

THE SPORTING REGULATIONS FOR ROAD RACING CHAMPIONSHIP 2012

FOREWORD

The Autoclub of the Czech Republic (ACCR) will organise the following road races in 2012:

The International Road Racing Championship of the Czech Republic in the overall classification

The International Sprint Championship of the Czech Republic

The International Endurance Race Championship of the Czech Republic

The Czech Trophy of School Formula

(„Championship“ hereinafter)

The Championship is governed by the Present Standard Circuit Regulations, the FIA International Sporting Code and its Appendices (ISC) the General Prescriptions specific to the Circuit Race Championship, the FAS ACR National Sporting Code (NSC), and the other provisions approved by the ACR Czech Automobile Federation.

SPORTING REGULATIONS FOR ROAD RACING

1. The final text of these Sporting Regulations shall be the Czech version, which will be used should any dispute arise as to their interpretation.
2. The present Sporting Regulations will come into force from the date of their publication and replace all previous Sporting Regulations regarding this Championship.

GENERAL OBLIGATIONS

3. All drivers, competitors and officials, participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the Code, the Circuit General Prescriptions, the NSC, the present Sporting Regulations and the amendments published in the form of Supplementary Regulations and/or special circulars and bulletins.

GENERAL CONDITIONS

4. It is the competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the Circuit General Prescriptions, the NSC, the present Standard Regulations and the amendments published in the form of Supplementary Regulations and the bulletins or special circulars. If a competitor is unable to be present in person at the Event, he must nominate his representative in writing.
5. Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Event.
6. The presentation of a car for scrutineering will be deemed an implicit statement of conformity, ie. that the data indicated in the technical card corresponds to the car parameters, and that the car itself corresponds to the technical regulations.
7. All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits or pit lane, or on the track must wear an appropriate pass at all time. Each competitor will receive one personal identification incl. car pass for each driver in addition to 2x entry pass to the parking area of racing cars, 4x pit lane entry pass, 2x pit wall entry pass and 2x paddock entry pass which will be issued per one racing car. Any additional paddock entries, above the number allocated, will be available on charge.
8. All participants in the Championship have to respect the instructions of the organizers and of the officials delegated, and their presence on all places of the racing area will be

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at their own risk. If a participant in the Championship fails to behave or to conduct himself in accordance with the instructions of the organizer, he may be banished from the racing area without any compensation of the charges expended due to his absence. Motorsport is dangerous. The competitors including their accompanying persons (drivers, mechanics, accompanying team members and guests) will take part in the Championship at their own risk. They bear individually the civil and criminal responsibility for all damages caused by them and by their cars.

LICENCES

9. All drivers, competitors and officials participating in the Championship must hold current and valid corresponding licences, and the foreign drivers must have authorizations issued by their ASN. The drivers must be the holders of valid Health Capability Certificate (see the art. 1.8 of the Appendix L of the ISC, Chapter II).

EVENT

10. The organizer may adapt the individual provisions of the present Sporting Regulations to the specific conditions of the Event in the form of the Supplementary Regulations or Bulletins and special supplements for individual Events.
11. Participation outside the Event is forbidden.
12. The Event/Race may be cancelled if only 6 or less cars are entered.
13. During each Event of the Championship, 1 or 2 races with individual scoring may be organized in Division 2 and 3.
14. During each Event of the Championship, 2 Sprints with individual scoring and Endurance Race may be organized in Division 4. The Sprint may be split in two individual races: for classes up to 2000 cm³ and classes above 2000 cm³.

DISTANCE / SCHEDULED DURATION OF EACH RACES

15. The Sprint :
 - duration of the races in Division 2, Division 3 and of the Sprint of Division 4 is 30 minutes;
 - the leader will be shown the chequered flag when he crosses the control line (the Line) when the scheduled duration ends;
16. The Endurance Race D4 :
 - scheduled duration of the Endurance Race in Division 4 is minimum 2 hours;
 - the leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the lap during which the scheduled period ends.
17. The Line is a single line which crosses both the track and the pit lane.

NAME OF THE DRIVERS ON TOURING CARS

18. The name of the driver must appear on both rear side windows without any background, the script colour is white, the size of the script is min. 80x400 mm. No advertising is allowed in this area.

RACE NUMBERS

19. The organizer will allocate a race number to each competitor before the first Event of the Championship and such numbers cannot be changed during the whole season. The organizer does not provide the race numbers. The race numbers may be allocated to the competitors on base of the final results FIA TROPHY of the last year. There must be a free area of 50x50 cm left on the Division 4 cars on both sides of the car – between the front and the rear wheel cut-outs – and on the bonnet (resp. on the roof), and the area of 36x36 cm on both sides of the Division 2 and Division 3 cars to place the race number and the advertising proposed by the organizer. No other advertising may reduce or interfere such area.

INSTRUCTION AND COMMUNICATION TO COMPETITORS

20. The Race Director/Clerk of the Course/Clerk of the Course or the Stewards may issue instructions to competitors by means of special circulars/bulletins within the duration of the Event.
21. All classifications, results of practice and the race, as well as all decisions issued by the officials, are posted on the official notice board.

INSURANCE

22. See the art. 2.5 of the Chapter A. „General part“ of the FAS ACR NSC 2012.

INCIDENTS

23. „Incident“ except other case means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which:
 - a) necessitated the stopping of a practice session or the interruption of a race;
 - b) constituted a breach of these Sporting Regulations, or the ISC or the NSC;
 - c) caused a false start by one or more cars;
 - d) caused a collision;
 - e) forced a driver off the track;
 - f) illegitimately prevented a legitimate overtaking manoeuvre by a driver;
 - g) illegitimately impeded another driver during overtaking.
24. If a driver is involved in a collision or incident (see Article 23), and has been informed of this by the Race Director/Clerk of the Course and/or by the Stewards no later than 30 minutes after the completion of the practice or of the race, he must not leave the circuit without the consent of the Stewards.
25. The Stewards and/or the Race Director/Clerk of the Course may impose one or more of the following three penalties, simultaneously if applicable and/or in substitution or in addition to other available penalties on any driver involved in an incident:
 - a) DRIVE THROUGH penalty – the driver must enter the pit lane and rejoin the race without stopping;
 - b) STOP AND GO + time penalty 10 seconds – the driver must enter the pit lane, stop for at least 10 seconds on a place assigned and rejoin the race immediately, unless the engine stops;
 - c) A drop of grid positions for the driver in a future race of the Championship
However, should either of the penalties under art. 25a) or b) be imposed during the last 5 minutes in case of Division 2, Division 3 race or Division 4 Sprint, or during the last 10 minutes in case of the Endurance Race in Division 4, or after the end of the race, the Article 25 below shall not apply and a 25-second time penalty shall be added to the driver concerned if imposed the penalty under Art. 25a), or 40-second time penalty if imposed under Art. 25b).
26. Procedure of imposing the penalties:
 - a) The Race Director/Clerk of the Course will order a signalling system to be used on the Starting Line. From the time of showing such signalling, the driver may cover no more than 3 complete laps before entering the pit lane, and in case of a penalty under Art. 25b) without stopping on the place assigned;
 - b) However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty during the Safety Car period. Any laps carried out behind the Safety Car will not be added to the three-lap maximum;
 - c) When the time penalty period has elapsed, the driver may rejoin the race;
 - d) Whilst a car is stationary as a result of incurring a time penalty, the driver must not leave it, and it may not be worked on. If the engine stops, the driver may start his car by himself or using an external source – he may be assisted by his mechanic, solely for the purpose of connecting the external source;

