



# The Amateur Central European Touring Car Endurance Racing Championships

## Main and Sports Regulations 2024

### The Race- Endurance and Sprint Series

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## § 1. INTRODUCTION AND DEFINITIONS

1. The Race is an amateur Central European Touring Car Cup consisting of endurance races (Series 1) and sprints (Series 2 - from 2026).
2. The Race Cup is organized by MotoKreacja Sp. z o.o. based in Poland, Wrotkowska 2 20-469 Lublin, VAT ID: PL7123429744, National Court Register (KRS) number: 0000948530, phone +48 22 53 53 334, e-mail [pro@therace.pro](mailto:pro@therace.pro)
3. The Cup consists of a series of Rounds counted in the overall classification. Each Round is a separate competition. Points collected for results in individual Rounds determine the seasonal classification of The Race.
4. Dates, venues, and results of subsequent Rounds will be promptly announced on the event's website: [www.therace.pro](http://www.therace.pro) and on the Facebook profile [www.facebook.com/theracecup](https://www.facebook.com/theracecup)
5. A Competitor (Driver) means any natural person submitting an application to participate in The Race through a properly completed form, to which the Organizer does not refuse participation. Each Competitor receives a unique starting number valid throughout the season. The Competitor must meet the following conditions:
  - A. must be at least 18 years old, persons who are at least 16 years old and hold an FIA racing license are allowed to start,
  - B. must have valid health insurance,
  - C. must have a valid driving license category B or hold an FIA racing license,
  - D. must meet the conditions specified in the Competitor and Mechanic Regulations (Attachment No. 2),
  - E. must submit the required documents to the Race Office before each Round:
    - Declaration (Attachment No. 4),
    - Consent to data processing (Attachment No. 5).
6. Team means a car registered for the race that meets the requirements of the Technical Regulations along with the drivers and mechanics preliminarily assigned to it in a number corresponding to the Round Announcement. In the Round, a Competitor/Mechanic may start in any number of Teams, e.g. 1 mechanic serving 2 Teams or 1 driver starting in 2 Teams. A Driver/Mechanic can change teams multiple times during the season. Each Team has a unique number and name. A Team can change cars, for example, due to damage in the previous Round, provided the conditions of the same class are met. The Team designates a Team Manager and Assistant Team Manager.
7. Round means automotive sports competitions organized on race tracks. The Cup consists of a specified number of Rounds for a given season. The date, any additional rules, and the Round schedule are published in the Round Announcement.
8. Organizational Team means individuals along with their assigned functions responsible for supervising and servicing individual Rounds. Typically, the Organizational Team includes the Race Director, Assistant Race Director, Technical Director, Timekeeping Director, Fact Judges, Penalty Judge, Race Judges.
9. The Race Rounds take place only on full-size race tracks. Competitors comply with the regulations applicable to them and the laws of the countries in which the Rounds take place.

## § 2. STARTING NUMBERS

1. Based on the registered Teams and Drivers, the Organizer will assign them a unique number during the initial registration.
2. The Team and Driver numbers are valid throughout the season and cannot be changed.
3. If a Team changes their car during the season to one that does not fit the current class, they will be registered as a new Team with a new starting number. If the Team changes their current car to another in the same class, the number remains unchanged.
4. A prerequisite for a Team to participate in The Race is to place stickers with the starting number and advertisements of the Cup's partners in the location indicated by the Organizer (Attachment No. 6 Reserved Spaces for Advertisements).

## § 3. GENERAL CONDITIONS

1. Drivers, when registering themselves and their car for participation before the registration/sign-up for a given Round, must ensure that they and their car meet the conditions of this Regulation and all its attachments.
2. By submitting the car for technical inspection before, during, and after the Round, the Team confirms that the car meets the requirements of the Technical Regulations (Attachment No. 1).
3. Drivers are obliged to comply with the Organizer's instructions. If their actions and behavior are inconsistent with the Organizer's instructions, they may be expelled from the Round without any compensation of costs.
4. In relation to Drivers who flagrantly violate the provisions of the Regulations or fail to comply with the general norms applied in motorsport (Fair Play behavior), the Organizer may impose a penalty on them in the form of disqualification and a permanent ban on participating in the Cup.
5. All cars are required to adhere to a speed limit of 30km/h in the pit lane and adjacent parking areas of the race tracks under the threat of disqualification from the Round. The Organizer will prepare stickers indicating the 30km/h speed limit, which each Team must place inside the car on the dashboard or in another location visible to the driver.
6. All event participants are required not to litter on the race track premises. Pouring any petroleum products/liquids is prohibited under the threat of a financial penalty or expulsion from the Round. If accidental spills of such fluids occur, they must be immediately neutralized and the Organizer must be informed.
7. Leaving used tires, fuel barrels, cans, used parts, etc., on the race track premises is prohibited. After the Round, the Team takes away the used tires.
8. Each Team is obliged to thoroughly clean up their BOX, paddock, and other areas they occupied after the race. Leaving garbage or stains is unacceptable. The place occupied by the Team after the Round should look the same as before the Round.
9. Each team during the race is obliged to use mats/tarps under the car - box/paddock, with dimensions of at least 4x3m. Failure to protect the ground from car fluid leaks will result in the disqualification of the Team.
10. Only one person is allowed to drive in the car at the same time. Driving with a co-driver/instructor is allowed during training and prohibited during qualifying and the race.. The Team must consist of a minimum of 2 drivers. Each driver must participate in the race.
11. Throughout the pit lane, BOXes/garages, refueling zones, and technical zones, the following rules apply:
  - A. total ban on smoking and open flames,
  - B. total ban on alcohol consumption,

