and agents, undertake to obey the Nacional Sporting Code of the country in which the competition takes place, these BRX sporting regulations and the related documentation:
 - BRX supplementary regulations and their amendments (bulletins), if any;
 - BRX technical regulations 2021.
- 1.2. In case of disputes about things not covered by the Code, the BRX sporting regulations and their related documentation, they will be solved in accordance with the FIA documentation (Article 3.16. of the FIA International Code (ISC)) of the particular racing discipline.
- 1.3. The final text of the BRX sporting regulations and the related documentation shall be the English version, which will be used should any dispute arise as to their interpretation.
- 1.4. These BRX sporting regulations come into force on 1 January of each year, and replace all previous BRX sporting regulations, if any. BRX sporting regulations and the related documentation will be published on the BALTIC ASN websites as well as on the each competition on official notice board.
- 1.5. Further information for the drivers, competitors and officials:
 - 1.5.1. Will be given through BRX supplementary regulations and their amendments (bulletins), if any, and accordingly prepared by the organizer (approved by the head of respective BALTIC ASN Off-Road Commission), which come into a force from the moment they are published on the respective ASN website,

or which are approved by the steward(s) during the competition, coming into a force from the moment they are published on the official notice board. Amendments (bulletins) must be sequentially numbered and dated;

1.5.2. On the Official notice board should be published:

- (a) Competition organizing permission;
- (b) Permission to organize a public competition (provided by the local government) if any needed;
- (c) Safety plan, with the following notes:
 - Circuit zones with notes on the location of the service area, pre-start and start zone, the circuit and the finish line;
 - Strategic infrastructure objects – the Race control, secretariat, time control, marshal posts, medical centre and/or place for medical, rescue, fireman, fast intervention cars etc.;
 - Spectator grandstands, if there are any, and spectator areas (with notes on the areas which are open and closed to spectators);
 - Media zones (with notes on the areas which are open and closed to the media);
 - Circuit direction, entry and exit roads for race cars, moving directions for organizers, officials, spectators, track evacuation, medicine and other transport, with notes on the evacuation directions, especially for medical vehicles;
 - Safety equipment locations;
 - Other information required for overall safety and provision of orderly racing environment,
- (d) Regulations, supplementary regulations and their amendments (bulletins), if there are any;
- (e) Decisions made by the stewards and clerk of the course;
- (f) Starting grid layout with a note on the Pole Position side;
- (g) Start lists and results,

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

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

1.6. **BRX is used to determine four titles of BRX, contested by drivers entering cars in the categories listed in article 2.1. of the BRX sporting regulation.**

1.7. **BRX competition will takes place in three rounds:**

Round 1	July 10-11	Bikernieki, Riga, Latvia
Round 2	July 25	Postsamaa Kehala, Estonia
Round 3	August 15	Vilkyciai, Lithuania

1.8. Each competition of BRX is judged by officials chosen by the competition organizer and approved by head of respective BALTIC ASN Off-Road Commission.

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

1.10. **Officials:**

- (A) The panel of stewards: Two of the stewards will be nominated by the NEZ Rallycross Commission (nationality different from that of the organizing country) and one by the ASN of the organizing country.
- (B) Officials – nominated by the organizer and in joint consultation with the organizers ASN:
 - one clerk of the course,
 - one assistant clerk of the course,
 - judges of fact (for the start line, false starts and finish),
 - one chief scrutineer,
 - one safety officer,
 - one chief timekeeper,
 - one press officer,
 - one Competitors’ liaison officer,
 - one secretary of the Competition and of the stewards.

1.11. Roles and duties of the main officials of the Competition

1.11.1 Stewards: see Articles 11.3, 11.8 and 11.9 of the ISC.

1.11.2 Clerk of the course: see Article 11.11 of the ISC.

1.11.3 Chief scrutineer: He is responsible for scrutineering and has full authority over other scrutineers.

1.11.4 Competitors' liaison officer:

- a) He is in charge of:
 - informing the Competitors and playing a mediating role at all times,
 - giving accurate answers to all questions asked,
 - providing all information or additional clarifications in connection with the regulations and the running of the Competition,
 - avoiding forwarding questions to the stewards which could be solved satisfactorily by a clear explanation, with the exception of protests (e.g. clarify disputes over times, with the assistance of the timekeepers).
- b) The Competitors' liaison officer shall refrain from saying anything or taking any action which might give rise to protests.
- c) In addition, he must present a schedule of his duties, which shall be posted on the official notice board and which shall include:
 - Presence at scrutineering,
 - Presence at the Secretariat of the Competition,
 - Presence at the stewards' meetings,
 - Presence in the starting area.
- d) The Competitors' liaison officer must be able to be easily identified by the participants. To this end it is advisable that:
 - he wears a very conspicuous badge or a tabard.
 - his name, photo, mobile phone number and schedule are posted on the official notice board.
- e) This post must be entrusted to an English-speaking official in possession of a steward's or clerk of the course's licence issued by his ASN, as it implies certain knowledge of the Regulations.