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- e) Infringing or non-observing the Art. 25 and 26 may entail the exclusion of the car from the race.

SANCTIONS

27. The Race Director/Clerk of the Course and/or the Stewards may inflict the penalties set out in the ISC, the NSC or in these Sporting Regulations.

PROTESTS

28. Protests shall be made in accordance with the provisions of Art. 5, Chapter C, of NSC.

DRIVERS, CHANGE OF THE DRIVER

29. In the period after the end of administrative checks and before the start of the first qualification a change of a driver may be authorized by the Panel of the Stewards only.

DRIVING

30. The driver must drive his car alone and unaided.

a) Division 4 Endurance Race

- the participating driver may be a member of max. 2 car crew;
- minimum number of the drivers per one racing car are 2, max. 3 persons;
- maximum continuous driving time without changing a driver is 60% of total race duration, however maximum driving time of one driver in one or two cars must not exceed 70% of total race duration;
- a time penalty will be imposed on such car whose driver will exceed the set time limit, the penalty equals the driving time above the limit;
- the classified driver must drive during the race into the each car, where is entered, minimum 30% of the total duration of the race;

b) Epilog Race

- the driver may be a member of max. 2 car crew ;
- minimum number of the drivers per one racing car are 2, max. 4 persons;
- maximum continuous driving time without changing a driver are 2 hours after which a pause of 1 hour must follow;
- the driver may drive no longer than 2 hours in the block of any 3 hours;
- a time penalty will be imposed on such car whose driver will exceed the set time limit, the penalty equals the driving time above the limit;
- the classified driver must drive during the race into the each car, where is entered, minimum 20% of the total duration of the race;

31. Each car must use the timing transponder supplied by the organizer or delegated timekeepers throughout the Event. All competitors are themselves responsible for obtaining this timing transponder at their own expense before the Event, and for the correct installation and functioning thereof all over the duration of the Event. The transponder must be installed in strict compliance with the relevant instructions.

ENTRIES

32. The entry applications have to be submitted by the competitors individually for each Event up to the closing date for entries of the said Events. By the very fact of submitting the application, the competitor confirms that he has read and understood the Codes (ISC and NSC), and these Standard Regulations and agrees, on its own behalf and on behalf of all members of his team, to observe them. On exceptional occasions the organizer may accept the competitor's applications delivered even after the closing date for entries.

33. Any absence without apology will be penalized in accordance with the respective provision of the International and National Sporting Codes (ISC and NSC). Such apology has to be made in writing and delivered to the Event organizer before the end

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of the official date of administrative checks as mentioned in the Supplementary regulations of individual Events at the latest.

34. Within ten days after the closing date for the entries, a confirmation to start, Supplementary Regulations of the Event and a Schedule of the Event will be sent to the competitor.
35. The organizer has the right to refuse the entry applications to individual Events with having to give reasons for the refusal. However, the organizer must not refuse the entry application of the driver who is situated on any of the first ten places in the appropriate Division within the current classification and, in case of the first Event, on any of the first ten places within the general classification of the last year Championship.

ADMINISTRATIVE CHECKS

36. During the Administrative Checks, all documents as required by the provisions of Art. 9 and 22 of these Sporting Regulations, resp. any other necessary documents will be checked.
37. During the Administrative Checks it is necessary to submit all documents as originals.

ENTRY FEES

38. The following entry fees per Event in accordance with the Supplementary Regulations of individual Events will be fixed as follows to take part in the Events in the Czech Republic, however no more than:
 - 12,500 CZK, VAT inclusive, per each car of Division 2, Division 3 and Division 4 Sprint race up to 2000 cm³;
 - 15,000 CZK, VAT inclusive, per each car of Division 4 Sprint race above 2000 cm³;
 - 15,000 CZK, VAT inclusive, per each car of Division 4 Endurance race up to 2000 cm³;
 - 17,500 CZK, VAT inclusive, per each car of Division 4 Endurance race above 2000 cm³;
 - 6,250 CZK, VAT inclusive, per each car of Division 2, Division 3 and Division 4 Sprint race up to 2000 cm³ with the driver up to the age of 23 years entered;
 - 7,500 CZK, VAT inclusive, per each car of Division 4 Sprint race above 2000 cm³ with the driver up to the age of 23 years entered;
 - 4,000 CZK, VAT inclusive, per each car of Division 2, Division 3 and Division 4 Sprint race with the driver up to the age of 23 years entered (the driver has to be the holder of the FAS ACR and/or SAMS licence);

In accordance to the Art. 22 of these Sporting Regulations, the entry fee will include the insurance premium to insure the cars for the drives on closed tracks (for each eligible car only).

All entry fees including the insurance premium have to be paid before the end of administrative checks at the latest. If this is not the case, the driver or the car will not be authorized to be accepted, unless specified otherwise by the organizer.

The entry fee may increase by 50% if the entry application is delivered after the closing date for entries and accepted in accordance with Art. 32.

TECHNICAL SCRUTINEERING

39. No car and no driver may take part in the Event, until they have been passed by Technical Scrutineering. The Technical Scrutineering includes also a check of the drivers' helmets and clothing in addition to that of the car. Passing a Technical Scrutineering does not mean, however, that the car corresponds to the technical regulations.
40. Within the Technical Scrutineering, the drivers may be weighed to allow possible weighing of the cars during the practice.

