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1 Sporting regulations

Minimum Number of Touring Cars

A Minimum of 10 Supertouring cars must be registered for the RallyX Nordic Championship in order for the class to take place. Should less than 10 Cars enter RX Promotions AB and RallyX Nordic has the right to decide the future of the class.

1.1 Administrative check-in

During the initial administrative checking and scrutineering, which will take place on the dates and at the locations specified in the Supplementary Regulations, each Driver and each Competitor must have all required documents and information available.

1.2 Drivers briefing

1.2.1 Attendance by the driver at the drivers briefing is compulsory. Time will be announced in the Supplementary

1.3 Free Practice

1.3.1 All drivers will be able to participate in free practice twice for a maximum of 4 laps each. Cars from different categories will run separately according to Supplementary Regulations.

A driver who did not complete at least one lap in practice can be allowed to participate in the qualifying heats at the discretion of the Stewards.

1.3.2 A driver who stops during free practice will not be able to rerun, this also applies to the first lap.

1.4 Qualifying Heats

There will be three or four qualifying Heats (depending on one or two day event) with maximum 5 cars starting abreast in each race over 4 laps.

1st Heat: starting positions in the races will be determined by a draw. The draw for Supercar will be divided in two draws; the top ten seeded drivers in a separate draw for the two first heats, and the rest in the second draw for heat 3 etc. Seeding for event 1 will be decided by the promotor. From event 2 onwards the top 10 championship points order will be placed in Draw 1.

2nd Heat: Race starters determined according to the classification of the 1st Heat.

3rd Heat: Race starters determined according to the classification of the 2nd Heat.

4th Heat: Race starters determined according to the classification of the 3rd Heat

According to the classification the highest placed drivers will race in the 1st session in the next round of heats following the same procedure until the lowest classified group of drivers race in the last session.

The starting grid of each race should be organized on the same basis: each race with a least 5 cars, except for the last two races which will be for the slowest (or, in the 1st Heat, the Drivers drawn in those races) Drivers.

The highest placed driver in the heat will take Position 1 on the grid 2nd highest P2 and will continue until the allotted grid positions are full.

If upon the composition of the last two races the total number of cars remaining is between 6 and 9, there will be two races, as follows:

9 cars: slowest (or last drawn) four in the last race, next five in the second last race;

8 cars: slowest (or last drawn) four in the last race, next four in the second last race;

7 cars: slowest (or last drawn) three in the last race, next four in the second last race;

6 cars: slowest (or last drawn) three in the last race, next three in the second last race.

All the qualifying Heats will be timed, and the fastest Driver in each Heat will be awarded 50 qualifying points, the second fastest 45 points, the third fastest 42 points, the fourth fastest 40 points, the fifth fastest 39 points, the sixth fastest 38 points, the seventh fastest 37 points, and so on.

Those Drivers who did not complete a Heat (DNF) will be credited with a total of points equal to the number of points that the slowest Driver would be given, less one point, supposing that all the starters in the Competition were classified.

Those Drivers who did not start the Heat (DNS) and those Drivers who were disqualified from the Heat will not be credited with any points.

Those Drivers who did not start the Heat (DNS) will be classified before Drivers who were disqualified (DQ) from the Heat.

A Driver will be considered to have started the Heat once it has crossed its Start-line-under its own power.

These qualifying points awarded in the qualifying heats do not count as Championship points.

If a race is restarted, a Driver who started in the first or subsequent starts but was not able to start in the race that was completed, will be shown as "DNF" instead of "DNS" and will be credited with the appropriate number of points.

Known non-starters will be omitted from the published grid sheet. After the first race in a heat has started, a non-starter in a later race will only be replaced if his absence means that the race has fewer than three starters.

After the qualifying Heats, there will be an intermediate classification according to each Driver's total qualifying points scored in the three Heats. In the event of tied positions in the intermediate classification, precedence will be given to the Driver(s) who were the fastest in the 3rd Heat (4th Heat), and if equal thereafter the fastest in the 2nd Heat (3rd Heat), etc.

To appear in this intermediate classification, a Driver must have crossed the finish line and been duly classified in at least one Heat.

In the event of a non-finish the classification will be decided by the last crossing of the finish line
Championship points will be awarded to the top 16 Drivers in the intermediate classification, according to the following scale:

1st	16 points
2nd	15 points
3rd	14 points
4th	13 points
5th	12 points
6th	11 points
and so, on down to 16th	1 point

In each qualifying Heat, one of the laps must be the Joker Lap. Those Drivers who do not take this Joker Lap will receive a time penalty of 30 seconds.