- C. requirement to wear long trousers and covered shoes.
12. On the race track and in the pit lane, there is an absolute ban on reversing and driving against the direction of traffic.

## § 4. ROUND

1. Details of each Round such as location, race time, minimum number of drivers in the team, maximum number of mechanics in the team, additional rules, and cost estimate will be included in the Round Announcement published on the Cup's website at least 30 days before the Round.
2. The standard Round schedule consists of:
  - A. Technical inspection of participating cars.
  - B. Registration of Drivers, submission of required documents at the Race Office with the allocation of BOXes by the Team.
  - C. The Race license exam.
  - D. Drivers briefing.
  - E. Practice session and qualifying session on the track.
  - F. Breaks and final Drivers briefing before the race.
  - G. The race.
  - H. Additional technical inspection of winners in individual classes.
  - I. Winners' awards ceremony.
3. The Organizer may schedule part of the Round schedule on the eve of the main event, e.g., technical inspections and the license exam the evening before.
4. Weather conditions are not a reason for canceling the Round. The race takes place in all conditions. In case of drastically reduced visibility, the Organizer may postpone the start of the race, e.g., due to dense fog.
5. The duration of the race is specified in the Round announcement and displayed on the clock located in the pit lane.

## § 5. REGISTRATION FOR ROUNDS, STARTING FEE

1. Registration of Drivers/Teams and sign-ups for Rounds are based on a "first come, first served" basis through dedicated forms placed on The Race's website.
2. The forms will be activated no later than 30 days before the respective Round.
3. A Driver can fill out the forms on behalf of themselves and other team members.
4. Confirmation of the application's acceptance is received by the Driver at their email address in the form of an automatic confirmation containing a summary of the entered data and payment information - bank transfer details.
5. A Driver who does not pay the registration/start fee within 5 days will be removed from the list of entries.
6. In case of all spots being filled for a particular Round, the registration form will be disabled, and the Organizer will start accepting interested parties on the waiting list.
7. The Organizer may, before the first Round of the season, launch a special form for signing up for the entire season in advance - sign-ups for all Rounds. Drivers/Teams who complete it do not need to fill out any registration forms for the rest of the season.
8. The entry fee for individual Rounds may change. Additionally, the amount of the entry fee may depend on the date of payment relative to the Round date. Full information on the entry fee for a

particular Round will be published in an individual announcement for each Round, along with the start of sign-ups.

9. The Organizer reserves the right to allow participation in the event, without classification, of representatives of sponsors, partners, co-organizers on a "wild card" basis.
10. The Organizer does not refund the entry fee in case of non-participation in the Round by a registered Driver. The Driver owns their spot. They may sell/transfer it to another Driver.
11. The Organizer does not refund the entry fee in case of disqualification of a Driver or Team or in case of non-compliance of the car with the Regulations.
12. The start fee does not include the rent for a BOX/garage, which can be rented for a particular Round. The rental cost depends on the price list of the respective race track and is provided in the Round Announcement.
13. One BOX/garage can be shared by a maximum of two Teams if its area allows for it.
14. Renting a BOX/garage is not mandatory. A Team can park their car during the race in front of or next to an empty BOX/garage. The Organizer will indicate the final place on the day of the Round
15. Team Managers draw BOXes/garages or parking spaces in the pit lane for their Team during the administrative-technical check. The Team does not have the option to choose a parking space during the race. Teams serviced by one technical team after the drawing of the first Team's place will be positioned next to it.

