



**General rules for  
amateur endurance races  
Valid from 1.2.2024**

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## 1. INTRODUCTION

1.1. Auto Rally Cross, s.r.o. (hereinafter ARC) announces the Series of endurance car races on closed circuits called ARC Endurance (hereinafter ARCE).

1.2. ARC is the exclusive organizer of this series events and is therefore responsible for sport and administrative organization of ARCE.

1.3. ARCE is governed exclusively by these instructions, technical regulations for cars and special provisions document published on our website for each race. In case of any sport and/or organization disputes or situations which are not described in the organizer's official documents, the organizer reserves the right to decide in these cases at own discretion. Such a decision is final.

## 2. DEFINITION

2.1. Competitor shall mean any natural person or legal entity that applies for ALS with duly filled-in registration form, and who is not refused by the organizer. Responsible Person, that is stated in the registration form, can act on behalf of the competitor. The competitor can register an unlimited number of cars for the race. If there are two or more competitors of the same name, the organizer has the right to ask for the change in their names.

2.2. For the purpose of these instructions Team shall mean a registered car with an assigned start number and drivers who take part with it in the race. During the ARCE the team drivers can be changed without any limit. An identification sign of the team is the assigned start number of the car.

2.3. For the purpose of these instructions driver shall mean a person that drives the registered car. He or she must be included in the competitor's application form and must fulfil the following conditions:

- a) he or she must be 18 years old or 16 years old under conditions specified in Annex No. 2 - Conditions for participation of drivers aged 16 – 18.
- b) A person who is 18 and older must have his or her own valid driving licence class B.
- c) He or she must have a valid health insurance.
- d) He or she signed the document in Annex No. 3 - Declaration of indemnity (drivers aged 16-18 – Annex No. 5) by which he or she confirms that he or she accepts obligations arising from the article 7 of the instructions and that he or she is in good health.

2.4. For the purpose of these instructions Event shall mean a racing event with its own results. It also includes the actual race, among other things. The event starts and ends according to the schedule specified in the Special Provisions by which it is announced.

2.5. Managing bodies of the event are:

- Race Director
- 3-member JURY
- Managing bodies are appointed by the organizer.

### **3. RULES**

3.1. The decisive and lawful text of these instructions is a Czech version which will be used in case of any doubts of its interpretation.

3.2. These instructions come into force when published and they replace any previously existing instructions for the races organized by the ARC.

3.3. The organizer can adjust a particular provision of these instructions to stipulated conditions of the event in the form of Special Provisions (SP) of particular events.

3.4. The event can be cancelled by the organizer's decision.

### **4. CARS**

4.1. Cars that fulfil the conditions included in Technical regulations can be registered for ARCE.

4.2. Cars are divided into the following divisions:

- a) Division 2 – cars up to 2000 cc
- b) Division 3 – cars up to 2600 cc
- c) Division 4 – cars up to 3600 cc
- d) Division 5 – cars with self-supporting truss construction, carbon monocoque etc., equipped with wheel covers (Caterham, Kaipan, Ariel-Atom, KTM X-Bow etc.)
- e) Division 6 – cars over 3600 cc

In the case of participation of vehicles equipped with a turbocharger/supercharger, the coefficients specified in the Technical Regulations for Cars will be used to calculate the recalculated volume for inclusion in the division.

The final classification in the Division will be decided by the technician after the technical check of vehicles.

4.3. Competitors must ensure that their cars comply with the conditions of conformity, competence and safety throughout the event as approved at the technical check of vehicles.

### **5. STARTING NUMBERS**

Start numbers will be assigned to the cars by the organizer at the competitors' first registration to ARCE and will remain the same for the whole season, or its remaining part. If the team's car is changed in another race and it remains in the same division, the number is not changed. If the car is moved to another division, it will be considered as newly registered. At the same time it will be given a new start number. This change must be reported at the technical check.

### **6. MANDATORY SAFETY EQUIPMENT FOR DRIVERS**

Each driver must be equipped with their own safety helmet, textile overalls covering the entire surface of the body, closed shoes and motorsport full-finger gloves. Without this equipment, the driver will not be allowed on the race track. The use of flame-retardant underwear and overalls is recommended.

## **7. GENERAL CONDITIONS**

7.1. All the drivers, competitors and active participants of the ARCE undertake on their behalf and on behalf of their employees, representatives and deputies to observe all the terms of these instructions and annexes issued in the form of the Special provisions (SP).