1.12. For questions outside the scope on these regulations, the decision is made by:

1.12.1. Steward(s), if a decision should be made during competition;

1.12.2. Respective BALTIC ASN Off-Road Commission, if a decision should be made other completion.

1.13. BRX programme (recommended):

Saturday XX/XX/2021 or Sunday XX/XX/2021

(time)	Administrative checking
(time)	Scrutineering
(time)	Driver's briefing (mandatory)
(time)	Practice
(time)	First qualifying heat
(time)	Second qualifying heat
(time)	Drivers autograph session in paddock
(time)	Third qualifying heat
(time)	Fourth qualifying heat (if listed in the supplementary regulations)
(time)	Semi-finals and the final
(time)	Awards ceremony

1.14. BRX capitation programme times are to be shown in the supplementary regulations.

1.15. On the day of the competition, the Clerk of the course and with approval from Steward(s), based on the number of drivers and the weather, can change the competition programme, by announcing the changes on the official notice board and in the driver's briefing.

2. RACE CARS

2.1. BRX classes:

2.1.1. **NEZ Super 1600** – production cars with engine capacity up to 1600 cm³ and front-wheel drive (FWD);

2.1.2. **NEZ Touring car** – production cars with engine capacity up to 2000 cm³ rear-wheel (RWD) drive;

2.1.3. **NEZ Super 2000** – production cars with engine capacity up to 2000 cm³, front-wheel (FWD) drive;

~~2.1.4. NEZ OPEN – over 2000ccm without limits for cylinders capacity; 2WD, the driver min 18 years old.~~

- 2.1.5. NEZ 4WD – production cars with engine capacity up to 3500 cm³, four wheel drive (4WD) drive.
- 2.2. Race cars must be prepared in accordance with the BRX technical regulations 2021.
- 2.3. In each class, the start numbers are assigned from 1 to 99. Numbers themselves are prepared by the organizer.
- 2.4. BRX competition organizer has the right to place advertising on the race cars during a competition. Drivers have a right to refuse this advertising, by paying 100 EUR to the organizer.

3. ENTRIES

- 3.1. BRX is open to drivers/competitors with national license issued by FIA North European Zone members ASN or International licences appropriate for Off-road competitions. EU Professional Competitors or Drivers shall be entitled to take part and score points in Zone Competitions taking place in European Union or comparable countries on the same basis as national licence-holders of those countries.
- 3.2. A driver can be registered for a BRX competition by a driver themselves or competitor, doing that on www.balticrx.com.
- 3.3. Entry dates will be published in the supplementary regulations. Entry fee for one driver in a BRX competition cannot exceed 200 EUR. After the closing of entries, the entry fee is increased by 50 EUR.
- 3.4. Organizer will return the full entry fee if the competition is cancelled due to the fault of the organizer.
- 3.5. Organizer will return 50% of the entry fee if the competition is cancelled due to force-majeure. When registering for the competition, a driver/competitor and all team members agree to obey the documentation listed in article 1.1 and any other regulations and decisions made by the organizer, clerk or the course or the stewards before or during the competition. Driver/competitor is responsible for all people mentioned on the entry obeying the requirements in the mentioned documentation.
- 3.6. If, after registering their entry to the competition, the driver/competitor has a reason that will prevent them from competing in the BRX event, the driver/competitor must cancel their entry, informing the organizer accordingly (recommendation – electronically, by sending an e-mail to the organizer's e-mail address listed in the supplementary regulations), as well as mentioning the reason for not being able to take part in the competition. The entry can be cancelled up to the end of the driver's registration and administrative checks, as listed in the BRX supplementary regulations. If the entry is not cancelled in time, the driver/competitor must pay a 50 EUR fine, doing so within a 48 hour period starting the day after the competition, to the organizer's bank account which is listed in the BRX supplementary regulations. If this is not done, the driver/competitor is forbidden from competing in competitions with are coordinated by the respective BALTIC ASN Off-Road Commission and the respective BALTIC ASN Off-Road Commission has a right to determine additional penalties.