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41. All Race Numbers have to be attached to the car before going to the Technical Scrutineering.
42. The stickers of Technical Scrutineering will be fixed to the car if the car passes the Scrutineering. No car may take part in the Event until it has been identified by such sticker. The sticker must be in a visible position for the whole duration of the Event.
43. If decided so by the Panel of the Stewards or by the Race Director/Clerk of the Course, the Scrutineers may:
 - a) check the eligibility of a car at any time during an Event;
 - b) require a competitor to dismantle the car at his own charge to confirm that the eligibility conditions have been observed;
 - c) require a competitor to pay all expenses for the exercise of the powers mentioned in this article;
 - d) require a competitor to supply them with such parts, samples/drawings as they may deem necessary;
 - e) any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be presented again by the competitor for scrutineering approval.
44. The Race Director/Clerk of the Course may require that any car involved in an incident be stopped and checked by the Scrutineers.
45. It is forbidden to change the engine block, chassis and bodywork during the Event. These parts may be marked during the Scrutineering.

WEIGHING

46. The weight of any car may be checked during the Scrutineering, during and after the end of the qualification runs and after the Event. No solid, liquid, gas or other substance or matter of any nature whatsoever may be added to, placed on, or removed from a car during the weighing procedure. No intervention of any kind is allowed during the weighing procedure unless authorized by the officials of the Event.
Should the weight of the car be less than that specified in the Technical Regulations during the weighing procedure, then the car and the driver may be excluded from the practice or from the Event save the case of Force Majeure duly acknowledged by the Panel of the Stewards.

FUEL

47. During the Event, all cars must use leadless petrol or fuel oil corresponding to the provisions of the art. 252.9 of the Appendix J of the ISC. The FAS ACR and/or the organizer have the right to set a supplier of common fuel. At no time after the Scrutineering the driver may use any different fuel. No substances must be added or removed from the fuel, and the fuel composition must not be changed. During the fuel combustion in the engine only the environmental air may be used. If water is injected into engine (and homologated), it will not be considered as an additional substance. After the qualification practice and after the Race, there must be still so much fuel in the tank to enable taking at least three litres for check purposes.

TYRES AND LIGHTS

48. In Division 2 and Division 4, the number of the tyres is unlimited. In Division 3, the number of the tyres is limited to 5 pcs in front and 5 pcs in rear per one Event (including 3 pcs of front new tyres, and 3 pcs of rear new tyres, and 2 pcs of front used tyres and 2 pcs of rear used tyres marked during the previous Events except of first one). The tyres in Division 3 will be marked during the Scrutineering procedure. Such marking will

be made by the supplier of the tyres who will also provide their service. The competitor is responsible for his tyre marking. Chemical treatment of the tyres is forbidden.

- 49.** Only 4 additional headlights maximum may be used on the car in Division 4. All headlights having the power higher than 10W have to be paired.
The colour of the front headlights, the power of which is higher than 10W, has to be white or yellow.
No other lights may have red or orange colour except of the brake lights, the end lights and the indicators.
The signalling lights for Endurance Races may have the power max. 10W only and must have a continuous (uninterrupted) luminous flux.
All cars in Division 4 must be equipped with a basic lighting system (front lights, end lights, brake lights and indicators).

CATALYSTS AND NOISE

- 50.** All cars taking part in the Championship must be equipped with a functional catalyst of exhaust gases for the whole duration of the Race the efficiency of which has to comply with the provisions of the National Sporting Code.
The following maximum noise levels are set for 2012:
- the cars of the Category I, incl. E1: 108 dB(A) + 2 dB(A) per measuring error
 - the cars of the Category II: 113 dB(A)
- The measuring procedure in accordance with the methodist set out in the NSC at 3800 rpm. The noise limit of the Cup cars is set in the approved technical rule. Such limits will be authorized only if there are no lower noise limits defined in the Appendix J to the ISC for some Groups.

TOWING EYE

- 51.** The Division 4 cars must be equipped with a towing eye to allow towing the car out from the gravel.

CARS

- 52.** No spare cars will be allowed.

GENERAL SAFETY

- 53.** Official instructions will be given to drivers by means of the signals laid out in the ISC. Competitors must not use flags similar in any way whatsoever to these.
- 54.** Competitors and drivers must follow the instructions of the track marshals and/or the delegated officials at all times.
- 55.** Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position under the supervision of the track marshals.
- 56.** Drivers may only use the track and must at all times observe the provisions of the ISC relating to driving behaviour on circuits.
- 57.** A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place. He must immediately go to a safety place, at least behind the first protection line.
- 58.** Pushing the car by the driver is not allowed.
- 59.** Repairs to a car may only be carried in the pit or in front of the pit.
- 60.** If a driver has serious mechanical difficulties during practice and/or the race, he must leave the track as soon as it is safe to do so. A car that has some oil leakage problems during the practice or the race, must leave the track immediately. It is strictly forbidden to go back to the pit with such car.

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61. Nobody may touch the car (except of the driver) except of the cases allowed by the provisions of the ISC or these Standard Regulations. This rule does not apply if the car stops in front of the pit lane, in the pit lane, in refuelling zone and on the starting grid.
62. During the period commencing 15 minutes prior to and ending 5 minutes after every practice session and the period between the commencement of the formation lap which immediately precedes the race and the time when the last car enters the Parc Fermé, no one is allowed on the track with the exception of :
 - a) marshals or other authorised personnel in the execution of their duty;
 - b) drivers when driving or under the direction of the marshals;
 - c) mechanics, only in the case of a start procedure.
63. Special attention should be paid to the situation when intervention vehicles are present on the track. Such vehicles enjoy priority over the driver's cars.
64. Drivers must always use safety equipment specified in Appendix L to the ISC when taking part in all practice sessions and races.
65. A car may be pushed to the pit area by max. 4 members of the said team during the Division 4 Endurance race only in the pit area the commencement and the end of which is marked with a white transversal line.
66. The Race Director/Clerk of the Course and/or the chief doctor may order a medical examination to the driver at any time during the Event.
67. During the race, the engine may only be started with the starter in car, except in the pit lane where the use of an external starting device is allowed under the conditions provided for in Articles 26d), 138 and 147.
68. In the pit lane, a speed limit of 60 kph during the Event is enforced. Such speed limit in the pit lane applies up to the end of the refuelling zone. Any driver who exceeds this limit during the practice and/or the warm-up will be fined with 400 CZK for each kph above the limit.