7.2. Insulting officials or inappropriate behavior of the competitor, driver and his escort will be punished by immediate disqualification of the competitor from the race.

7.3. Participants of the ARCE are obliged to follow the organizers' instructions. The presence of participants in the entire racing area is at their own risk. If the ARCE participant's activities or behaviour is in contradiction with the organizer's instructions, he or she will be expelled from the racing area without any compensation of the costs.

7.4. All the team members are obliged to follow these regulations and conform to them without reservations.

7.5. All the cars are required to comply with the speed limit of 40 km per hour on all the roads within the area where the event takes place and must follow the local road signs.

7.6. It is PROHIBITED to discharge any oil products. Any accidental spillage must be immediately reported to the organizer. Deliberate discharge will be punished by a fine in the amount of 30 000 Czech crowns. The participant that will commit such an offence is obliged to pay all the costs connected with the removal of consequences and possible damages. He or she will consequently be expelled from the race.

7.7. After the race the competitor is OBLIGED to tidy up the paddock and the space in front of or behind the paddock.

7.8. Motor sport is dangerous. Participants including their escort (drivers, car mechanics, other members of the escort and guests) take part in the ARCE at their own risk. They have their own civil law and criminal-law responsibilities for all the damages caused by themselves or their cars.

## **8. SERIES RULES**

8.1. At least two events which will include endurance race will be announced in the season. All the teams will be automatically credited with the results of each race in the season for the ARCE classification.

8.2. The length and place of each race will be specified in the Special Provisions for a particular event. The race length is specified by the time interval between the start and finish. The checkered flag will be waved as soon as the leading driver crosses the finish line at the end of the lap, in which the prescribed time interval has elapsed.

8.3. The driver must drive the vehicle alone and without assistance, except for a permitted co-driver. Maximum number of drivers is not limited. Maximum continuous time for which the driver can drive the car is 3 hours, if it is not specified otherwise in the Special Provisions or at the drivers' briefing.

8.4. The car classified as the first in the particular division will be the one that has the highest number of laps. The order of cars within the division will be set according to the number of finished laps and according to the order in which cars cross the finish line. The number of laps is decisive, the driver does not have to pass under the checkered flag.

8.5. Announcement of winners will take place after the end of each race in compliance with the schedule specified in the Special Provisions.

8.6. The points of the series will be assigned to the teams in each race and for each division separately. If divisions are combined there will be joint evaluation according to the following chart:

Place	1	2	3	4	5	6	7	8	9	10	11	12	13
Points	16	13	11	10	9	8	7	6	5	4	3	2	1

8.7. In order for a vehicle to be eligible for championship points in the ARC Endurance Series, it must complete at least two-thirds (2/3) of the race distance covered by the winning car in its respective division. Vehicles that do not meet this requirement may be classified in the race results, however no championship points will be awarded.

8.8. No championship points are awarded for an embedded race.

## 9. ARC ENDURANCE CUP

The ARC announces the ARCE Cup. All the teams that take part in any ALS event in the season are automatically included in the classification. The ARCE Cup winner in the division for the season will be the team which:

- a) will gain the highest number of points in the particular season of the ARCE series according to the article 1.1.
- b) If two or more teams have the same number of points according to 1.1., the decisive factor for better placement in the classification is the best placement of the team in any race of the season. Better placement in the Cup will be assigned to the team which had better placement in the race.
- c) In case of equal results according to the article 9. a) and b), better placement in the Cup will be assigned to the team which had better placement in the last event of the season.

## 10. REGISTRATION

10.1. Registration is handed in by every competitor of the team for each event before the deadline of registration for each event specified in the relevant Special Provisions in electronic (WEB/e-mail) or in written form (The Annex No. 6 – Registration). By submitting the registration form or handing it in in person during the technical and administrative check the competitor confirms that he or she has read and understands these

instructions and undertakes on his or her behalf and on behalf of all the team members that they will conform to them without reservations. In exceptional cases the organizer can accept a competitor's registration form received after the registration deadline which is the end of the administrative check.

10.2. The organizer has the right to refuse an application form for a particular race specifying the reasons.

## **11. STARTING FEE**

11.1. There will be starting fee for participation in races. Its amount will be specified in the Special Provisions for each event. The starting fee is paid for each registered car. The starting fee must be paid according to the instructions specified in the Special Provisions no later than by the end of the administrative check. Otherwise the competitor will not be allowed to participate in the event. The starting fee does not include the rent for the box. The box can be rented after a relevant fee is paid during the administrative check. The competitor is not obliged to rent a box. One box can be shared by two or more competitors. If a competitor does not take a box or if there is no box left, the competitor will park behind boxes at the designated place. The organizer will determine the place including the fee.