1.5 Semi-Finals

The Semi-finals will be run over five laps.

The 12 top-scoring Drivers in the intermediate classification will qualify for the two Semi-Finals.

If 18 starters or more in Q1 3 semi finals will take place, so top 18 scoring drivers in intermediate classification will qualify.

If less than 15 cars are still running after Q3 (Q4) the event will revert to 2 semi final format.

Driver's grid positions for each Semi-Final will be determined by their position in the intermediate classification. Semifinals positions are allocated as seen below based on intermediate points in the event of a tie the highest points scored in Q3 (Q4) then Q2 (Q3), etc will be taken as the decider, in the event of a tie remaining a draw will ensure priority. The Semi-Finals will only be run if there have been at least eight (8) cars participating in the first qualifying Heat, (a minimum of 4 cars per Semi-Final); if the Semi-Finals are not run, the 6 top-scoring Drivers in the intermediate classification will progress directly to the Final.

3x Semi-final Grid:

Semi 1	
1	Points winner
2	4th place points
3	7th place points
4	10th place points
5	13th place points
6	16th place points

Semi 2	
1	2 nd place points
2	5th place points
3	8th place points
4	11th place points
5	14th place points
6	17th place points

Semi 3	
1	3 rd place points
2	6th place points
3	9th place points
4	12th place points
5	15th place points
6	18th place points

2 Semi final grid

Semi 1	
1	Points winner
2	3rd place points
3	5th place points
4	7th place points
5	9th place points
6	11th place points

Semi 2	
1	2 nd place points
2	4th place points
3	6th place points
4	8th place points
5	10th place points
6	12th place points

There will be six starters, arranged 2-2-2 in three rows in each Semi-final.

In the Semi-Finals Championship points will be awarded as follows:

- 1st 6 points
- 2nd 5 points
- 3rd 4 points
- 4th 3 points
- 5th 2 points
- 6th 1 points

If a Driver is unable to take his place in a Semi-Final (i.e. his car is unable to be driven under its own power to the starting grid), he will be substituted by the next qualifier (the highest placed Driver in the intermediate

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

The six Drivers not qualified for the final will be classified according to Championship points scored in the Competition.

Should more than one Driver have scored the same number of points in the Championship, they will be classified according to the intermediate classification, if equal precedence will be given to the Driver with the fastest time in the 3rd Heat (4th) and thereafter fastest time in the 2nd Heat (3rd), etc.

In the event of a non finish the classification will be decided by the last crossing of the finish line

A Driver who is disqualified (DQ) from a Semi-Final for whatever reason will receive no points for that Semi-Final.

In each Semi-Final, one of the laps must be the Joker Lap. Those Drivers who do not take the Joker Lap will be classified last in that race and will receive Zero points.

1.6 Final

The Final will be run over five laps.

The winner, second and third-placed (or winner and second, if 3 semifinals is driven) Drivers in each Semi-Final will qualify for the Final.

There will be six starters, arranged 2-2-2 in three rows in the Final.

The Semi-Final winner with the highest number of Championship points in the Event will start on the 'pole' side of the grid, followed by the other Semi-Final winner. The same procedure will be used between the two second-placed Drivers, and two third-placed Drivers. In case of three semifinals, like above, but winner of the third semifinal will start on row 2 on the 'pole' side. The same will continue -with 2nd placed Drivers; the highest number of championship points driver in the Event starts in position 4 on the grid, 2nd highest in position 5 and 3rd highest in position 6.

In the Final Championship points will be awarded as follows:

1st	8 points
2nd	5 points
3rd	4 points
4th	3 points
5th	2 points
6th	1 points

If a Driver is unable to take his place in the Final (i.e. his car is unable to be driven under its own power to the starting grid), he will be substituted by the next qualifier (the fourth placed Semi-finalist with the highest Championship points score in the Competition who is not already in the Final). Any such substitute(s) will take the last place(s) on the grid with those ahead of them moving up to fill the place left by the non-starter(s).

The total Championship points scored by each Driver in the Competition (intermediate classification, Semi-Final and Final) are added to the Championship score for that Driver.

The winner of the Final will be the winner of the Competition. Positions 1 to 6 in the final classification will be according to the result of the Final. The remaining Drivers will be classified according to Championship points scored in the Competition.