## § 6. ADMINISTRATIVE AND TECHNICAL CONTROL

1. No Driver/Mechanic or any other person in the Team, as well as any car, can participate in the Competition without undergoing administrative-technical control.
2. Drivers/Mechanics at the Race Office personally submit the required documents, i.e., Attachment No. 4 - Declaration and No. 5 - Consent for data processing, also presenting an identity document and category B driving license or an FIA racing license.
3. Drivers/Mechanics must go to the Race Office with the required documents dressed in the required attire and bring along their required personal protective equipment listed in Attachment No. 2 - Driver's Regulations.
4. During the Round, all Team drivers are required to wear wristbands with their personal The Race number on their left wrist. Wristbands are issued at the Race Office during registration. Teams whose drivers are noticed on the race track without wristbands will be disqualified.
5. The Team Manager or their deputy delivers the car, meeting the Technical Regulations specified in Attachment No. 1, to the technical inspection area along with the Car Card (Attachment 3). Throughout the technical inspection, the Team Manager or their deputy is present and provides the Technical Director with information regarding the car. Additionally, one Team Mechanic may participate in the technical inspection in case of insufficient knowledge about the car by the Team Manager or their deputy.
6. The opening and closing time of the technical inspection area are indicated in the Round announcement. A Team that is late with their car for technical inspection will be disqualified. The Team must be aware of the queue that may form if several Teams decide to arrive for inspection at the last moment.
7. The time for accepting the required documents from Drivers/Mechanics at the Race Office is indicated in the Round announcement.
8. The Car Card (Attachment No. 3) contains the current technical specification of the car along with the estimate covering the base value of the car, parts used to build the car, scope of modifications, and man-hours for performed service work.

9. If the Team starts with a race-ready car without a build history, for example, buying a ready-made "race car", they must prepare a retrospective Car Card.
10. The hourly rate will be provided for each season in advance. Self-assembly of parts is also counted as spent man-hours. The estimate uses the average market value of parts/services. Any "bargains", "donations", etc., are not permissible in it.
11. The Car Cards of all Teams are public and will be published on The Race's website.
12. After successfully passing the technical inspection, the car is placed in the Closed Parking, or another location designated by the Organizer, inaccessible to Team members. Contact of Team members with their car in the Closed Parking area risks disqualification of the entire Team. The duration of the car's stay in the Closed Parking is determined by the Organizer.
13. The Organizer may designate an additional time, e.g., during practice sessions, for additional technical inspection for cars that did not pass the initial inspection. This does not apply to Teams that were late for technical inspection.
14. Based on the Race Director's decision, technical judges may check the compliance of the Team's car with the Regulations at any time during the Competition.
15. After the race, the cars of the winners in individual classes and the TOP 3 Overall will undergo additional technical inspection before the official results are published.

## § 7. THE RACE LICENSE EXAMINATION

1. Before each Round, all registered drivers are required to participate in The Race license exam.
2. The exam is conducted in the form of a single-choice test.
3. A Driver will not be allowed to race if:
  - A. They are caught cheating,
  - B. They assist other Drivers in solving the test,
  - C. They do not achieve a minimum of 90% correct answers.
4. The Organizer may order an additional test for Drivers who did not obtain a license on the first attempt.
5. The license test assesses knowledge of the Regulations along with attachments and the rules of the cup/race.
6. The Organizer will prepare a different test before each Round.

## § 8. BRIEFING

1. All Drivers participate in a mandatory briefing, confirming their attendance by signing the attendance list.
2. The Organizer will conduct two briefings on the race day, one before practice sessions and the other after qualifying, and before the main race.
3. The schedule of briefings will be published in the Round announcement.
4. The Race Director may order an additional briefing even during the race.
5. Drivers who are late for briefings or do not participate may be disqualified.
6. In the case of Drivers of nationalities other than Polish participating in the Round, a briefing will be conducted in both Polish and English simultaneously.

## § 9. TRAINING SESSION AND QUALIFYING SESSION

1. Before the race, two open pit-lane sessions will be conducted. Entry to and exit from the track will be possible at any time – driving without grouping.
2. The practice session is for final testing and checking the car by the Team before the race. Practice sessions are conducted without official timing. The Timekeeping Judge may order a check of the transponder system during the practice session.
3. The qualifying session with timing is used to determine the starting order for the race. The team with the best lap time during the qualifying session will take the first position (pole position). The order of the remaining grid positions is allocated based on the subsequent places in the qualifying.
4. The duration of the practice and qualifying sessions will be specified in the Round announcement.
5. Any driver from the Team can participate in the practice and qualifying sessions. Drivers can be changed.
6. A Team that does not participate in the qualifying session will start the race from the last position. In the case of several such teams, the last positions will be drawn.
7. Overtaking during the practice and qualifying sessions is only allowed on straight sections and in turns on the outside, provided that the overtaken person activates the turn signal.