11.2. If the competitor cannot take part in the event for any reason and informs the organizer about it no later than 15 days before the start, he or she is entitled to reimbursement of the fee in its full amount. After this deadline the starting fee will be forfeited in favour of the organizer.

11.3. The fee will not be returned to the competitor that is disqualified or withdraws from the race.

11.4. In other cases the refund of the starting fee will be decided by the organizer

## **12. ADMINISTRATIVE AND TECHNICAL CHECK**

12.1. The deadlines of administrative and technical checks are always specified in the Special Provisions for each event. No competitor or driver(s) is/are allowed to participate in an event if he or she did not go through the administrative and technical check.

12.2. During the administrative and technical check the documents handed over by the competitor's responsible person, drivers and technical documents of the car (if available) are checked. The administrative and technical check includes, apart from the check of the car, the check of required safety equipment.

12.3. It is necessary to hand in the following documents: duly filled-in registration form for the event (or submit on-line before); filled-in and signed driver's declaration of indemnity (Annex No. 3) and GDPR document (Annex No. 4) from each driver.

12.4. Technical scrutineers can check the compliance of the racing car anytime during the event.

## **13. INSTRUCTIONS AND COMMUNICATION WITH COMPETITORS**

The text of these instructions with the annexes (published in „DOCUMENTS“ on our website) and the Special Provisions are perceived as basic communication with

competitors. The race director and sport marshals can give instructions to the competitors during the event in the form of implementing provisions in oral or written form. All the results of races will be displayed on our social networks (FB/IG), on the official website of the organizers ([www.arcbrno.cz](http://www.arcbrno.cz)) or in "live timing" app RaceHero.io.

#### **14. DRIVERS' BRIEFING**

The briefing of the race director with drivers will take place on the day of the race according to the schedule specified in the Special Provisions. Drivers are obliged to take part in the briefing and to confirm their participation by signing the attendance list. If the race director decides to organize another briefing, it will take place according to his discretion and anytime during the race.

#### **15. STARTING GRID AND START OF RACE**

The start order of the cars on starting grid is composed according to the last race results. Starting positions of new teams will be drawn by lot. Lots will be drawn separately for each division. The start order of the divisions is 6, 5, 4, 3, 2.

#### **16. START PROCEDURE - FLYING START**

16.1. At the time before the start of the race specified in the schedule of the Special Provisions for a particular event a sound signal is given and paddock exit gates are opened. Cars will go on the racing track and will go around one lap at a slow and steady pace. At the end of this lap, before they drive onto the starting grid, they will stop along both sides of the racing track and one by one they will go to their places on the grid as instructed by the organizers.

16.2. After the lapse of the time specified in the Special Provisions for the cars to get on the grid, a sound signal will be given to announce the closing of the paddock exit gates. Cars which remained in the boxes can start only when they are instructed by track marshals to do so. The cars will join the race as soon as the whole field has passed the paddock exit gates after the start of the race.

16.3. The cars will enter the first introductory lap behind the SAFETY CAR. Practice starts and overtaking are prohibited during the introductory lap and the cars must remain in the tightest formation possible. After checking the timekeeping system by crossing the finish line, the cars will start the second introductory lap.

16.4. If it is found out that a car's timer is not working, the drivers will proceed to the next introductory lap and follow the SAFETY CAR and starting lights.

16.5. Once the SAFETY CAR has received the order to start (restart) the race from the race management, it will turn off the warning lights in the last third of the lap, move to the edge of the race track thus signalling to the drivers that the race will be started (restarted) after the completion of this lap.

During the introductory laps the red light will be on at the start signalization. Even if the SAFETY CAR leaves the track, cars must maintain their place in the formation until the signal to start is given by the green light or green flag or both simultaneously and the red lights are switched off. This means the race has been started and the drivers may overtake even before crossing the finish line.



## **17. RACE**

17.1. During the race the drivers can enter the track only if there is a green/blue light on in the pit lane and they do so at their own responsibility. A flashing blue light and/or a blue flag at the pit lane inform the driver about an approaching car on the track. The driver at the pit lane is not allowed to cross a solid white line marking the track and the pit lane.

17.2. Every driver withdrawing from the race is required to signal his or her intention and is responsible for making sure that his manoeuvre is safe and as close as possible to the track exit.