The penalisation in accordance with Art. 25a) or 25b) may be imposed during the race.
69. The engine must be switched off when stopping in the pit area during all practices and races.
70. Adding or taking the fuel during all practice sessions and races is forbidden.
71. The rear red light of the cars in Division 2 and Division 3 must be illuminated at all times when they are running on a track that has been declared a wet track by showing a „WET TRACK“ board.

The front headlights and the rear lights of the Division 4 cars must be illuminated at all times when they are running on a track that has been declared a wet track by showing a „LIGHTS ON“ board.

It shall be at the discretion of the Race Director/Clerk of the Course to decide if a driver should be stopped because his lights are not working. Should a car be stopped in this way, it may rejoin when the fault has been remedied.
72. Only two team members per participating car, wearing a special identification, are allowed in the pit wall area during practice and after the start of the race. Young people under 16 years of age (except of the drivers) are not allowed to be present on the pit lane or at the pit wall.

REFUELLING – DIVISION 4 ENDURANCE RACE

73. Refuelling is allowed in the pits or in the refuelling zone only. Refuelling during the Endurance Race in Division 4 is permitted at the beginning or at the end of stopping the car in the pits only.
74. All cars fitted with a refuelling connector in accordance with the art. 252.9.4. of Appendix J to the FIA ISC (see the figure in the Appendix J to the FIA ISC 2005 No : 252-5, resp. its versions A and B) may be refuelled in the pits on condition that:

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- a) the inner diameter of the filling and venting connectors must not be greater than 50mm, resp. it must correspond to the fig. 252-5, version A and B;
 - b) only refuelling towers may be used to refuel the cars;
 - c) these towers must correspond to fig. 257-7 of Appendix J to the FIA ISC, and the inner diameter of refuelling hoses is max. 50mm, resp. it must corresponds to fig. 252-5, version A and B;
 - d) a self-closing valve with max. diameter of 2" must be used under the refuelling tank;
 - e) a fuel flow restrictor with max. inner diameter of 38mm must be situated in immediate contact with this valve. This restrictor must be modified in such a way to allow using the sealing;
 - f) venting may be done into the refuelling tower using a venting hose, or using a venting reservoir which must correspond to fig. 252-1 or 252-2 of Appendix J to the FIA ISC;
 - g) every tower must be equipped with two grounds of aeronautical type. The whole refuelling system (tower, tank, hoses, filling connectors, valves, resp. venting reservoirs) must be connected to one of these grounds at all times of the race. There must be a conductive connection between the car and the second ground before the beginning of the refuelling procedure and during it, and the exhaust end must be covered by a metal or non-combustible insulating sheets;
 - h) the Scrutineers will check the refuelling systems in the pits in accordance with the Schedule of the organizer;
 - i) during the refuelling of the cars it is forbidden to add the fuel to the refuelling towers.
- 75.** The cars missing the equipment as described in Art. 74 above, must refuel from the tanks in refuelling zone at the end of the pit lane. 2 mechanics may be present on refuelling. Fuel may be refuelled from the barrels of max. volume of 30 lts and their filling connector must have max. inner diameter of 25mm (or from the vessels containing a filling connector in accordance with art. 252.9.4 of Appendix J to the FIA ISC, however in this case the car must be fitted with a corresponding filling and bleeding valve). The staff must hold such vessels in their hands (max. in the height of their breast). As a second variant, it is possible to refuel the cars by means of manual pump from the vessel of max. 60 lts volume which is situated on the ground. The inner diameter of the refuelling hose ending is max. 25mm. It is not permitted to store the fuel in the refuelling zone. During the refuelling procedure, it is possible to change the driver.
- 76.** It is strictly forbidden to use any other ways of refuelling than those described above under pain of exclusion from the race. All refuelling equipment must be presented during the Technical Scrutineering while checking the car.

WORKS IN THE PITS AND REFUELLING

- 77.** The pit exit towards the pit lane must be open for the whole duration of a practice or a race.
- 78.** No work can be carried out on the car and no change of driver can take place until the car has come to a complete stop at its designated working area in the pit lane and its engine is switched off. The car's engine may be restarted only without any external help with the driver sitting in the car behind the steering wheel in his normal position, when the car is in contact with the ground, resting on all its complete wheels and is about to rejoin the race.
- 79.** The team staff and the equipment to work on the car during its stopping in the pit may be present in the pit lane max. 1 lap before the pit stop. The team staff and the equipment (except of the equipment permanently located in front of the pits) must be returned back to the pit as soon as the car leaves its position in the working area.

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80. No operation may be carried out on the car by more than four mechanics. Each competitor must ensure that its mechanics and team manager wear flame-resistant overalls, gloves, shoes and balaclavas while they are working on the pit lane. It is strictly recommended that such wearing complied with the provisions of Art. 2, Chapter III, Appendix L to the ISC.
81. No autonomous equipment may operate without its mechanic. Only those autonomous equipment intended to cool the engine or the brakes are permitted. The team manager (the 5th member of the team) may stand at front of the car and, without intervening, oversee the work of the mechanics.
82. REFUELLING is allowed at the beginning or at the end of the pit stop time in the pits only, and in the designated working area on the pit lane.
83. Personnel authorized in the pit lane working area for refuelling:
 - 1 team manager;
 - a maximum 4 mechanics including 1 or 2 mechanics for refuelling, 1 mechanic with the extinguisher ;
 - a so-called „dead man,“ who checks the closing valve on the refuelling tower;
 - a driver exiting the car / a driver replacing him.
84. On refuelling, the competitor must ensure:
 - that the car was electrically grounded before and during the refuelling procedure;
 - that the car is standing on its complete wheels;
 - that the engine was switched off;
 - that the safety belts of the driver, if remaining in the car, were released;
 - that no works were done on the car;
 - that one of four mechanics standing by the car with an extinguisher of min. capacity of 5kg ready to use it immediately at all times of refuelling;
 - that all refuelling staff (max. 2 mechanics) used flame-resistant overalls, long underwear, gloves, socks, shoes, balaclavas in accordance with the provisions of art. 2, Chapter III, Appendix L to the ISC, eye protection and helmets (other than those of the drivers) while working on the pit lane;
 - that the so-called „dead man“ which cannot be included into the number of four mechanics, checked the closing valve on the refuelling tower and used also flame-resistant wearing as above.
85. After refuelling, the fuel that remained in the overflow pipes, must be poured out into a container of min. 5 lt volume supplied by the competitor.
86. During the refuelling operation, the driver exiting the car, or one of four mechanics may assist the replacing driver and one of four mechanics may clean the windscreen.
87. Any other team members standing in the working area will be considered as mechanics and working on the car, as will a driver if he performs any work on the car. The so-called „dead man“ cannot be included into the number of 4 mechanics if he does not perform any other work on the car except of checking the closing valve.
88. TYRE CHANGES may be carried out on the car in the pits / working area in front of the pit lane and parallel to the pit lane
89. Personnel authorised in the pit lane working area for tyre changes :
 - 1 team manager;
 - maximum of 4 mechanics;
 - driver exiting the car/ the driver replacing him.
90. The driver exiting the car or one of four mechanics may assist the replacing driver while changing the tyres.
91. Any other team members standing in the working area will be considered as mechanics and working on the car, as will a driver if he performs any work on the car.