## § 10. STARTING PROCEDURE

1. 30 minutes before the scheduled start of the race, a sound signal is given, the starting "gates" from the paddock are opened, and the procedure for lining up cars in the grid starts.
2. Cars leave the paddock onto the track and complete one lap at a slow and steady pace, stopping at the grid positions corresponding to their qualification positions.
3. Team members and media representatives may approach the parked cars on the grid positions.
4. Five minutes before the scheduled start of the race, a second sound signal is given, and the paddock exit gates onto the track are closed. Only cars and the drivers are left on the track.
5. Cars that remained in the pits or garages and did not manage to join the track will join the race immediately after the race starts, as instructed by the track officials.
6. A third sound signal is given, green flags are raised, and/or green lights are turned on at the start straight. This signals the start of the formation lap behind the safety car, which will be moving with its warning lights on (known as the "safety car boards"). When cars pass the start lights or flags on the start straight, they will turn red.
7. During the formation lap behind the safety car, overtaking is strictly prohibited. Cars must maintain a tight formation, with a maximum distance of 10m and a minimum of 5m between each car.
8. The formation lap also serves as the final test for the operation of the timing transponders.
9. The safety car will remain on the track until it receives approval from the Race Director to start the race.
10. When approval is given to start the race, the safety car will turn off its warning lights on the last three corners and move to the edge of the track. This signals to the drivers that the race will begin in SINGLE FILE formation. Until the start/finish line is crossed, the leader sets the pace but is prohibited from slowing down. Overtaking is not allowed until the start/finish line is crossed, even after the safety car has left the track.



## § 11. PADDOCK, BOXES, REFUELING

1. The team occupies only the space rented by themselves in the pit lane garage or the space in front of the garage indicated by the Organizer in case of opting out of rental.
2. Mandatory equipment for each team includes:
  - A. A mat under the car, at least 3x4m in size,
  - B. A fire extinguisher with a minimum capacity of 6kg,
  - C. Sorbent bag for fluid neutralization,
  - D. Broom and dustpan,
  - E. Trash bags,
  - F. Barrel and hand fuel pump,
  - G. Fireproof blanket.
3. During the race, the replacement of fluids, lubricants, and defective parts with functional ones is allowed. The team is required to remove used fluids and parts from the track after the Round.
4. Work on the car must be carried out only inside or in front of the pit lane.
5. There is no minimum pit-stop time.
6. The Organizer requires teams to undergo technical verification of cars during each pit-stop. The team must check the condition of the braking system, leaks, tires, lights, cleanliness of windows, and mirrors each time.
7. Driver changes are only permitted during pit-stops. Before join the start, under the threat of disqualification, the new driver must ensure that they have properly fastened seat belts, an adjusted seat, and properly positioned rearview mirrors.
8. If a driver misses their assigned pit lane garage or parking spot, they must continue driving through the pit lane, join the race, complete one lap, exit the track, and then attempt to park again in their designated spot.
9. Reversing in the pit lane is strictly prohibited under the threat of disqualification.
10. Refueling takes place only in designated refueling zones located on the track. The refueling location will be specified in the Round announcement. Entry to and exit from the refueling area are considered part of the pit lane.
11. During refueling, the driver remains in the car with seat belts unbuckled, the engine must be turned off, and the ignition or battery cutoff switch must be disabled. The side of the car facing the refueling must be shielded with a fireproof blanket, paying particular attention to the brake discs and exhaust. Refueling is done by a maximum of two team members.
12. No servicing activities are allowed during refueling.
13. Only barrels with hand fuel pumps are permitted.
14. Teams must anticipate the possibility of queuing at the refueling station/gas stations, and the decision on the timing of refueling is part of the strategy.
15. Fuel on the race track premises can only be stored in certified containers/barrels. During each Round of The Race, a tire service will be present, but during the race, drivers' cars will not have access to it. Tire changes can be made during pit-stops in the garages. If a team wants to use the tire service, they must bring the wheels/tires to it.

## § 12. SAFETY

1. In The Race, standardized racing flag codes are used:



a. **GREEN FLAG** – Indicates the track is clear of hazards, proceed. The green flag also cancels the danger indicated by the yellow flag.



b. **YELLOW FLAG** – Indicates danger, slow down, be prepared for a change of direction. There is danger in the sector(s) indicated. Overtaking is prohibited from the first yellow flag to the first green flag.



c. **RED FLAG** – Indicates an immediate halt to the race, qualification, or practice. When the red flag appears, all drivers must immediately slow down and enter the pit lane at the earliest opportunity. Overtaking is prohibited.



d. **YELLOW FLAG WITH RED STRIPES** – "Oil flag," indicating a change in track adhesion in the indicated sector. The flag displayed on the main straight indicates a change in track adhesion for the entire track. Slow down and be prepared for possible slippage.



e. **WHITE FLAG** – Signals a slow-moving vehicle on the track, such as a slow driver, ambulance, tow truck, or fire brigade. Look around and be prepared to change direction.



f. **BLUE FLAG** – Information directed at a significantly slower driver to allow faster drivers to overtake at the earliest opportunity.



g. **BLACK FLAG** – Indicates a specific driver must immediately leave the track and proceed to the pit lane, due to reasons such as disqualification from the race, unnoticed malfunction, etc.



h. **BLACK AND WHITE FLAG** – Indicates a specific driver receives a "yellow card" for excessively dangerous driving, driving on the track limit, or behavior deviating from "Fair Play" principles. It's a warning of a possible penalty.



i. **CHECKERED FLAG** – Signals the end of the race, qualification, or practice session.