4. ADMINISTRATIVE CHECKS

- 4.1. Driver registration and document checks take place in the secretariat, in accordance with the programme listed in the supplementary regulations.
- 4.2. During the administrative checks, the competitor needs to show the licences, announce the driver and his/her licence, as well as the team, if any, and letter with approval from their ASN that they compete in BRX competition.
- 4.3. If the driver is also the competitor, the competitor licence is not necessary.

5. SCRUTINEERING

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

6. GENERAL PROVISIONS

- 6.1. Each BRX competition must have practice, three or four qualifying heats (will be noticed in supplementary regulation) and two Semi-Finals (only when there are a minimum of 8 classified drivers after the three or four qualifying heats) and a Final. Semi-finals will be run if there is 8 or more drivers qualified for finals. **If the drivers have qualified but want to withdraw from further competitions, have handed over the transponder and filled the form, which is handed over to the driver's liaison officer, and the total number in this situation is less than 8, then the semi-finals do not take place if there are at least 30 minutes left.**
- 6.2. Only drivers who participated in at least two heats and who complete at least one heat (reaching the same number of laps as the winner of this heat) can qualify for the (Semi-)Finals. "Participate" means that a Driver must cross his starting line under the power of his car engine.
- 6.3. If two or more cars retire on the same lap of the heat, they are classified in the order they last crossed the finish line, or in accordance to their position on the starting grid, if they retire on the first lap.
- 6.4. BRX points in the individual classification are awarded:
- 6.4.1. After the qualifying heats to the top 16 drivers in the intermediate classification, according to the following scale:
- 1st place – 16 points;
 - 2nd place – 15 points;
 - 3rd place – 14 points;
 - 4th place – 13 points;
 - and so on up to 16th place – 1 point.
- 6.4.2. After the semi-finals the drivers are classified based on their position after crossing the finish line and awarded according to the following scale:
- 1st place – 6 points;
 - 2nd place – 5 points;
 - 3rd place – 4 points;
 - 4th place – 3 points;
 - 5th place – 2 points;
 - 6th place – 1 point.
- 6.4.3. After the final the drivers are classified based on their position after crossing the finish line and awarded according to the following scale:
- 1st place – 8 points;
 - 2nd place – 5 points;
 - 3rd place – 4 points;
 - 4th place – 3 points;
 - 5th place – 2 points;
 - 6th place – 1 point.
- 6.4.4. If a driver is ~~disqualified~~ excluded from the semi-final or final, driver does not receive any BRX points from ~~that semi-final~~ or final.
- 6.5. The Joker lap is made so that the Joker lap distance is longer than the main lap distance and so that the theoretical lap time in a Joker lap is at least 3 seconds slower than the theoretical lap time on the main lap.
- 6.6. Each driver must do the Joker lap once in each qualifying heat, semi-final and final. Exceptions to this are in the semi-final and final, if a driver has received a penalty and has to do the Joker lap twice.
- 6.7. If a driver has finished without doing the Joker lap:
- 6.7.1. In a qualifying heat, they receive a 30 second time penalty, which is added to their total time.
- 6.7.2. In a semi-final the driver is classified as last and does not receive any BRX points.
- 6.7.3. In a final the driver is classified as last and does not receive any BRX points.
- 6.8. The penalty for Drivers who take it more than once will be decided by the stewards. One judge of fact will be appointed to note how many times the cars pass through.

[Time control]

- 6.9. Time control is done with a transponder based Mylaps timing system. The transponders that can be used are MylapsX260, Mylaps auto and MylapsX2 auto.

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

[Start zone]

- 6.14. When arriving in the start zone, and during the whole heat, each driver must be in safety equipment that is listed in the BRX technical regulations 2021, as well as correctly strapped in with the safety belts. In case of non-compliance with these provisions with Stewards decision can be a penalty till disqualifying from the qualifying heat, semi-final and final).
- 6.15. A starter is any driver who has gone through the administrative checks, passed scrutineering and crossed the start line in practice under the power of his car engine (article 9.2. of the ISC).
- 6.16. At any moment, the only people are allowed be present in the start zone are the drivers of the particular heat and the officials. Only with permission of Clerk of the course or start-line judge other persons can be present in the start zone. Unsanctioned modification of the start zone to suit the interests of a driver is forbidden.
- 6.17. For qualifying, semi-finals and the final the drivers are entering the starting zone beginning with the driver who has the first start position, followed by the second position and so on.
- 6.17.1. For qualifying, semi-finals and finals, it is forbidden to change the side of the first start position (“Pole position”) and it will be noticed in the supplementary regulations and on official notice board on the day of the competition.

