

General Regulations for Amateur Long-Distance Races

Valid from 10th February 2012

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1. INTRODUCTION

- 1.1. Auto Rally Cross, s.r.o. (ARC) announces the Series of endurance car races in closed circuits under the title Amateur Le Series (hereinafter ALS).
- 1.2. ARC is an exclusive organizer of this series events and is therefore responsible for sport and administrative organization of ALS.
- 1.3. ALS exclusively follows these instructions, technical regulations published in its annexes and special provisions published 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 application form, which is not refused by the organizer. **Responsible Person**, that is stated in the application 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 ALS 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 the Annex 2 of the ALS.
 - 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 Driver's Declaration according to the **Annex 5 or 6** of these instructions by which he or she confirms that he or she accepts obligations arising from the article 9 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-person JURY
- Managing bodies are appointed by the organizer.

3. **INSTRUCTIONS**

- 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 of particular events.
- 3.4. The event can be cancelled by the organizer's decision.

4. **CARS**

4.1. Cars that fulfil the following conditions can be registered for the ALS:

- a) The car is approved for road use which is documented with the Technical Licence or a similar document issued by the relevant authority of another state (hereinafter TL). The type of bodywork and the type of the engine of the registered car must be in accordance with the TL. The car does not have to have a number plate.
- b) The car fulfils the organizer's technical regulations specified in the **Annex 1** of these instructions.
- c) The car does not exceed the maximum limit of noise level, which is 100 dB + 2 dB (error of measurement). It is measured at 3800 rpm for spar-ignition engines and at 2800 rpm for compression-ignition engines.
- d) Special cars and special race cars.

4.2. Cars are divided into the following divisions:

- a) Divisions D1 and D2 combined
 - Division 1 – cars up to 1600 cc
 - 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 up to 3600 cc – special cars and special racing cars. Cars with the TL for above 3600 cc or racing cars with the valid or expired homologation according to FIA, FAS etc. with the engines over 3600 cc.

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

After the technical check the car will receive a car licence for the ALS series from the ARC.

5. TYRES

Only tyres approved for road traffic with homologation E (DOT, ECE) can be used for the ALS. The number of tyres is not limited.

For the Division 6 it is allowed to use wet and dry tyres designated for the particular type of a car. The driver will come to the technical check also with the wet-tyre set on discs.

6. FUEL

All the cars must use unleaded petrol or diesel.

7. START NUMBERS

Start numbers will be assigned to the cars by the organizer at the competitors' first registration to ALS 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.

8. COMPULSORY SAFETY EQUIPMENT OF DRIVERS

8.1. Every driver must have his or her own protective helmet, textile racing suit covering the whole surface of the body, closed shoes and car racing gloves. Without this equipment the driver will not be allowed to enter the racing track.

8.2. Drivers in special racing cars (Division 6) must have homologated fireproof clothing.

9. GENERAL CONDITIONS

- 9.1. All the drivers, competitors and active participants of the ALS 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 and Implementing regulations.
- 9.2. It is the competitor's responsibility to make sure that all the people affected by his or her application and from his or her escort will adhere to these instructions and annexes issued in the form of the Special and Implementing regulations for the entire duration of the event.
- 9.3. Competitors must ensure that their cars comply with the conditions of conformity, capability and safety for the entire duration of the event.
- 9.4. By bringing the car to the technical check the competitor confirms that the data stated in the technical licence (TL) comply with the parameters of the car and that the car complies with the technical regulations valid for the ALS.
- 9.5. Participants of the ALS are obliged to follow the organizers' instructions. The presence of participants in the entire racing area is at their own risk. If the ALS 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.
- 9.6. All the team members are obliged to follow these regulations and conform to them without reservations.
- 9.7. 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.
- 9.8. 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.
- 9.9. After the race the competitor is OBLIGED to tidy up the paddock and the space in front of or behind the paddock.
- 9.10. Motor sport is dangerous. Participants including their escort (drivers, car mechanics, other members of the escort and guests) take part in the ALS at their own risk. They have their own civil-law and criminal-law responsibilities for all the damages caused by themselves or their cars.

10. SERIES ORDER

- 10.1. 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 ALS classification.

10.2. 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.

10.3. Drive

The driver must drive the car himself/herself and without any help. The driver can be a team member of maximum two cars during the race. Minimum number of drivers for one racing car is 2, maximum number 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 briefing.

10.4. 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.

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

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

11. ALS CUPS

The ARC announces the ALS Cup. All the teams that take part in any ALS event in the season are automatically included in the classification. The ALS 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 ALS 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 11. 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.