2. On modern tracks, flags may be replaced/supplemented by traffic lights or panels.
3. There is an absolute prohibition on crossing the continuous line delineating the pit entry/exit lane under penalty of disqualification and a permanent ban from starting in The Race.
4. Every participating Driver and Mechanic must be equipped with a personal safety kit listed in the Driver's and Mechanic's Regulations - Annex No. 2, and present it at the Race Office during administrative checks.
5. Every participating car must meet the requirements of the Technical Regulations - Annex No. 1 and pass technical inspection before each Round.
6. If a Driver needs to stop the car during the race, it must be done in a safe place outside the main track, for example, on the grass.

7. There is an absolute prohibition on exiting the car on the track except in cases of protecting one's own life or health. In such a situation, the Driver must immediately move behind the safety barriers, where they will await technical service intervention.
8. There is an absolute prohibition on continuing to drive on the track with a mechanically faulty car resulting in any leakage. A team whose Driver continues the race despite a breakdown will be disqualified and liable for the costs of cleaning the track. In case of a car breakdown on the track, the Driver must immediately move off the track onto the grass.
9. After repairing a mechanical failure or damage to the bodywork, the car must undergo additional technical inspection before rejoining the race. For this purpose, the Team Manager or their deputy informs the Race Technical Director of the need for an inspection. Brake pad and tire replacement do not count as repairs.
10. The Driver must exercise extraordinary caution if there are cars and technical team members on the track who are privileged in the race. The Driver always gives way to the technical team - fire trucks, ambulances, cleaning vehicles, tow trucks, etc.
11. There is an absolute prohibition on team members entering the track during the race and training-qualifying sessions. Entering the track to push a damaged team car is strictly prohibited and results in disqualification and a financial penalty.
12. During administrative checks and at any time during the race, the Race Director may order a medical examination of the Driver, including testing for alcohol and drugs in the blood. Refusal of examination by the Driver results in disqualification of the entire Team.
13. The Race Director may order the activation of low beam headlights, including the rear fog light, in case of reduced visibility on the track. Information about this will be displayed on a board on the starting straight. A Team whose Driver fails to comply with the Race Director's instructions after 3 laps will be disqualified.

### § 13. DRIVING ON THE TRACK

1. During the race, entry onto the track from the pit lane is only allowed on a green light/green flag. Entry on red signal results in disqualification of the Team. Entry onto the track is always at the driver's own risk, who must yield to cars on the track - indicated by a blue light or blue flag. The car merges into the race at a decisive pace.
2. The Driver signals their exit from the track with the indicator. The Driver exits the track without obstructing other Drivers in the race.
3. The driver can drive continuously for a maximum of 1 hour and 30 minutes. The time is counted from the moment the car starts/stops in the pit lane and from the start/finish of the race. The driving time is measured to the second.
4. After a driver change, the previous driver must have a 30-minute rest break during which they cannot perform any function in the Team, e.g., they cannot be a mechanic, refuel, etc. Driving beyond the specified limits results in disqualification of the entire Team.
5. The fundamental principle of The Race is CAUTIOUS and COLLISION-FREE driving with AVOIDANCE OF CONTACT between cars.
6. Drivers should anticipate the behavior of other Drivers and consider them in their driving on the track. This especially applies to corners where collisions most often occur. Two cars, side by side, entering a corner should mutually make room for each other.
7. It is not permissible to close off a corner in front of an opponent driving side by side.
8. Drivers compete on the track, not on the sidelines. Unconditionally, one wheel, including the outline, must remain on the track. Cutting corners and excessive runoff at the exit of corners are prohibited and subject to penalties from STOP&GO to disqualification.