92. OTHER OPERATIONS may be carried out on the car parked in the pits/working area of the pit lane and parallel to the pit lane.
93. Personnel authorised in the pit lane working area before/after refuelling or tyre changes (without infringing previous provisions of these Regulations):
 - 1 team manager;
 - a maximum of 4 mechanics carrying out maintenance operations, topping up liquids (other than fuel), making repairs or any other operation whatsoever (other than tyre changes);
 - driver exiting the car / the driver replacing him.
94. One of four mechanics or the driver exiting the car may assist the driver replacing him while making other operations on the car.
95. Any other team members standing in the working area will be considered as mechanics and working on the car, as will a driver if he performs any work on the car.
96. Replenishment of lubricant and various fluids is allowed during the race.
97. There is no limitation on the number of mechanics working on the car inside the pit. If during the practice or the race, the car is ready to rejoin the practice or the race after having been repaired in the pit, it must be pushed in front of the pit, and parked parallel to the pit lane, and the engine must be restarted by the driver alone without any external help and sitting in his normal position.
98. If during the race, the pit garage door to the pit lane side is closed, this will be considered as a retirement of the car from the race.
99. Any breach of the provisions in the articles 73–98 relating to pit lane assistance and refuelling may entail penalties at the discretion of the Race Director/Clerk of the Course/ the Panel of the Stewards going up to the exclusion of the car concerned from the Event. The organiser will ensure that one marshal has been designated to be present in the pit and to carry out necessary controls relating to pit lane assistance and refuelling operations.

PITS, PIT LANE

100. Safety in the pit lane, see the provisions of Art. 2.2., Appendix H to the FIA ISC.
101. For avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the „fast lane“, and the lane closest to the pits is designated the „working lane“. The „working lane“ is the only area where any work may be carried out on a car.

It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over the ones leaving the working lane.
102. The cars situated in the pits will drive to the practice sessions and the races directly from the pits, the other cars will follow the instructions of the officials.
103. Any driver, intending to start the race from the pit lane, may not drive his car from his allocated working area in the working lane until the 5-minute signal board before the race start has been given, and must stop in a line in the fast lane.
104. The pit garage door in the pit lane side must be closed if there are races of any other categories driven on the track.
105. If the driver passes his pit, he may be pushed back only by the members of his team (max. 4 persons). Going in reverse is strictly forbidden under pain of exclusion.
106. It is forbidden to smoke, to weld, to use open fires and spark producing tooling in the pits, the pit lanes and 2 meters behind the pits towards the paddock. In addition, it is forbidden to use gas and electric radiator heating in the pits.
107. Every part of the equipment suspended above the pit communication (filling hoses, air distribution) must be positioned at least 2 meters above the ground and must be marked with race numbers on both sides (min. dimensions of the plate are 100 150 mm).

108. The side and rear walls of the shelters by the pit wall must be made from transparent material.

CHANGING OF DRIVERS – DIVISION 4 ENDURANCE RACE

109. The drivers may be changed during the pit stop only.

QUALIFYING AND WARM-UP

110. Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions and the warm-up as for the race.

111. No driver and car may start in a qualifying practice without passing the administrative check and the technical scrutineering.

112. No driver may start in a race without taking part in the qualifying practice session with each entered car.

113. During practice and the warm-up, there will be a green light and a red light at the pit lane exit. Cars may only leave the pit lane when the green light is on. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.

114. All laps driven during the qualifying practice will be timed to set position of the car on the starting grid.

115. At the end of each practice session, the car may cross the finish line only once.

116. There will be 2 timed practice sessions organized in Division 2 and Division 3, both with the duration of 30 minutes.

117. There will be 2 timed practice sessions organized for Division 4 Sprint up to 2000 cm³, both with the duration of 30 minutes.

118. There will be 2 timed practice sessions organized for Division 4 Sprint above 2000 cm³, both with the duration of 30 minutes.

119. There will be one qualifying practice for Division 4 Endurance Race with the duration of 40 minutes.

120. There may be one free practice for the Division 4 Sprint, for the Division 4 Endurance race, for Division 2 and Division 3 with the duration of 10 minutes.

121. Any driver whose car stops on the circuit during the practice session or prevents the other driver from driving may be penalised in accordance with Art. 25 of these Sporting Regulations.

STOPPING/INTERRUPTING THE QUALIFYING PRACTICE

122. The Race Director/Clerk of the Course may stop the qualifying practice as often and for such long time as he considers to be necessary for safety reasons. After having stopped the practice, the Race Director/Clerk of the Course need not extend the practice period to the original time of duration.

In case of practice stopping, no protest relating to possible impacts on the car qualification will be accepted.

Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the red flag and the red lights will be shown at the Line. Simultaneously, red flags will be shown at all the marshals' observation posts.

When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pit lanes.

STARTING GRID AND START OF THE RACE

123. At the end of qualifying practice, the fastest time achieved by each driver/car will be published officially.

- 124.** The grid of the Division 4 Endurance Race Will be drawn up in the order of the fastest times achieved by the respective car during the qualifying practice session up to the track capacity. Should two or more cars have run identical times, the positions on the grid will be set taking the second fastest lap time into account.
- 125.** The grid of the first race in Division 4 Sprint will be drawn up in the order of the fastest time achieved by the respective car during the first qualifying practice session. Should two or more cars have run identical times, the positions on the grid will be set taking the second fastest lap time into account.
The grid of the second race in Division 4 Sprint will be drawn up in the order of the fastest time achieved by the respective car in the second qualifying practice session. Should two or more cars have run identical times, the positions on the grid will be set taking the second fastest lap time into account.
- 126.** The grid of the first race in Division 2 and Division 3 will be drawn up in the order of the fastest times achieved by the respective car during the first qualifying practice session up to the track capacity. Should two or more cars have run identical times the positions on the grid will be set taking the second fastest time into account.
The grid of the second race in Division 2 and Division 3 will be drawn up in the order of the fastest times achieved by the respective car during the second qualifying practice session up to the track capacity. Should two or more cars have run identical times the positions on the grid will be set taking the second fastest time into account.
- 127.** The car whose best qualifying lap time exceeds 145% of the fastest time in the relevant session may not be allowed to take part in the warm-up or in the race except of the case of Force Majeure duly recognized by the Panel of the Stewards.
- 128.** Start of the races in Division 2 and Division 3 will be usually the standing one, start of the races in Division 4 will be usually the rolling one.
- 129.** It is forbidden to make refuelling or fuel taking on the starting grid.