In the case of a non-finish the classification will be decided by the last crossing of the finish line. If two or more drivers retire in the first lap, their position is decided according to their Grid-positions. A Driver who is excluded from a Final for whatever reason will receive no points for that Final

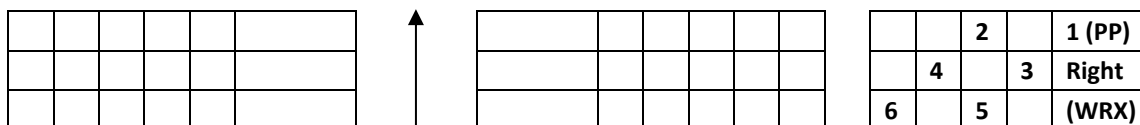
If two or more Drivers are disqualified (DQ) they will be classified according to the Championship points scored in the Competition they will be classified according to the intermediate classification, if equal precedence will be given to the Driver with the fastest time in the 3rd Heat (4th) and thereafter fastest time in the 2nd Heat (3rd), etc.

In each Final, one of the laps must be the Joker Lap. Those Drivers who do not take the Joker Lap will be classified last in that race and will receive no points.

1.7 Pole Position

The side of the pole-position is depending on if the first corner is to the left or right according to the homologation of the circuit.

Starting grid according to the drawing to the right (reversed when first corner is to the left).



1.8 Starts

1.8.1 Set-up to starts

- It is the driver's responsibility to arrive in time at the pre-grid area and be ready for the start of their race. Closure of the pregrid is at the descretion of the race director.
- It is the driver's responsibility to ensure when he/she should be present for the start, where the starting grid is situated and how it is marked.
- If a driver is not able to drive his race he/she has to inform the organizers

1.8.2 Starting method

- Cars will be started with a starting light system.
- Only one" tyre cleaning start" per car on the starting grid is allowed.
- There will be a startofficial with a gridsign at each car.
- When the cars are placed on the grid i the correct order, no light is activated.
- When the starter gets the go-ahead signal, the startofficials removes their gridsigns and check" thumbs up" with the driver.
- If a car is not placed correctly this will be indicated with light signal to the starter. This is not a False start. The starter will abort the start and then do the starting procedure all over again.

The sign" Ready to Race" is shown, the race will start when the green light is switched on.
 Startprocedure will be informed at the driver's briefing-

1.8.3 False starts

- False start will be indicated automaticly and each car is individually monitored.
- There must be a margin of 12 cm (+/- 2 cm) between the false start system and the car. Monitoring the start procedure can also be done with camera.
- The Judge of fact has the right to decide a false start.
- Any movement of the car inside its starting zone is not considered as a false start unless the car crosses its indicator/starting line before the green light is switched on .
- A false start will be declared if a car crosses its indicator/starting line before the green light is switched on
- To abort the heat/final when a false start occurs, red flags will be shown.
- When a false start occurs, all drivers will return to their original starting position and the starting procedure will begin again.
- The driver who caused the false start must pass through the Joker Lap section twice in the race concerned. A board or flag with "2 x Jokerlap" will be shown to the driver which caused the false start.
- All drivers will be notified via a black/white warning board/flag that they are under observation, and the next driver who makes a false start in the same race will be disqualified (DQ) from that race.

1.9 Joker Lap

In each qualifying Heat, one of the laps must be the Joker Lap. Those Drivers who do not take this Joker Lap will receive a time penalty of 30 seconds.

In each Semi-Final and Final, one of the laps must be the Joker Lap. Those Drivers who do not take the Joker Lap will be classified last in that race and will receive no points.

The penalty for Drivers who take it more than once will be decided by the stewards.

1.10 Stopping a race

1.10.1 Stopping a race and restart

- 1.10.2 Should it become necessary to stop a race due to the track being blocked by an accident, false start or because weather or other conditions make it dangerous to continue, the clerk of the course will order a red flag/signal to be shown at all marshal posts, as well as at the finish line. The decision to stop a race can only be made by the clerk of the course (in his absence the deputy clerk of the course).

This red flag indicates that Drivers must immediately cease racing and proceed slowly to the starting grid or other place as directed by the marshals. It is allowed to receive technical assistance and work on the cars when they are on the assigned position, but this work can not delay the restart. All eventual distributed penalties remain on the restart.

In a race where the time taken for the full distance is integral to calculating its results, the race will be restarted over the full distance.

When the clerk of the course deems that the track is ready, all drivers are called back to the restart and on the same time the two-minute rule applies. An official clock situated in the starting grid area is started.

Any driver who isn't at the starting grid area inside this two-minutes or isn't allowed to take restart due to technical reasons, will be denied taking the restart.