9. The Organizer reminds Drivers that the race start or restart after a safety car period and the first corner always involve the most excitement and a high probability of a pile-up. Drivers must make room for opponents and avoid contact between cars at all costs.
10. The safety of an overtaking maneuver depends on the Driver behind. The maneuver must be executed in a way that does not destabilize the opponent's driving - pushing off the track, sliding, pushing.
11. In The Race, there is a categorical prohibition on late braking and entering a corner from the inside before the opponent (barge passing). The so-called "dive-bombing" is strictly prohibited. Overtaking at the entry to a corner is only allowed after gaining a significant advantage on the preceding straight - significant overlap (minimum half a car length - the front of the overtaking Driver's/car's hood must be at the level of the opponent's seat). In such a situation, the opponent must make room in the corner for the overtaking Driver, who also has the right to the corner. The right applies to the inside part of the corner and does not apply to the outside part.
12. A Driver who goes off the track can return to it provided they ensure that their maneuver does not pose a danger to those driving on the track, who have priority over them. After entering a gravel trap, a Driver can return to the track after traversing a minimum of 200 m of grass. Directly rejoining the track from the gravel trap is prohibited.
13. A Driver who causes a collision must give up their position to the affected opponent or opponents. The exception is pile-ups or ambiguous situations that prevent a categorical assessment of guilt among the Drivers. The guilty party must expect a higher penalty in case the situation is resolved by the Race Director.
14. The obligation to give up a position to the opponent or opponents also applies if the Driver gained a position as a result of cutting a corner, driving off the track, or other unsporting behavior.
15. Giving up a position must be clear and done within one lap under penalty of receiving a reprimand.

## § 14. RED FLAGS

1. When the red flag or red light appears on the track, the race is interrupted. Drivers must clearly slow down. Overtaking is prohibited. They must exit the track to the pit lane at the earliest opportunity.
2. After entering the pit lane, drivers line up in the pit lane according to the order of entry, regardless of their position in the class or overall standings. The driver's driving time is stopped.
3. The red flag allows for work on the car. Refueling is prohibited.
4. Drivers cannot change during the red flag period.
5. During a stop in the pit lane under the red flag, the driver must turn off the car. The driver may unfasten the seat belts and exit the car. The same driver will resume driving when the race restarts.
6. 10 minutes before the planned resumption of the race, drivers in the pit lane receive an audible signal.
7. After 10 minutes, green lights will illuminate, and the drivers behind the safety car will proceed onto the track in the order they are positioned in the pit lane.
8. The race resumption procedure is as described in § 15 point 9.

## § 15. SAFETY CAR

1. The safety car (SC) is a privileged vehicle of the Organizer, marked with the symbols "SC" and equipped with orange warning lights.
2. The SC serves two functions:
  - A. During each race start, it leads the start procedure as the leading race car.
  - B. In a dangerous situation on the track, the Race Control may deploy the SC to neutralize the race. Neutralization is used when there is no need to stop the race, for example, when a car leaves the track and is in a safe location.
3. If the SC is deployed during the race, yellow flags or signals are used throughout the track, along with additional SC boards informing drivers of the presence of the safety car on the track. There is a clear requirement to reduce speed and a complete ban on overtaking, similar to under the yellow flag, unless another car significantly slows down, for example, due to a breakdown. Neutralization applies immediately, not just from the start/finish line.
4. The SC enters the track at any point in the lineup, regardless of who is leading the race. All cars line up behind the safety car, no more than 20 meters away, following the track behind it at the speed set by the SC. All cars must remain in the closest possible formation. The maximum distance between cars is 10m, and the minimum is 5m.
5. During neutralization, drivers may enter the pit lane. Drivers can return to the track when the green light at the pit lane exit is lit. The light will change from red to green as soon as the entire field of cars has passed on the track. Joining drivers must catch up to the back of the field and continue the neutralization without delay.
6. The Race Director may instruct the SC to pass through the pit lane with the drivers' cars. If the SC's orange lights are on, drivers must follow the safety car even through the pit lane.
7. Each lap under the SC during neutralization counts as a race lap.
8. The race may end during neutralization when the SC and the cars following it pass under the checkered flag.
9. After being called off by the Race Director, the safety car will turn off its orange lights after the final three corners and move to the edge of the track, entering the pit lane. From that moment, the lead car can set the pace, guiding competitors toward the start/finish line, where drivers can start overtaking. After the SC exits, the lead car is prohibited from slowing down until the start/finish line. The race restarts in a single-file formation.

## § 16. END OF THE RACE

1. The checkered flag will signal the end of the race and approaching the finish line on the main straight.
2. Upon the display of the checkered flag, the exit gates from the pit lane will be closed.
3. Drivers who do not reach the finish line within 3 minutes of the leader crossing the finish line will be classified as if they had stopped in the paddock.
4. After crossing the checkered flag, drivers continue driving, reduce speed, and join the winner of the race. Overtaking is prohibited. This prohibition does not apply to the 2nd and 3rd drivers in the overall classification, who, despite being in the top 3 positions, may cross the finish line at a further position. The second and third-place finishers in the overall classification line up immediately behind the winner. The race winner, after ensuring that all drivers are following him, leads the column of cars at a slow and steady pace for 1 lap, entering the pit lane.
5. Upon entering the pit lane, the top 3 cars line up at the boards indicating 1st, 2nd, and 3rd place.
6. The race may be ended before the scheduled time at the discretion of the Race Director.