17.3. If the driver has to stop the car during the race for any reason, he has to do so off the track. If his health is not endangered (fire, hot steam), he will wait for the organizer's special towing vehicle which will tow the car into the box making sure it does not cause any danger or does not limit other cars on the track.

17.4. The announcement of a "wet race" is within the competence of the race director in case of unsuitable weather conditions.

## **18. PITS, PIT WORK AND REFUELLING**

18.1. All the equipment (except the facilities permanently placed in front of the boxes) must be put away after the stop in the space in front of the boxes not to cause any obstruction to the race.

18.2. Exchange of fluids and lubricants is allowed during the race.

18.3. If the driver misses his paddock he or she must continue driving through the pit lane, get on the track again, go around another lap and then drive again into the paddock area. Reversing is strictly prohibited under penalty of disqualification.

18.4. Every part of horizontal facilities above the pit lane (air distribution) must be placed at least 2 m above the road.

18.5. Refuelling is possible only in the manner and in the place specified by the organizers in the Special Provisions. Refuelling usually takes place at the race track filling station. Refuelling zone entrance and exit are marked by the organizer and are considered to be the part of the pit lane.

18.6. During refuelling the driver must remain in the car. Fuel is added by maximum two mechanics only. The presence of other people and other activities during refuelling are not allowed.

18.7. Refuelling from own resources is possible under the following conditions:

- a) only in the refuelling zone and in the place (slot) assigned by the organizer
- b) the number of slots for separate refuelling is limited and its maximum number is given by the SP.
- c) The team is obliged to use any refuelling equipment. It is not allowed to refuel from open containers (canister, watering can)!



d) after the start of the race, the fuel placed in the slot may be used for the actual refueling, refilling the fuel tanks in the refueling slot during the race from a petrol station is strictly PROHIBITED. Teams must do so before the start.

e) team is required to use an absorbent (sorbent) mat (as specified in Article 18.8) placed under the vehicle's fuel filler area in order to prevent fuel from leaking onto the surface of the refuelling zone. The use of absorbent mats is mandatory for the entire duration of the race, and their condition may be checked by the organiser at any time during the event. Team is also responsible for the proper disposal of the mats after the race.

18.8. Absorbent mats used in the refuelling zone must meet the following requirements:

a) the mat, or a combination of mats, must provide a minimum coverage area of 1.5 m<sup>2</sup> and must be positioned so as to cover the area beneath the vehicle's fuel filler and the immediate surrounding area where fuel spillage may occur

b) only a product explicitly designated by the manufacturer or supplier as an oil absorbent (Oil Only / Oil Absorbent) shall be considered an approved absorbent mat

c) the mat must have a minimum absorption capacity of at least 5 litres of fuel per 1 m<sup>2</sup>

d) the mat must maintain its mechanical integrity and functionality even when saturated with fuel and must not tear, disintegrate, or release fibres

Upon request by the organiser, the team must be able to provide technical documentation for the absorbent mats used, such as the manufacturer's technical data sheet, product labelling, or other official manufacturer documentation.

18.9. If a team performing self-refuelling fails to use absorbent mats complying with the requirements set out in Article 18.8, removes the mats, replaces them with alternative means, or if it is determined during the race that the mats in the designated refuelling slot do not meet the prescribed conditions, the team will not be permitted to continue self-refuelling until the issue has been immediately rectified.

If a team is unable to provide compliant absorbent mats, it is required to purchase approved mats from the organiser at a price determined by the organiser.

In the event of repeated or serious breaches of these obligations, the organiser may:

a) withdraw the team's right to self-refuel from its own fuel supply and require the team to refuel at the circuit fuel station for the remainder of the race

b) impose a sporting or financial penalty, the amount of which shall be determined by the organiser, taking into account the nature and severity of the infringement, and, in the event of a breach or violation of obligations relating to health protection or environmental protection, also taking into consideration any penalties imposed by the competent administrative authority, in particular the locally competent public health authority.

## 19. DRIVER CHANGES

The driver change can take place only during the stop in the boxes.

## 20. GENERAL SAFETY

20.1. Signals to the drivers is given by track marshals and the starter in the way described below. Competitors are strictly prohibited to use the same or similar flags.