12. REGISTRATIONS AND APPLICATION FORMS

12.1. Registration (**annex 3**) 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 by fax, or in electronic or in written form. By handing in the application form in person according to the **annex 4** 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 application form received after the application deadline which is the end of the technical and administrative check.

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

13. STARTING FEE

13.1. 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 and technical check. Otherwise the competitor will not be allowed to participate in the event. The starting fee does not include the rent for the paddock. The paddock can be rented after a relevant fee is paid during the administrative and technical check. The competitor is not obliged to rent a paddock. One paddock can be shared by two or more competitors. If a competitor does not take a paddock or if there is no paddock left, he or she will park behind paddocks at the designated place and for the race he or she will be assigned a place in front of the paddocks. The organizer will determine the place including the fee.

13.2. If the competitor cannot take part in the event for any reason and informs the organizer about it no later than 30 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.

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

13.4. In other cases the organizer will decide about the refund of the starting fee.

14. ADMINISTRATIVE AND TECHNICAL CHECK

14.1. 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. No car is allowed to participate in an event without the administrative and technical check.

14.2. During the administrative and technical check the documents handed over by the competitor's responsible person, drivers and technical documents of the car are checked. The administrative and technical check includes, apart from the check of the car, the check of required safety equipment. Successful completion of the technical check does not confirm that the car complies with technical regulations.

14.3. It is necessary to hand in the following documents: duly filled-in application form for the event (annex 4); filled-in and signed driver's declaration for each driver (annex 5 or 6); driving licence and health insurance card; complete car documentation.

14.4. Upon the decision of the race director, technical scrutineers can check the compliance of the racing car anytime during the event.

15. INSTRUCTIONS AND COMMUNICATION WITH PARTICIPANTS

The text of these instructions with the annexes 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 an official notice board and web pages of the organizers (www.arcbrno.cz).

16. 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.

17. STARTING GRID AND THE START OF THE RACES

The start order of the cars will be drawn by lot at the drivers' briefing. Lots will be drawn separately for each division. The start order of the divisions is 6, 5, 4, 3, 2, 1.

18. START PROCEDURE – FLYING START

18.1. 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.

18.2. 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 paddocks 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.

18.3. At the starting grid there will be a green flag shown or green light lit to announce the

start of the formation lap behind the pace car. Practice starts and overtaking are prohibited during the formation lap and the cars must remain in the tightest formation possible.

- 18.4. At the end of the formation lap the pace car will go back to the paddocks. The first car must continue at the same speed, other cars remain in the formation. And deviation from the set speed of the first car will be fined according to the article 26.3.
- 18.5. During the formation lap the red light will be on at the start signalization. Cars must keep their positions in the formation until the starting signal is given by the green light or the green flag, or by both and by switching off the red light.
- 18.6. If a problem occurs at the end of the formation lap, the red light will remain on. Keeping the same speed and the same formation the cars will enter another formation lap, where they will be joined and led by the pace car. If there is one or more additional formation laps added, the end of the first formation lap will be considered the start of the race.

19. RACE

- 19.1. During the race the drivers can enter the track only if there is a green 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.
- 19.2. 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.
- 19.3. 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 paddock making sure it does not cause any danger or does not limit other cars on the track.

20. PADDOCKS, WORK IN PADDOCK AND REFUELLING

- 20.1. All the equipment (except the facilities permanently placed in front of the paddock) must be put away after the stop in the space in front of the paddocks not to cause any obstruction to the race.
- 20.2. Exchange of fluids and lubricants is allowed during the race.
- 20.3. 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.
- 20.4. Every part of horizontal facilities above the pit lane (air distribution) must be placed at least 2 m above the road.
- 20.5. 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 is marked by the organizer and is considered to be the part of the pit lane.

20.6. During refuelling the driver must remain in the car. Fuel is added by one mechanic only. The presence of other people and other activities during refuelling are not allowed.

21. DRIVER CHANGE

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

22. GENERAL SAFETY

22.1. 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 paddocks, overtaking is prohibited.

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 him as soon as possible.

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.

g) **Black flag with orange circle** – when stationary – it is used together with the board with the start number and it informs the particular driver about technical problems of his or her car. The driver must stop in the paddock in the following lap. As soon as the problems are solved, he or she can continue in the race.

h) **Black flag** – when stationary – used together with the board with the start number – it shows that the driver is disqualified from the race. The flag is not shown for more than four consecutive laps.

i) **Checkered flag**: the finish.

j) **Fire extinguisher** – is shown to the driver, whose car is obviously on fire.