7. In each class and overall, the team that completes the most laps during the race and crosses the finish line wins. In the event of teams completing the same number of laps, the order of crossing the finish line determines the ranking.
8. Teams that finish the race in the paddock, for example, due to a breakdown, will be classified according to the number of laps completed, BEHIND the drivers who completed the race on the track.
9. If the race is interrupted, for example, due to an accident on the track and there is not enough time to resume it, teams will be classified based on the number of laps completed.
10. After the race, but before the official results are announced and the awards ceremony, the cars of the winners in each class and the top 3 overall will undergo additional technical inspection.

## § 17. INCIDENTS

1. An incident refers to one or more events involving one or more drivers. The incident catalogue includes:
  - A. Violation of The Race Regulations.
  - B. Non-compliance with the instructions of the Organizing Team.
  - C. Causing a collision between cars on the track.
  - D. Causing the race to be interrupted.
  - E. Dangerous and overly aggressive driving on the track.
  - F. Non-compliance with flag/semaphore signals.
  - G. Exceeding the pit-lane speed limit of 30 km/h.
  - H. Overtaking under yellow flags/semaphores.
  - I. Overtaking during a Safety Car (SC) neutralization.
  - J. Forcing a driver off the track.
  - K. Blocking a faster driver despite blue flags/semaphores.
  - L. Overtaking without the right of way at the entry of a turn after late braking.
  - M. Unsportsmanlike behavior, deliberate actions to harm other drivers.
  - N. Provoking disputes, using vulgar language.
  - O. Technical modifications to the car that exceed the Regulations.
2. After identifying an incident, the Race Director may impose a penalty on the Team and Driver according to the tariff (Attachment No. 8).
3. Penalties may be combined.
4. The STOP & GO penalty involves the driver entering the pit lane and stopping for a specified time in the STOP & GO zone.
5. The DRIVE THRU penalty requires the driver to drive through the pit lane while observing the speed limit.
6. Information about the penalty is displayed on a board located on the main straight by the Race Judge, along with the number of the driver to whom it applies. The Race Judge also gives two short audible signals to inform the Teams of the penalty. The driver to whom the penalty applies has 3 laps, under threat of disqualification, to comply with the imposed penalty.
7. A driver entering the pit lane to serve a STOP&GO penalty must proceed directly to the STOP&GO zone. They cannot enter the pit box/garage, refuel, visit the tire center, or change drivers.
8. After serving the STOP & GO penalty, the driver promptly returns to the track while maintaining the same restrictions as before; therefore, they cannot stop in the pit box/garage, refuel, etc.
9. The driver serving the STOP & GO penalty must not exit the car. No team members are allowed to approach the car.

10. During the DRIVE-THRU penalty, the driver must not stop, park, etc., while driving through the pit lane.
11. STOP&GO and DRIVE THRU penalties are part of the race.
12. If STOP&GO or DRIVE THRU penalties are imposed less than 5 laps before the end of the race, the driver does not serve them, and 30 seconds plus the penalty time are added to their total time.
13. In the case of financial penalties, the Driver/Team has until the end of the respective Round to pay them.
14. If, as a result of a collision between cars, the drivers involved cannot determine the culprit, at the request of the affected drivers, the Race Director, along with the judges, may resolve disputes based on video material from the track and video material from the drivers themselves.
15. In many situations involving driver conflicts on the track, the term "race incident" applies, which does not assign blame for the collision between cars.
16. The driver responsible for a collision is obligated to cover the damages caused to other drivers. This is done without the involvement of the Organizer.

## § 18. PROTESTS

1. Only the Team Manager and their Deputy are authorized to lodge protests. Protests submitted by other team members will not be accepted.
2. Protests must be submitted in writing, using the Protest Form Template - Attachment No. 7, during the race and up to 15 minutes after its conclusion, to the Assistant Race Director or Race Director.
3. Protests should be succinctly described, without emotion or suggesting a penalty.
4. Protests submitted after 15 minutes from the end of the race will not be considered.
5. A protest is considered filed only when a deposit of 460 EUR (2000 PLN) is simultaneously paid.
6. The validity of the protest is assessed by a committee consisting of 3 members of the Organizing Team, chaired by the Race Director. The committee may summon any member of the teams participating in the Round for explanations, along with presenting video recordings from inside the cars. The committee may order further technical inspection of the protested team's car, including instructing the dismantling of disputed parts by the team in the presence of the Technical Director.
7. The Race Director or their Assistant have the right to reject a protest after hearing explanations from the Team Manager or their Deputy who wish to lodge the protest.
8. In the case of technical protests, if the protest is justified or the team being protested refuses to participate in the technical inspection, the offender must pay a fine of 1000 PLN to the Organizer for the next Round of The Race. The Race Director may impose additional penalties such as disqualification and a permanent ban from participating in The Race.
9. In the case of protests related to on-track situations, if the protest is justified, the Race Director will impose a penalty commensurate with the severity of the offense from the penalty tariff (Attachment No. 8).
10. If the protest is upheld, the deposit is returned to the team that lodged it. If the protest is not upheld, the deposit is forfeited to the organization for the next Round of The Race.
11. There is no appeal against the decision of the committee.