At the restart all drivers will return to their original starting position. Drivers who are unable to take the restart will not be substituted.

- 1.10.3 In a race where finishing position is used in calculating the result of the race: where the race has completed at least three of five laps, the result may be declared on positions recorded at the end of the last full lap before the red flag is shown.

Drivers who have not completed the Joker Lap will have a notional time added to their recorded time for the laps completed before the final order is calculated.

This notional time will be calculated separately for each category.

The fixed notional time will be the averaged difference of the fastest lap time and the Joker Lap time of the Top 5 Drivers in the last qualifying heat.

Where one or more of the Top 5 Drivers has taken the Joker Lap in the first lap of his race, his time will be disregarded and the time of the next fastest Driver (who has not taken the Joker Lap in the first lap of his race) will be considered instead.

The resulting notional time will be rounded up to the nearest tenth of a second.

The fixed notional time will be published together with the results of the last qualifying heat.

- 1.10.4 Re-runs will be permitted only:

- when a red flag has been shown during a race;
- when the end-of-race signal is displayed inadvertently or otherwise before the leading car completes the scheduled number of laps.

All other incidents will be treated as force majeure.

The race will be restarted over the full distance.

Driver(s) who according to the clerk of the course caused the red flag will not be permitted to take the restart.

If a driver in a race causes a re-run by crowding, obstruction or reckless driving, the driver concerned may be excluded, at the discretion of the stewards.

The clerk of the course is entitled to assess whether a heat, semi-final or final will be re-run even after the end-of-race signal is shown, whether it is caused by a race technical mistake.

1.11 Finish

- 1.11.1 The signal indicating the end of a race shall be given on the finish line as soon as the leading car has covered the full race distance.

Should the end-of-race signal be displayed inadvertently or otherwise before the leading car completes the scheduled number of laps for that race, the clerk of the course may order that a re-run will take place.

Drivers who did not complete all laps in a race are to be considered (DNF).

Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

1.12 Podium ceremony

- 1.12.1 The podium ceremony on the circuit will be held immediately after the Finals. The Top 3 finishers must be present, wearing their Competition overalls and a cap provided by the specified tyre supplier.

All drivers who attend the podium ceremony must be wearing a cap provided by the STCC AB nominated tyre supplier from the moment the car stopped in parc ferme and to the moment the press conference ends and also during the podium ceremony and during official TV interviews.

1.13 Parc ferme

- 1.13.1 Any car having taken part in the Finals must be taken by its Driver to Parc Fermé immediately after the last race for which the Driver qualified.
- 1.13.2 The Parc Fermé conditions apply from the finish line to the entrance of the Parc Fermé area
- 1.13.3 Cars having not completed the race may be returned to the paddock.
- 1.13.4 The Technical Delegate may (after consultation with the Stewards) select a car at random for further inspection. No persons other than officials with supervisory positions may be in Parc Fermé. No intervention of any kind is allowed unless it is approved by the ASN Technical Delegate. However, someone responsible for the respective cars located in Parc Fermé must be in the immediate vicinity of the Parc Fermé area.

1.14 Weighing

- 1.14.1 The scale that is used in the championship will be supplied by the organizing club or the ASN. The scale will be calibrated before the first event. The scale is deemed as being correct throughout the entire championship.
- 1.14.2 Only scrutineers and officials (and drivers of the cars that are being weighed) have the right to be in the inspection area. No intervention of any type is allowed unless it is authorised by the proper official.
- 1.14.3 The weight may be checked at each race. Cars will be selected at random to be weighed via a signal from the officials.
- 1.14.4 If a car is not capable of reaching the inspection area for own machine, it will be placed under supervision of officials who can take the car to the inspection area for checking the weight.
- 1.14.5 No solid, liquid, gas or other substance or matter of any nature whatsoever may be added to, placed on or removed from the car after it has been selected for weighing or has finished the race or during the weighing procedure (except by the ASN Technical Delegate).
- 1.14.6 Procedure after race. The scale will be placed in the inspection area or in Parc Fermé. Cars will be selected at random to be weighed via a signal from an official.
- 1.14.7 Penalty for a breach of the weight regulation. Failure to follow directives given by officials to weigh a car/driver or failure to follow weight rules upon completion of a race will result in the driver being disqualified from that race. The exception is if the ASN Technical Delegate can determine that the failure resulted from an accident on the track during the course of the race.
- 1.14.8 2.17.8 If a driver damages equipment during an inspection after a race, that driver will be disqualified from the results.
- 1.14.9 2.17.9 If a driver at any point damages the scales intentionally or through negligence, that driver will, on demand, pay the costs of necessary reparations or for replacement scales. The driver will not be allowed to participate in the championships until the entire sum has been paid.