22.2. Driving in the opposite direction is strictly prohibited, except situations when it is absolutely necessary to remove the car from dangerous position under the supervision of track marshals.

22.3. Drivers must use only the racing track and must observe these instructions concerning the driving regulations on the track for the entire time of the event.

22.4. The driver that leaves the car must leave it with the steering wheel in place and go immediately to a safe place – at least behind the first protection line.

22.5. The racing track is defined by a white line on both sides. During the race the racing car can use the entire width of the road. However, as soon as the car is followed in the straight part of the track by another car, which is temporarily or continuously faster, it must allow to be overtaken by moving to one side of the track.

22.6. If the driver of the caught-up car does not seem to see the car which is trying to overtake him in his rear-view mirror, the track marshal will wave a **blue flag**. The drivers who do not react to the blue flag signal may be penalized. Systematic or repeated obstruction to overtaking may result in disqualification of the driver or the car from the race.

22.7. The driver can go through curves as well as their approach and exit zones in any place within the limits of the track. Overtaking according to the possibilities at a particular moment is allowed both on the left and the right side of the overtaken car. However, any manoeuvres of the car, causing danger to other drivers, for example unpredictable changes in direction, deliberate crowding of cars towards the inside or the outside of the curve, or any abnormal change in direction are strictly prohibited. Depending on the importance and the repetition of the offence the sport marshals can penalize the driver ranging from reprehension to the exclusion from the race.

22.8. Any obstruction to driving, carried out by one or more cars, having common interest or not, is prohibited. Driving in a group or following another car in aerodynamically advantageous position is allowed only if it does not prevent another car from overtaking. If this is the case the blue flag will be used.

- 22.9. The drivers who obstruct a part of the track may also be penalized, especially if they do so systematically. Penalties depend on the seriousness of the offence. Similar penalties are applied for drivers who zigzag on the track hindering other cars from overtaking.
- 22.10. If a car stops during the race, it must be done off the track, from where it will be removed as soon as possible not to cause any danger or obstruction to the race.
- 22.11. The driver is not allowed to push the car along the racing track.
- 22.12. The car can be worked on only inside or in the front of the paddock.
- 22.13. 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 paddock along the racing track.
- 22.14. Special attention must be paid if there are emergency vehicles on the track.
- 22.15. During the race a maximum of four team members can push the car into the paddock along the pit lane whose beginning and end are marked by a white transverse line.
- 22.16. The race director can order a driver to undergo medical examination including a blood alcohol test at anytime during the race.
- 22.17. 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 and go“ penalty.
- 22.18. 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.
- 22.19. The breach of the provisions concerning general safety can result in disqualification of the driver and/or the car from the event.
- 22.20 The car that has been transported to the paddock by a towing vehicle can return to the race after it is repaired.

23. SAFETY CAR

- 23.1. Safety Car (hereinafter SC) is the vehicle provided by the organizer and is marked Safety Car in the back. It has two 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.

- 23.2. 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 paddock. Overtaking is allowed only if another car slows down for obvious reasons.
- 23.3. If the Safety Car is used, the racing cars can enter the paddock. 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 paddock 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 paddock.
- 23.4. 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.
- 23.5. 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.
- 23.6. Every lap during the SC neutralization is considered the lap of the race.
- 23.7. 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 paddock.
- 23.8. 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.

24. FINISH

- 24.1. 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 10.2. The leading driver of the race will be waved off by the checkered flag at the moment, when he crosses the finish line at the end of the lap, in which the prescribed time interval passes.
- 24.2. 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.

25. PARC FERMÉ (CLOSED PARKING)

Parc Fermé is a demarcated area for parking cars, where only officials are allowed to enter. Without the officials' permission no intervention 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.

26. INCIDENTS

26.1. An incident means one or several occurrences involving one or more drivers or any action by any driver which:

- a) caused an interruption of the race.
- b) 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.
- c) caused a collision.
- d) caused another driver to leave the track.
- e) impeded a legitimate overtaking manoeuvre by another driver.
- f) impeded another driver during overtaking.

27. 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 15 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. No appeal lies against the decision 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.

28. ADVERTISING, PROMOTION

28.1. 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.

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

28.3. 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 10th February 2012.

ANNEXES

- Annex 1 Technical regulations for cars participating in ALS**
- Annex 2 Conditions for the participation in the ALS series for drivers between the ages 16 and 18**
- Annex 3 Registration for the event of the ALS series**
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- Annex 5 Declaration of the driver**
- Annex 6 Declaration of the driver between the ages 16 and 18 and his/her authorized representative**