Flag signals:

- a) White flag – when waved – informs the drivers that there is a significantly slower vehicle in the particular track sector.
- b) Yellow flag – signal of danger: - one flag waved – slow down, do not overtake, be ready to change the direction, there is a danger on the track or its part. - two flags waved – slow down, do not overtake, be ready to stop, the track is completely or partly impassable. - Overtaking is prohibited from the 1st yellow flag to the green flag behind the accident. Signals are usually used only at the station immediately in front of the danger. The race director can order signals at more than one stations before the accident.
- c) Red flag – when waved – on the order of the race director, interruption of the race, everybody must slow down and be ready to return to the boxes, overtaking is prohibited. Overtaking is prohibited. The refuelling zone is closed, service work on cars in boxes is allowed.
- d) Blue flag – when stationary: it is shown to the driver leaving the paddock, if there are approaching cars on the track; – when waved: during the race – it is shown to the driver to be overtaken by one lap, the driver has to allow the car behind to overtake as soon as possible without unexpected changes of speed and direction.
- e) Yellow flag with red stripes – when stationary – it informs the drivers about the change of adhesion because of oil or water on the road in the area behind the flag. This flag is shown for at least 4 laps, if the surface of the road has not been changed into normal state, in the following sector there is no signalling with the green flag.
- f) Green flag – when waved – it indicates that the track is free, it is shown at the station behind the incident which required one or more yellow flags to be used.

20.2 If a car stops during the race, it must be done off the track.

20.3. The driver is not allowed to push the car along the racing track.

20.4. The car can be worked on only inside/in the front of (or behind) the paddock.

20.5. The driver whose car has serious mechanical problems during the race must leave the track or return to the paddock as soon as it is safe. In case of oil leakage the car must immediately leave the track. It is strictly prohibited to return with such a car to the box along the racing track.

20.6. Special attention must be paid if there are emergency vehicles on the track.

20.7. The race director can order a driver to undergo medical examination including a blood alcohol test at anytime during the race.

20.8. There is a speed limit of 40 km per hour in the pit lane during the entire event. The competitor, whose car is speeding, will be punished by a „STOP&GO“ penalty.

20.9. Dipped beam headlights and rear lights must be on when the board with LIGHTS ON is shown. It is the race director's right to decide whether the car with these lights switched off is stopped. If the car is stopped it can return to the track only when this problem has been solved.

20.10. The breach of the provisions concerning general safety can result in disqualification of the driver and/or the car from the event.

20.11. The car that has been transported to the box by a towing vehicle can return to the race after it is repaired.

## **21. SAFETY CAR**

21.1. Safety Car (hereinafter SC) is the vehicle provided by the organizer and is marked „Safety Car“.

It has orange roof lights and the following functions:

- a) Before the start of the race the SC takes its place on the grid and it serves as the pace car during the start procedure.
- b) the Safety Car can be used for race neutralization upon the director's decision, if the competitors or active participants are in physical danger, but the circumstances do not require the interruption of the race.

21.2. If the order has been given to use the SC during the race, all the stations of track marshals will wave the yellow flag and the SC board. This signal will be displayed for the entire time of neutralization. During the race the Safety Car will get on the racing track with flashing orange roof lights regardless of who the leading driver is. All the cars will form a line behind the Safety Car, not further than 5 lengths of the car and other cars must remain in the tightest formation possible. Overtaking is prohibited until the cars cross the start line after the Safety Car returned to the box. Overtaking is allowed only if another car slows down for obvious reasons. Cars must follow the track chosen by the SC.

21.3. If the Safety Car is used, the racing cars can enter the box. They can return to the racing track only if there is a green light on at the exit of the pit lane. The green light will be on at the exit of the pit lane only after the whole formation passes the exit and only for the time necessary for the waiting cars to leave and join the end of the formation. This possibility of joining for the cars going out from the box will be repeated upon the race director's instructions at every lap led by the SC. Under certain circumstances the race director can order the SC to pass through the pit lane. In this case and providing that the orange roof lights of the SC are flashing, all the cars must follow the SC without overtaking. In this case a car can stop at its box.

21.4. If the race director calls off the SC, it will switch off the orange roof lights and will enter the paddock at the end of the lap. From that moment the first car can set the speed of the formation and if needed it can pull away from the SC at the distance of more than 5 lengths of the car.

21.5. If the SC went to the paddock entrance and the cars are approaching the start line, the yellow flags and the SC boards will be removed and the green light will be lit (or the red light will be switched off or the green flag will be used) at the start line. All the track marshals' stations will display the green flag for one lap. Overtaking is prohibited until the cars cross the start line.

21.6. Every lap during the SC neutralization is considered the lap of the race.

21.7. If the race is finished during the Safety Car deployment, the SC and all the cars behind will pass under the checkered flag and enter the box.