BRIEFING

- 130.** A briefing by the Race Director/Clerk of the Course will take place normally one or two days before the race. If the Race Director/Clerk of the Course considers that another briefing is necessary, it will be held at his discretion. The briefing is compulsory for all drivers.

STARTING PROCEDURE – ROLLING START

- 131. 15 minutes before the starting time for the Race:** warning signal, opening the pit exit, the cars will leave the pits to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped. Should they wish to cover more than one reconnaissance lap, they must not cross the grid and it is possible to drive through the pit lane at a greatly reduced speed. Any car that will not complete the formation lap under its own power, will not be allowed to start in the Race.
- 132. 12 minutes before the starting time for the Race:** a warning signal announcing the closing of the pit lane exit in 2 minutes will be given.
- 133. 10 minutes before the starting time for the Race:** a warning signal notifying the closing of the pit lane exit. Any car which is still in the pits can start from the pits, but only under the direction of the marshalls. The cars will join the race when the whole field has passed the pit exit on its first racing lap. Everybody except drivers, officials and team technical staff shall leave the grid.
- 134.** The use of external battery is allowed on the starting grid, in the pit lane working area and in the waiting area at the pit exit if the car starts from this position. Wheel changes on the starting grid may only be allowed prior to the 5-minute signal. On the starting grid, any refuelling is forbidden.

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- 135.** The approach of the start will be announced by signals shown 5 minutes, 3 minutes, 1 minute and 30 seconds before the start of the formation lap (each of which will be accompanied by an audible warning).
- 136. The 5-minutes board:** start of count-down. The use of external battery is allowed on the starting grid, in the pit lane working area and in the waiting area at the pit exit if the car starts from this position. All the wheels must be fitted on the car. Any driver whose car did not have all its wheels fully fitted at the 5-minute signal will be penalized in accordance with Art. 25b). It is permitted to change the wheels after this signal at the discretion of the Race Director/Clerk of the Course only. The tyre heaters may be used before the 3-minutes board only.
- 137. The 3-minutes board:** everybody must leave the starting grid. The cars must be resting on their wheels.
- 138. The 1-minute board:** engines will be started with the drivers on board. Only one mechanic may stand by the car operating the external starting equipment. He must leave the grid before the 30-seconds board is shown.
- 139. The 30-seconds board:** 30 second after this board, a moving green flag will be shown or a green light will be turned on notifying the start of the formation lap with the leading car, maintaining their starting order. During this lap, practice starts and overtaking are forbidden and the formation must be kept as tight as possible. Overtaking during the formation lap is only permitted to keep the formation.
- Any driver who is unable to start the formation lap must indicate this (by opening the door/raising his hand) to the marshals. After the remainder of the cars had started the formation lap, the marshals will be instructed to push any car remaining on the grid into the pit lane by the shortest route. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.
- Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the last row of the grid. There should be more than one car involved, their starting order will be determined by the order in which they left for the formation lap.
- The leading car will enter the pit entry at the end of the formation lap. The cars will continue at a minimum speed of 70 kph and a maximum of 90 kph in the tightest formation. Any divergence between the prescribed speeds (70-90 kph) or non-keeping the tight formation before the start is given, will be punished.
- 140. Rolling start:** during the formation lap, the red light will be switched on. The cars must keep their position in the formation until the signal to start is given – by turning the green light on. During the start of the race the pit wall must be kept free of all persons with the exception of properly authorised officials.
- 141.** If a problem arises when the cars reach the Line at the end of the formation lap, the red light will stay on, and the yellow flags will be shown at all posts. The cars will complete a new formation lap. Should such an additional formation lap be carried out, the start of the race will be considered to have been given at the end of the first formation lap.
- 142.** Only in the following cases will any variation in the starting procedure be allowed:
- a) if starts to rain after the 5-minutes board, but before the race is started and, in the opinion of the Race Director/Clerk of the Course, teams should be given the opportunity to change tyres, the yellow light will be shown on the Line and the starting procedure will begin again by the 10-minutes board.
 - b) if the start of the race is imminent and, in the opinion of the Race Director/Clerk of the Course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the Race Director/Clerk of the Course may

delayed the start and the yellow light will be on the Line. The starting procedure will begin again by the 10-minutes board.

- c) If the race is started behind the SAFETY CAR, article 2.9, Chapter II, Appendix H to the ISC will apply.

STARTING PROCEDURE – STANDING START

- 143.** After the pit exit open, the cars will complete a reconnaissance lap. At the end of this lap they will stop on the grid in the starting order with their engines stopped. Should they wish to cover more than one reconnaissance lap, they must not cross the grid, they may drive through the pit lane at a greatly reduced speed between the laps. Any car that is unable to complete the formation lap under its own power will not be allowed to start the race.
- 144.** The approach of the start will be announced by boards shown ten minutes (may be omitted), five minutes, three minutes, one minute and thirty seconds before the start, each of which will be accompanied by an audible warning having the following meaning:
- 145. The 5-minutes board:** start of count-down. The use of external battery is permitted on the starting grid, in the pit lane working area and in the waiting area at the pit exit if the car starts in this position. All the wheels must be fitted on the car. Any driver whose car did not have all its wheels fully fitted at the 5-minutes board will be penalized in accordance with Art. 25b). It is permitted to change the wheels after this signal at the discretion of the Race Director/Clerk of the Course only. The tyre heaters may be used before the 3-minutes board only.
- 146. The 3-minutes board:** everybody must leave the starting area. The cars must be resting on their wheels.
- 147. The 1-minute board:** engines will be started with the drivers on board. Only one mechanic may stand by the car operating the external starting equipment. He must leave the grid before the 30-seconds board is given.
- 148. The 30-seconds board:** 30 seconds after this signal, the green flag will be shown or the green light will be turned on in front of the starting area announcing that the cars are allowed to complete the formation lap in the starting order with the „Pole Position“ car leading. During this lap, practice starts and overtaking is forbidden and the formation must be kept as tight as possible. Overtaking during the formation lap is only permitted to keep the formation.
- 149.** Any driver, who is unable to start the formation lap, must indicate this (by opening the door/raising his hand) to the marshals. After the remainder of the cars had started the formation lap, the marshals will be instructed to push any car remaining on the grid into the pit lane by the shortest route. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.
- Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the last row of the grid. There should be more than one car involved, their starting order will be determined by the order in which they left for the formation lap.
- A penalty in accordance with Art. 25 will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap.
- Any car that is unable to keep his starting order during the formation lap, or that is not fully stationary if the red light is on, must enter the pit lane and start from the pit lane.
- 150.** After the completion of the formation lap, the cars will drive back to the starting area and will stop on their starting position with engines switched on. The official with a board in his hands indicating the starting number of the car or the number of the row will stand