[Start procedure]

- 6.18. The start procedure begins with showing a “READY TO RACE” board. After this, within 5 seconds the start will be given when the green light is switched on.
- 6.19. There can be an electronic system for each start line and there must always be a margin of 12cm +/- 2cm between the electronic system or the start line and the car.
- 6.20. The use of a camera recording the starts is obligatory. It must be pointed towards the starting grid and record all the cars and the starting lights at the same time.

[False starts]

- 6.21. Judges of fact of the grid will be appointed to determine false starts. Additionally, beams or sticks can be used for each row or for each car to detect false starts.
- 6.21.1. A false start will be declared if a car crosses its starting line before the green light is switched on. Any movement of the car inside its starting zone is not considered as a false start unless the car crosses its starting line before the green light is switched on. ~~In the Competition of a false start, the race is stopped and a new procedure must be started.~~
- 6.21.2. ~~When a false start occurs in a heat, the Driver(s) concerned will be warned by means of a warning flag meaning that a 5 second penalty will be added to the time set in the heat concerned. During the same heat, if the same Driver makes a second false start he will not be allowed to restart and will be credited with 95 points for that heat.~~ When a false start occurs in a qualifying heat the race will not be stopped and all of the drivers, who have made the false start will be penalized with 30 seconds which will be added to the total time of the qualifying heat.
- 6.21.3. When a false start occurs in a (Semi-)Final, ~~the Driver responsible for the false start will lose 5 points in the BRX classification. During the same (Semi-)Final, if the same Driver makes a second false start, he will not be allowed to restart.~~ all Drivers will return to their original starting position and the starting procedure will begin again. The Driver(s) who caused the false start must pass through the Joker Lap section twice in the race concerned. A Driver who makes two false starts in the same race will be disqualified from that race. He will be classified last in the Semi-Final or Final during which the false start occurred, in front of the non-starters. Moreover, he will keep the 5-point penalty in the BRX classification. The stewards may use any video or electronic means to assist them in reaching a decision. The stewards may overrule judges of fact.

[Stopping the race]

- 6.22. In a heat: a re-run over the total number of laps must take place.

- 6.23. In a (Semi-)Final: a re-run over the total number of laps must take place only if the leading car has completed less than 4 laps in a Semi-Final or less than 5 laps in a Final.
- 6.24. Should the end-of-race signal be inadvertently delayed, the final classification will be established according to the positions considered at the moment provided for in the Supplementary Regulations.
- 6.25. Should it be necessary to stop the race in an emergency for safety reasons or because of a false start, this should be done by displaying the red flag at the start/finish line and at all marshals' posts. This indicates that Drivers must immediately cease racing and proceed slowly as directed by the marshals. The clerk of the course shall decide which cars are allowed to take the restart, except in the conditions set out in Article 11.3.4 below.

[Re-runs will be permitted only]

- 6.26. Re-runs will be permitted only:
- a) when a red flag has been shown during a heat;
 - b) when the end-of-race signal is displayed inadvertently or otherwise before the leading car completes the scheduled number of laps.
- 6.27. In both cases, only the participants in the first start are entitled to participate in the re-run and must occupy the same place as for the previous start. In this case, any possible warnings or penalties will, however, apply for the re-run.
- 6.28. All other incidents will be treated as force majeure. If a Driver in a heat deliberately causes a re-run by crowding or obstruction, the Driver concerned may be disqualified, at the stewards' discretion.
- 6.29. If a (Semi-)Final is stopped by a red flag and subsequently restarted, any Driver who started in the original Final, but who is not able to start in the re-run, will be classified in front of any Drivers who did not start at all.
- 6.30. If a (Semi-)Final is stopped by a red flag and cannot be re-run, the result will be taken at the end of the penultimate lap preceding the lap during which the signal to suspend the race was given.
- 6.31. The Driver responsible for the red flag may be classified at the discretion of the stewards.
- 6.32. During a start, if a Driver deliberately causes a re-run by crowding or obstruction, the Driver concerned may be disqualified, at the stewards' discretion.