1.15 Penalties

Penalties will be imposed in accordance with FIA Sporting Code, RallyX Nordic regulations.

Drivers, competitors or officials can be penalised for breaching the regulations. Even assistants who assist drivers/competitors or officials can be penalised. This is regardless of whether the assistant is a member of a club or not. Assistants, which may constitute mechanics, managers, coaches, team staff or parents, can be penalised. If the offense of an assistant has affected or might have affected the race outcome, the driver/competitor may also be penalised.

The following list of examples is not exhaustive. The stewards have overall authority concerning the penalties imposed.

1.15.1 INFRINGEMENT PENALTY

01 Entry of a car that does not comply with the Regulations	Start refused
02 Absence of valid Licences	Start refused
03 Absence of the ASN's permission on the entry form	Start refused
04 Failure to pay entry fees	Start refused
05 Failure to submit homologation form	Start refused
06 Car failing to conform to the Safety Measures	Decision of the stewards
07a Late arrival at the dummy grid/holding area	Start refused /Replaced in that race by next Driver
07b Failure to notify a nonstart	Decision of the stewards
08 Absence of the identification marks affixed by the scrutineers	Disqualification from the Competition
09 Moving the track markers, driving outside the circuit or breach of Appendix L, ChapterIV – Code of Driving Conduct on Circuits, Article 2	First report: black/white (warning) flag as a minimum. Next report: 5-second time penalty as a minimum. Next report: black flag

This does not prevent the race director imposing a different penalty if a ny advantage is gained, or a report to the stewards who may impose a different penalty.

10 False starts	Defined in SR, Article 4.2.1
11 Failure to respect instructions given by the flag signals	Decision of the stewards
12 Driver's equipment failing to conform to the safety measures.	Decision of the stewards
13 Any tampering with or attempt to tamper with the Identification marks.	Disqualification from the Competition
14 Infringement of the Parc Fermé rules	Decision of the stewards
15 Reporting late to scrutineering	Decision of the stewards
16a Not-taking a Joker Lap (Qualifying Heat)	Defined in SR, Article 2.8.3
16b Not-taking a Joker Lap (Semi-Final or Final)	Disqualification
17 Incorrect temperature of the tyres	Decision of the stewards
18 Any deliberate or reckless contact between Drivers/cars after the finish:	Decision of the stewards
19 Incorrect use of engines and/or turbos	Decision of the stewards
20 Competitor or Driver not attending or being late to the briefing	Decision of the stewards
21 Use of fuel or tyres other than those prescribed	Disqualification from the Competition
22 Failure to respect the speed limit in the paddock	Decision of the stewards
23 "Unsportsmanlike" behavior during a Competition	Decision of the stewards
24 Verbal or physical abuse of an official	Decision of the Stewards

Moreover, the stewards, either themselves or upon the proposal of the race director or clerk of the course, may decide on any point which is not provided for in the Regulations and apply penalties in conformity with the criteria of the Code, of the Championship Regulations and of the Supplementary Regulations.

1.16 Qualifying for the final event

- 1.16.1 The first 15 drivers in Supertouring car in the Championship are qualified for the final event. In case of a vacancy priority will be given at first hand to those who have scored points. The subsequent drivers can be included in each class as reserve drivers. RallyX Nordic reserves the right to nominate maximum 4 wild-card drivers who have precedence.

1.17 Championship results

- 1.17.1 The winner of the FIA NEZ RallyX Nordic Championship is the driver having scored the highest total of points in all the 2019 Championship events.

1.18 Drivers without points in the Championship

All drivers who have started the event shall be notified in the results from the event. A starter is any driver having passed the scrutineering and crossed the start line in practice under the power of his car's engine. A Driver without points will be assigned with 0 (zero) points.

1.19 Placing with an equal number of points

If two or more drivers have the same point totals, the number of 1st places, 2nd places etc, in the Championship events will be the decisive. If the drivers are still equal the highest position in final event in the Championship will count.

1.20 Protests

Protest shall be made in accordance with the Code. Protests concerning the Semi-Finals may be heard after the Final. The Protest fee according to organizing ASN.

Time penalties and refusing the start for late arrival in the pre-grid area/starting grid are not susceptible to appeal.

1.21 Appeal

The amount of the appeal is set by organizing ASN in the SR.