21.8. If the race is finished after dusk, the SC will be used to lead the cars into the paddock. The SC will get on the track in front of the first car that was waved off. The cars are not allowed to overtake the SC.

## **22. FINISH**

22.1. The signal of the end of the race is given at the finish line as soon as the leading car completes the entire time of the race according to the article 8.2. The leading driver of the race will be waved off by the checkered flag at the moment, when he or she crosses the finish line at the end of the lap, in which the prescribed time interval passes.

22.2. If for any reason the signal of the end of the race is given before the prescribed time elapsed, the race will be considered finished when the leading car crosses the finish line.

## **23. PARC FERMÉ**

Parc Fermé is a demarcated area for parking cars, where only officials are allowed to enter. Without the officials' permission no intervention on cars is allowed here. After the end of the race all the cars, that are instructed by the organizers, must go to the Parc Fermé, where they will be parked for the time specified in the Special Provisions. After this time or upon the instructions of the organizers the cars are released from the Parc Fermé.

## **24. INCIDENTS**

24.1. An incident means one or several occurrences involving one or more drivers or any action by any driver which is dangerous or which constituted a breach of these instructions; including but not limited to unsportsmanlike and aggressive style of driving, not observing the flag signals and the officials' instructions, speeding in the pit lane, service in the refuelling zone, overtaking under the Safety Car etc.

24.2. The director of the race may issue a STOP&GO penalty to a driver involved in an incident or possibly disqualify him/her.

24.3. Procedure for issuing a STOP&GO penalty:

- a) The race director will order a signal to be displayed at the start line by a table with a STOP&GO sign accompanied by a table with the start number. From the time of the display of the signal, the driver concerned must not have completed more than three full laps without entering the pit lane and stopping at the place designated for the STOP&GO penalty.
- b) After the expiration of the penalty period, the driver shall continue the race by passing through the pit lane and exiting onto the race track. After completing the STOP&GO penalty it is therefore forbidden to stop in the box and to refuel.
- c) Violation of or failure to comply with the Article 24.3. will be punished by repeated STOP&GO penalty or disqualification of the vehicle from the race.

During the entire period of the penalty, the driver may not leave the vehicle and the driver, mechanics and members of the team may not modify, repair or adjust the vehicle in any way. The STOP&GO area is part of the race. If the engine is stopped, the driver may start the engine himself or with the help of someone else after the penalty period has expired. No person other than the officials, other than the driver sitting in the vehicle, may be in the penalty area.

## **25. PROTESTS, APPEALS**

Protest can be submitted in writing only by a responsible competitor listed in the application form for a particular event to the director of the event no later than 30 minutes after the end of the race. After this time the protest cannot be submitted. The protest is considered submitted only if the deposit of 10000 Czech crowns is paid at the same time. Justifiability of the protest is assessed by a commission composed of the director of the event and the JURY. The commission can call any member of the organization team to the decision, or people that they consider appropriate to question to be able to deliver a judgement.

The director of the event has the right not to accept the protest. However, only if the right is unequivocally on the side of the team against which the protest has been submitted. The director is obliged to give an explanation.

If the protest is justified the offender is obliged to pay a fine of 5 000 Czech crowns to the organizer and the costs in connection with finding the facts, and to bring the car to the original state for the benefit of the injured party. There is no appeal against the verdict of the commission.

If the protest is acknowledged the deposit of 10000,- Czech crowns is returned to the responsible person of the protesting party, otherwise it will be forfeited for the benefit of the organizer.

## **26. ADVERTISING, PROMOTION**

26.1. All the rights for advertising and promotion in the entire area of the racing track during the ALS belong to the organizer who can contract other entities. Any form of advertising, promotion and presentation outside the space reserved for the racing team in paddocks and a parking lot of racing cars is prohibited without the organizer's consent.

26.2. If the participant refuses the organizer's obligatory advertisement, he or she will pay a higher deposit which equals double the amount of the starting fee.

26.3. The area of the parking lot for racing cars, reserved for parking of racing cars and accompanying vehicles, is intended for standing, maintenance and repairs of racing and accompanying vehicles, not for any form of business, advertising and presentation activities, if it was not agreed otherwise with the organizer. The organizer will permit advertising, promotional and presentation activities after mutual agreement with relevant entities, with the exception of cases in which conflicts of interests might occur with existing contracts.

These General Regulations were approved by Auto Rallye Cross, s.r.o.  
in Brno on 1st February 2026.