[Flags signals]

- 6.33. Flag signals must be in conformity with Appendix H to the ISC, with the following exceptions: the yellow flag is shown at one post only, immediately before the accident / obstacle. One yellow flag must be waved during 2 laps for the same incident. Two yellow flags are waived if the incident is on the racing line. Once the flag has been shown, Drivers may not overtake until they have completely passed the incident for which it is shown, there being no green flag in this situation.
- 6.34. The black and white flag will be shown together with the starting number. Showing of the black and white flag means that the Driver whose number is shown will be under investigation.
- 6.35. The black flag will be shown together during 2 laps with a panel, 80 x 60cm, with the starting number. If a black flag is shown in a heat, the Driver has to go immediately to the paddock.
- 6.36. The reason for the decision to use the black and white and/or the black flag must be confirmed to the Driver and his Competitor in writing by the clerk of the course.

[Retiring from the competition]

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

[Parc ferme]

- 6.38. Only those cars having taken part in the Finals (not in the Semi-Finals) must be brought by the Drivers to the Parc Fermé immediately after the finish, except for cars not having completed the race for reasons other than problems with the engine. The cars shall remain in Parc Fermé for at least 30 minutes after the publication of the provisional results and until released by decision of the steward. In this area, it is forbidden to make any repair to the car or to carry out refuelling.
- 6.39. Those Drivers who have been shown a black flag must return to the paddock and not the Parc Fermé

[Medicine, doping and alcohol testing]

- 6.40. A competitor cannot refuse seeing medical personnel if it was ordered by the clerk of the course.
- 6.41. During the BRX, drivers can be required to undergo doping and alcohol testing.

- 6.42. The doping control procedure and list of forbidden substances is outlined in by the World Anti-Doping Agency and FIA International Sporting Code appendix A.
- 6.43. Alcohol control can be done by a person appointed by the clerk of the course, using a verified alcometer. The permitted alcohol norms are 0.03 promiles. If this limit is breached, the driver is excluded from the competition. After the competition, the ASN can make a decision of additional penalties in accordance with the Code.

[Communication with officials]

- 6.44. During the competition, only the driver/competitor can go to the officials to review situations.

[Drivers briefing]

- 6.45. Taking part in the briefing is mandatory for all drivers. The briefing is lead by the clerk of the course and is also attended by the organizer or his representative and the officials;
- 6.46. Drivers in the drivers briefing:
- Are informed about the number of drivers in a particular class;
 - Are informed about the running of a competition and any changes, if they are planned;
 - Are informed about the start procedure;
 - Are informed about specifics of the track and any caution zones;
 - Are informed about overall safety, discipline and behaviour in the service park, pre-start area and on track;
 - Are informed about any other questions from the organizer, drivers or officials.

7. RUNNING OF A COMPETITION

- 7.1.1. Cars from different categories will run separately.
- 7.1.2. Practice:
- A Driver who has failed to complete at least one lap in practice may be allowed to take part in the Competition at the discretion of the stewards.
 - The Joker Lap can be used in practice (no limited laps).
 - Driver must show the start-line judge a card with a scrutineering mark, to make sure that the particular car has passed scrutineering.
 - Drivers start one by one with an interval set by the start-line judge.
 - No more than 8 cars can be on track at the same time. Each driver can do no more than three (3) laps in a single run or do multiple runs if it is allowed in the supplementary regulations or by a the Stewards decision on the day of the competition, published on the official notice board.
- 7.1.3. All Drivers in the subsequent race must be present in the pre-grid area whilst the current grid is being assembled, in order to allow the organiser to bring forward such Drivers as necessary to complete the formation of the current race.
- 7.1.4. No extra cooling devices other than the ones which are mounted legally in the competition cars are allowed to be used outside of the Competitor's designated paddock space.
- 7.1.5. Tyre cleaning by spinning the wheels is only allowed in the pre-grid area, under supervision of the start marshals. It cannot be performed when a marshal or grid girl is standing in front of the car.
- 7.1.6. If a Driver is not able to drive in his race he has to inform the Competitors' liaison officer before the start of the first race of his category. The lack of information can be punished by Steward.
- 7.1.7. When a false start occurs in a Qualifying race, a Semi-Final or a Final, all Drivers will return to their original starting position and the starting procedure will begin again. The Driver(s) who caused the false start must pass through the Joker Lap section twice in the race concerned. A Driver who makes two false starts in the same race will be disqualified from that race.
- 7.1.8. Delaying of the start after the request of the driver or competitor for repairing a car is not permitted. An exception to this rule is in case of a discrepancy with driver equipment or other safety violation that can be quickly fixed – in this case, with the permission of the Clerk of the course the start can be delayed but the driver that has caused this delay will be given a warning. In case of a repeat of this situation within a single competition the driver will not be allowed to take part in the particular heat.
- 7.2. Qualifying heats:**