by each row of the starting field. As soon as the car in his row is standstill, he will lower the board.

- 151.** As soon as all cars are standstill and no board is raised, the starter will show the 5-second board and the red light will go on in 5 seconds later. The red light on, the starting signal shall be given at any moment by turning the red light off.
- 152.** If, after returning to the starting grid at the end of the formation lap, a problem arises, the following procedures shall apply:
- a) if a car develops a problem that could endanger the start, the driver must immediately indicate this (by raising his hand/ opening the door) to the marshals and the marshal responsible for that row must immediately wave a yellow flag. If the Race Director/Clerk of the Course decides the start should be delayed, the green lights, a board saying „EXTRA FORMATION LAP“ will be displayed, and all cars able to do so must complete a further formation lap. The car which developed the problem is moved into the pit lane where the mechanics may put the car into operation and the car may start the race from the pit lane.
The distance of the race will be reduced by one lap.
 - b) If any other type of problem arises, and if the Race Director/Clerk of the Course decides the start should be delayed, the following procedures shall apply :
If the race has not been started, the flashing yellow lights will be switched on in the starting area, and a board saying „DELAYED START“ will be displayed. All engines will be stopped and the starting procedure will begin again at the 5-minutes point, and the race distance will be reduced by one lap.
If the race has been started, the marshals alongside the grid will immediately display their yellow flags in motion to inform the drivers that a car is stationary on the grid.
If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route.
If the driver succeeds in starting the car whilst it is being pushed, he may start the race from the starting grid.
If the driver is unable to start the car, his mechanics may attempt to start it in the pit lane. If the car then starts, it may rejoin the race from the pit lane. During this procedure, the driver and his mechanics must observe the instructions of the authorized officials.
- 153.** If it is necessary to apply the provisions of Art. 152, the race will be counted for the Championship in any case notwithstanding the fact that this procedure was repeated several times and, that the race distance has been reduced by one lap repeatedly. No refuelling is permitted if it is necessary to apply more than one starting procedure in accordance with Art. 152.
A penalty in accordance with Art. 27 will be imposed on each false start through a fault of the driver.
- 154.** Any changes of the starting procedure shall be indicated in the Supplementary regulations of individual Events.
- 155.** Only in the following cases will any variation in the start procedure be allowed:
- a) if starts to rain after the 5-minutes board, but before the race is started and, in the opinion of the Race Director/Clerk of the Course, teams should be given the opportunity to change tyres, the yellow light will be shown on the Line and the starting procedure will begin again by the 10-minutes board.
 - b) if the start of the race is imminent and, in the opinion of the Race Director/Clerk of the Course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the Race Director/Clerk of the Course may

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delayed the start and the yellow light will be on the Line. The starting procedure will begin again by the 10-minutes board.

- c) if the race is started behind the SAFETY CAR, article 2.9, Chapter II, Appendix H to the ISC will apply.

156. Any breach of the provisions of the ISC or of these Sporting Regulations relating to the starting procedure may result in the exclusion of the car and drivers concerned from the Event.

THE RACE

157. A race will not be suspended in the event of rain unless the circuit is blocked or it is dangerous to continue.

158. If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If technical means are used by the marshals to remove the car to a safe position, this assistance cannot be used to help the car concerned to rejoin the race except of the Division 4 Endurance Race.

159. During the race, drivers leaving the pit lane will do so only when the light at the pit lane exit is green and under their own responsibility. A blue flashing light and/or a blue flag will also warn the driver if cars are approaching on the track.

160. Every retiring driver shall indicate his intention in time and, he will be responsible for doing a safe manoeuvre as close as possible to the track exit.

161. Division 4 cars of the group E based on the DTM specification and the DTM cars must carry out during the race twice the handicap drives through the pit lane.

162. If a driver for any reason do not carry out both handicap drives through the pit lane, will be punished by the Stewards for each non-drive through the pit lane.

SAFETY CAR

163. The regulations of using a SAFETY CAR during the Event will be governed by the provisions of art. 2.9, Chapter II, Appendix H to the ISC.

SUSPENDING/INTERRUPTING THE RACE

164. Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director/Clerk of the Course will order red flags to be shown at the Starting and the Finish Lines, and at all marshal observation posts. When the signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the red flag line where they must stop in the 2x2 formation behind the first car. A penalty will be imposed on any driver who enters the pit lane or whose car is pushed from the track to the pit lane after the race has been suspended. Any car which was in the pit lane when the race was suspended will not incur a penalty. Depending on the position of the Finish Line towards the red flag line, the cars in the pit lane will be permitted to leave the pits before the race has been resumed, or after the pit exit having been passed by all the cars once the race has been resumed.

Whilst the race is suspended/interrupted:

- the race and the timekeeping system will not stop;
- cars may be worked on once they have stopped behind the red flag line or entered the pits, but such work must not impede the resumption of the race;
- refuelling is forbidden except of the cars that have already entered the pit lane when the signal of suspending the race was given;
- only team mechanics and officials will be permitted on the grid;
- SAFETY CAR will be positioned in front of the cars.

RESUMING A RACE

165. The interruption will be kept as short as possible. Signals will be shown 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds board before the resuming and each of these will be accompanied by an audible warning.

When the 5-minute signal is shown, all cars must have their wheels fitted, after this signal wheels may only be removed in the pit lane. A penalty in accordance with Art. 25b) will be imposed on any driver whose car did not have all its wheels fully fitted at the 5-minutes board.