- 7.2.1. There are three or four qualifying heats in each class. The number of qualifying heats will be noticed in the supplementary regulations or by a Steward's decision on the day of the competition, published on the official notice board.
- 7.2.2. There will be maximum 5 cars starting abreast in each race over 4 laps.
- 7.2.3. All qualifying heats are timed. Driver who sets the fastest time gets 50 points, second place gets 45 points, third gets 42 points, fourth gets 40 points, fifth gets 39 points, sixth gets 38 points, etc.
- 7.2.4. Drivers who do not finish (DNF) get one less point than the last finisher would receive, if all drivers qualified for the heat had started.
- 7.2.5. Drivers who do not start (DNS) or are excluded from the heat (EXC) receive 0 points.
- 7.2.6. If the heat is repeated, but a driver who started the first time is unable to take the start for the rerun, receives a DNF and the according points.
- 7.2.7. If a driver does not come to the start of a qualifying heat, it is not permitted to change the start order and placement. The starting area that was to be occupied by the driver who did not arrive to the start must remain empty.
- 7.2.8. Start lists for the qualifying heats are made in accordance with the following rules:
- 7.2.8.1. For the first qualifying heat, the start positions are based on the official start position draw, putting the drivers into groups. There are no more than 5 and no less than 3 drivers in a group. The official draw takes place in the secretariat and is managed by the secretary.
- 7.2.8.2. For the second qualifying heat, the start groups are created beginning with the fastest drivers. ~~5 fastest drivers are in the first group~~. There can't be less than 3 drivers in the slowest and last group.
- 7.2.8.3. For the third qualifying heat, the start groups are created beginning with the slowest drivers. ~~5 fastest drivers are in the last group~~. There can't be less than 3 drivers in the slowest and first group.
- 7.2.8.4. For the fourth qualifying heat, the start groups are created beginning with the fastest drivers. ~~5 fastest drivers are in the first group~~. There can't be less than 3 drivers in the slowest and last group.
- 7.2.8.5. Start groups are made as follows when qualifying heat begins with the slowest drivers:
- 9 cars: slowest four in the first race, next five in the second race;
 - 8 cars: slowest ~~three~~ four in the first race, next ~~five~~ four in the second race;
 - 7 cars: slowest three in the first race, next four in the second race;
 - 6 cars: slowest three in the first race, next three in the second race.
- 7.2.8.6. Start groups are made as follows when qualifying heat begins with the fastest drivers:
- 9 cars: Five fastest in first race, next slowest four in the second race;
 - 8 cars: ~~Five~~ four fastest in first race, next slowest ~~three~~ four in the second race;
 - 7 cars: Four fastest in first race, next slowest three in the second race;
 - 6 cars: Three fastest in first race, next slowest three in the second race.
- 7.2.9. After the Qualifying heats, there will be an intermediate classification according to each Driver's total points scored in the three/four Qualifying 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 Q4.

7.3. Semi-finals:

- 7.3.1. The 12 top-scoring Drivers in the intermediate classification will qualify for the Semi-Finals. The winner, second and third-placed Drivers in each Semi-Final will qualify for the Final. The Semi-Finals will only be run Qualifying heats, there are at least 8 cars able to participate ~~(a minimum of 4 cars per Semi-Final)~~; ~~If the drivers have qualified but want to withdraw from further competitions, have handed over the transponder and filled the form, which is handed over to the driver's liaison officer, and the total number in this situation is less than 8, then the semi-finals do not take place if there are at least 30 minutes left.~~ if the Semi-Finals are not run, the 6 top-scoring Drivers in the intermediate classification will progress directly to the Final.
- 7.3.2. There will be six starters, arranged 2-2-2 in three rows in each Semi-final.
- 7.3.3. The Semi-Finals will be run over 6 laps. Drivers placed 1st, 3rd, 5th, 7th, 9th and 11th in the intermediate classification will take part in Semi-Final 1. Drivers placed 2nd, 4th, 6th, 8th, 10th and 12th in the intermediate classification will take part in Semi-Final 2.
- 7.3.4. Driver's grid positions for each Semi-Final will be determined by their position in the intermediate classification.
- 7.3.5. If a Driver is unable to take his place in a Semi-Final (i.e. his car is unable to be driven under its own power to the starting grid), he will be substituted by the next qualifier (the highest placed Driver in the intermediate

classification not already in the Semi-Finals). Any such substitute(s) will take the last place(s) on the grid with those ahead of them moving up to fill the place left by the non-starter(s).

- 7.3.6. If the semi-final is repeated, but a driver who started the first time is unable to take the start for the rerun, receives a DNF and the according points. In case of a repeated start, the spot of the non-starting driver remains empty.

7.4. Final:

- 7.4.1. There will be six starters, arranged 2-2-2 in three rows in the Final. The Final will be run over six laps.
- 7.4.2. The Semi-Final winner with the highest number of points in the Competition start on the «pole» side of the grid, followed by the other Semi-Final winner. The same procedure will be used between the two second-placed Drivers, and two third-placed Drivers.
- 7.4.3. If a Driver is unable to take his place in the Final (i.e. his car is unable to be driven under its own power to the starting grid), he will be substituted by the next qualifier (the fourth placed Semi-finalist with the highest points score in the Competition who is not already in the Final). Any such substitute(s) will take the last place(s) on the grid with those ahead of them moving up to fill the place left by the non-starter(s). Should neither of the fourth placed Semi-finalists be able to start, the fifth placed Semi-finalists, and then the sixth-placed, will be considered as above.
- 7.4.4. In case of a stopping the race by red flag, but a driver who started the first time is unable to be in start zone for repeated start, the spot of the non-starting driver remains empty.

8. PENALTIES

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

	Infringement	Decision maker	Penalty
8.2.1.	Entry of a car that does not comply with the Regulations	Steward	Start refused
8.2.2.	Absence of valid Licences	Steward	Start refused
8.2.3.	Absence of the ASN's permission on the entry form (where applicable)	Steward	Start refused
8.2.4.	Failure to pay entry fees (where applicable)	Steward	Start refused
8.2.5.	Car failing to conform to the Safety measures	Steward	Start refused
8.2.6.	Late arrival to the start area, if this is deemed to be delay of the competition	Clerk of the Course	In qualifying – Disqualification from the heat. In semi-final and final – Disqualification and replaced in the race by next driver.
8.2.7.	Benefitting from driving off the track with 4 wheels, resulting in a shorter distance, better time and/or position compared to other drivers	Clerk of the Course	First offense: 5-second time penalty and a warning Repeated offense: Disqualification from the heat.
8.2.8.	False starts	Clerk of the Course	Defined in Article 6.21.
8.2.9.	Failure to respect instructions given by the flag signals	Clerk of the Course	Disqualification from the heat, semi-final and final.
8.2.10.	Driver's equipment failing to conform to the safety measures	Steward	Disqualification from the heat, semi-final and final.
8.2.11.	Infringement of the Parc Fermé rules	Steward	Disqualification from the final.
8.2.12.	Any deliberate or reckless contact between Drivers/cars after the finish	Clerk of the Course	Disqualification from the heat, semi-final and final.
8.2.13.	Reporting late to scrutineering	Clerk of the Course	100 EUR
8.2.14.	Unauthorized person in the start area	Clerk of the Course	50 EUR

8.2.15.	Speeding in the service area	Clerk of the Course	50 EUR. A different penalty possible with steward's decision.
8.2.16.	Not attending the driver's briefing	Clerk of the Course	100 EUR
8.2.17.	Not attending the awards ceremony, not attending the awards ceremony in the race suit.	Stewards	Does not receive any prizes, 50 EUR fine
8.2.18.	Driver found to be under the influence of alcohol and/or other illegal substances.	Stewards	Disqualification from the competition.
8.2.19.	Driver missing a PVC carpet under his car in paddock area	Clerk of the Course	250 EUR
8.2.20.	Failure to respect the speed limit in the paddock.	Clerk of the Course	50 EUR for each kph over the limit. The stewards reserve the right to impose another penalty

- 8.3. In case of unsportsmanlike behaviour towards the belongings of a third-party, track infrastructure, officials and/or spectators, the stewards, in addition to the penalty given in the decision, can suggest to review this to their ASN to impose another penalty.