When the 1-minute board is shown, engines should be started, and all team staff must leave the grid before the signal of 30 seconds is given, taking all equipment with them. If any driver needs assistance after the 30-seconds board, he must indicate this by opening the door or by raising his hand. When the remainder of the cars left the grid, marshals will be instructed to push the car into the pit lane. The driver whose car is pushed from the grid in this way must not try to start the car. In this case marshals with yellow flags will warn the other drivers. The race will be resumed behind the SAFETY CAR when the green light is illuminated. When the green light is on, the SAFETY CAR will leave the grid with all cars following in the order in which they stopped behind the red flag line, no more than 5 car lengths apart behind the SAFETY CAR. Soon after the last car in line behind the SAFETY CAR passes the end of the pit lane, the pit exit light will turn green and any car in the pit lane may then enter the track and join the line of cars behind the SAFETY CAR.

Overtaking during this lap is permitted only if a car is delayed when leaving the red flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the order before the race was suspended. Any driver, who is delayed leaving the grid, may not overtake another moving car if he was stationary after the remainder of the cars had crossed the red flag line, and must form up at the back of the line of cars behind the SAFETY CAR. If more than one driver is affected, they must form up at the back of the field in the order in which they left the grid. The SAFETY CAR will enter the pit lane after the completion of one lap except of the cases when the team stuff has not succeeded in leaving the grid, or when a further incident, during which the intervention is needed, has occurred.

166. Either of the penalties under Art. 25 of these Standard Regulations will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during this lap.

167. If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

168. If the race is ended when the SAFETY CAR is deployed, the SAFETY CAR and all cars going behind it will pass under the chequered flag and will leave the track to the Parc Fermé.

REDUCING THE RACE DISTANCE

169. If for any reason the scheduled distance of the race is not completed in full the following points will be allocated:

Completed at least 75% of the race distance = 100% points

Completed at least 50% of the race distance = 50% points

Completed less than 50% of the race distance = zero points

FINISH

170. The end-of-race signal will be given at the Finish Line as soon as the leading car has completed the full race distance or duration in accordance with Art. 15 and 16 of these Sporting Regulations.

Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of the laps, or the scheduled time had elapsed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished, or when the scheduled time has elapsed.

In the moment, when the leader will cross the Finish Line under the chequered flag, will be the red light by the pit exit switched on. There is possible to use the red flag too.

PARC FERMÉ

- 171.** Only the officials may enter the Parc Fermé. No intervention of any kind is allowed there unless authorized by such officials.
- 172.** From the moment the end signal for the qualifying practice session and the race is shown, the Parc Fermé rules will apply to all participating cars from the Finish Line up to the area of the Parc Fermé.
- 173.** From the end of the qualifying practice session and of the race, all cars must continue directly to the Parc Fermé without any stopping, overtaking (except special cases if necessary), and without receiving any assistance (except the assistance by the marshals if necessary).

CLASSIFICATION

- 174.** The car classified the best one in the races of Division 2 and Division 3 and in the Division 4 Sprint will be the one having covered the scheduled duration as the first one. All cars will be classified taking into account the number of complete laps they have covered and in the order in which they crossed the Finish Line. Only cars which have covered at least 90% of the laps covered by the winner of each class will be classified (the number of the laps will be rounded down to the integer.)
- 175.** The car classified the first in the Division 4 Endurance Race will be the one having crossed the Finish Line the first at the end of the race. The order of the remaining cars will be set taking into account the number of complete laps they have covered and the order in which they crossed the Finish Line. If any car reaches in the last lap the time that will be twice higher than that of the winner in the last lap of the race, this lap will not be considered to calculate the total distance completed. In the last lap of the race, the winner must not reach any slower time than the triple one of his fastest time achieved in the race. Any breach of this rule shall result in adding the difference between the triple value of his fastest time achieved in the race plus that reached during the last lap of the race to his resulting time recorded. Only cars which have run at least 70% of the distance covered by the winner of each class concerned will be classified (the number of the laps will be rounded down to the integer.).

AWARDS

- 176.** The awards will be specified in the Supplementary Regulations of individual Events. The podium ceremony will take place at the end of each Event. The drivers finishing the races in 1st - 3rd positions must attend the prize-giving ceremonies under the penalty of 5,000 CZK which will be payable to the Event organizer before the administrative checks of the next Event at the latest.

ADVERTISING, PUBLICITY AND TV BROADCASTING

- 177.** During the organisation of the Championship Events, all advertising and publicity rights within the whole racing area are in possession of the organizer who may delegate them to any other persons on contractual basis. Any form of advertising, publicity and presentation to be made outside the area reserved for the racing teams in the pits and in the parking area of the racing cars is forbidden unless authorized by the organizer.

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- 178.** In accordance with the ISC, Chapter XVII, the advertising space of the dimensions mentioned in Art. 207 and 209 of the said Chapter, in the close vicinity of the race numbers shall be reserved for the advertising proposed by the organizer of the Championship and it is not possible to refuse such advertising.
The following spaces are reserved for optional advertising:
- on touring cars – a 10 cm wide advertising strip affixed to the upper part of windscreen or rear window and, the space having the dimensions of normal registration plate used in the Czech Republic in usual positions in front and in rear of the car
 - on formula cars – a space having the dimensions of the touring car registration plate.
- It is possible to negotiate special conditions between the organiser and the competitor.
- 179.** If a competitor refuses the advertising proposed by the organiser, he shall pay a double entry fee. The competitors may refuse the optional advertising concerning the car, tyre, fuel or lubrication trademarks without having to pay higher entry fees.
- 180.** The parking area reserved for parking the racing cars and service vans is designated to park, maintain and repair the racing and assistance vehicles only, and any commercial, publicity or presentation activities must not be performed there unless agreed with the organiser otherwise. The organiser may authorize publicity, advertising and presentation activities with the persons concerned on mutual agreement only and on charge, except of the cases where the conflicts of interest between the contracts already concluded could arise.
- 181.** All rights for making and broadcasting TV records from the Championship, except those from separately organized Cup Races, are in possession of the Event organiser that may pass them over to any other persons on contractual basis. All persons that have no agreement concluded with the organiser and will make picture records from the Championship (with exclusion of the official individual runs of Support Races) and will use it for commercial purposes, will be prosecuted at the appropriate law.

These Standard Regulations were approved by the FAS ACR under reg. No. **ZAO00612**