9. PROTESTS AND APPEALS

- 9.1. Protests and appeals can be submitted and are reviewed in accordance National Sporting Code of the country in which the competition takes place.
- 9.2. Only the driver (if the driver applied for the competition himself) or competitor can submit a protest and appeal.
- 9.3. Any protest must be submitted to the Steward in written form. It must be signed by the competitor and must contain the infringement of the National Sporting Code. Any protest must be submitted along with a protest fee of 300 EUR. If the protest fee is not submitted, the protest will not be accepted.
- 9.4. If the basis of the protest requires disassembly and reassembly of parts of the vehicle, the protest must include additional fee of 1 000 EUR.
- 9.5. Expenses arising from disassembly of a car are covered by:
- 9.5.1. Party submitting the protest, if the protest is unfounded,
- 9.5.2. Competitor, if the protest is sound and approved.
- 9.6. Time period for submitting a protest:
- 9.6.1. Protest about protest against non-compliance of another car with the technical regulations must be submitted no later than 15 minutes after the finish.
- 9.6.2. Protest about running of the competition or the provisional results, must be submitted no later than 30 minutes after the publishing of the provisional results.
- 9.6.3. Protest about decisions of Clerk of the Course must be submitted no later than 30 minutes after decision was published on the Official notice board.
- 9.7. Protest can be submitted after the listed deadlines only if the Steward has deemed the reason behind the delay to be objective and reasonable.
- 9.8. Time penalties and refusing the start for late arrival in the pre-grid area/staring grid are not susceptible to appeal.
- 9.9. Protests about judges of fact are not accepted.
- 9.10. **APPEALS:** time periods for submission an attention to appeal and appeal and the amount of appeal fee will be published in supplementary regulation and that will be in conformity of Nacional Sporting Code of the country in which the competition takes place.

10. PODIUM, PRIZES AND CUPS

- 10.1. The competition shall be credited to the BRX Championship if not less than 6 drivers have participated in the relevant copetition in the relevant category of sports vehicles.

- 10.2. The podium ceremony on the circuit will be held immediately after the Final results are published on the Official notice board. The Top 3 finishers must be present, wearing their Competition overalls. Failure to attend this ceremony and/or the wearing of inappropriate clothing will be penalised by a fine inflicted by the stewards.
- 10.3. Per Competition, at least a cup will be awarded to the Top 3 Drivers, their country flag will be displayed and the winner's national anthem will be played (the nationality of the Driver being that of the ASN which delivered his Licence - Article 9.4.1 of the ISC).
- 10.4. At the end of the BRX Championship, the Drivers having scored the highest total of points will be declared BRX Championship winner of their category. All the results obtained in the course of the year will count towards the final classification. Should more than one driver have scored the same number of points, the tie will be settled on the basis of the greatest number of 1st, then 2nd, then 3rd (and so on) places obtained.
- 10.5. The first three Drivers in each category must be present at the annual Prize-Giving. The date, time and location will be published separately by each BALTIC ASN. Any such Driver who fails to attend will be penalised by the loss of any award and/ or benefit associated with the corresponding position at the end of the BRX Championship and may be fined by their ASN.

11. ADDITIONAL INFORMATION

- 11.1. Dangerous behaviour in the service park in motorized transportation (scooters, mopeds, etc.), which can endanger other people and property – fine of 50 EUR.
- 11.2. Telemetry / voice communication – when a vehicle is on track, any wireless data communication between the car and any person or equipment is prohibited.
- 11.3. This definition does not include:
 - 11.3.1. Voice communication between a driver and his team;
 - 11.3.2. Official time control transponder;
- 11.4. None of the mentioned data transmission types can be connected to any system inside the car (except for an independent connection to the battery) in any way.
- 11.5. Onboard data logging system is permitted. Transmitting this data through radio and/or telemetry is prohibited.
- 11.6. Onboard TV cameras have not been included in the previously listed definitions.
- 11.7. GPS systems are allowed, if they are not connected to any of the car's electrical systems either wirelessly or with a wire. This requirement also applies to the usage of the instrument cluster, gauges and engine management systems.
- 11.8. Each driver and/or competitor is responsible for having at least a 6 kg fire extinguisher in an easily accessible place in their team's service area.
- 11.9. Each driver must make sure that their team's reserved spot, where work is done on the car, has a PVC (no smaller than 4m x 5m) under the car, in order to avoid contaminating the environment with spilled oil, fuel or other technical fluids.