## § 19. CARS AND CLASSES

1. Cars eligible to participate in The Race must meet the following conditions:
  - A. Compliant with the Technical Regulations (Attachment No. 1), including a specified maximum value based on the average market price of the production car.
  - B. Derived from vehicles homologated for normal road use and modified for racing purposes.
  - C. Equipped with technical documentation and a cost estimate for construction/modifications according to the Car Card (Attachment No. 3).
  - D. Not exceeding the noise standard, which is 100dB measured at idle at 3800 engine revolutions per minute.
2. The following types of cars will NOT be allowed to participate in The Race: Formula cars (open wheels), open-body cars without a hard roof (does not apply to prototypes in the open class - e.g. Radical).
3. Cars are divided into the following Classes and corresponding budgets:
  - A. CLASS 1 - engine capacity up to and including 1600 cc - up to 20,000 EUR
  - B. CLASS 2 - engine capacity from 1601 cc to and including 2000 cc - up to 25,000 EUR
  - C. CLASS 3 - engine capacity from 2001 cc to and including 2500 cc - up to 28,000 EUR
  - D. CLASS 4 - engine capacity from 2501 cc to and including 3000 cc - up to 32,000 EUR
  - E. CLASS 5 - engine capacity above 3000 cc - up to 35,000 euros
  - F. CLASS 6 - GENERAL CLASSIFICATION THE RACE (Class 1-5)
  - G. OPEN CLASS - for cars:
    - i. not complying with the technical regulations (Attachment No. 1, Organizer's approval required)
    - ii. starting on tires other than those required in the technical regulations (Appendix No. 1),
    - iii. for cars exceeding the 35 000 EUR budget
    - iv. for prototypes, SUVs, cars that are not touring cars
4. The allocation of cars to classes is subject to the following engine capacity multipliers:
  - A. x 1.5 for turbocharged (turbo, supercharged) cars powered by unleaded gasoline.
  - B. x 1.3 for cars powered by diesel fuel with a factory turbo and program (factory power).
  - C. x 1.65 for cars powered by diesel fuel with a non-factory turbo or non-factory program.
  - D. x 2.0 for cars with Wankel engines.

## § 20. SEASON CLASSIFICATION

1. The Organizer will award the following titles to Teams for the year 2024 for each class and overall:
  - Champion of The Race
  - I Vice-Champion of The Race
  - II Vice-Champion of The Race
2. The Organizer may award additional titles for the season, such as "Fair Play."
3. The season classification for 2024 includes all Rounds from all events held during the season.
4. To be classified, a Team must participate in and complete at least one Round. For absence in a specific Round, the Team receives 0 points.
5. The scoring for the season classification will be conducted according to the following scheme of Team placements achieved in specific Rounds:



Places in the race – all classes

<b>Place</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16 and beyond</b>
<b>Points</b>	38	34	30	26	22	20	18	16	14	12	9	7	5	3	2	1

Qualifying places – all classes

<b>Place</b>	<b>1</b>	<b>2</b>	<b>3</b>
<b>Points</b>	3	2	1

6. In case of an equal number of points for two or more Teams, the higher number of first, second, third... places in the Rounds held during the season will determine the ranking. If it is still not possible to determine the winner in this way, the result of the last Final Round of the season will decide.

## § 21. SPONSORS AND ADVERTISEMENTS

1. The driver has the right to display sponsors' advertisements other than those of The Race on the team's car or clothing.
2. Sponsors and advertising designs must be submitted for approval by the Organizer at least 7 days before the Round in which the driver intends to participate.
3. A driver with unapproved sponsorships and advertisements may be disqualified.
4. Such advertisements are limited only to the car, the driver's clothing, and 1 service tent with maximum dimensions of 5x5m. Setting up banners, booths, distributing leaflets, etc., on the Rounds' premises is prohibited.
5. Any advertisements that are competitive with The Race's partners and sponsors or the Race series itself are particularly unacceptable.
6. The team is obliged, under penalty of being excluded from participating in the Round, to place advertisements of the organizer in designated locations, as specified in Attachment No. 6 to the Regulations, such as The Race sponsors' logos, the starting number, The Race logo, in the form of stickers or other materials affixed to the bodywork.
7. A driver may choose not to display the organizer's advertisements in a given Round after paying a fee of 690 EUR (3000 PLN) to the organization of the next Round of The Race. This does not apply to the mandatory display of starting numbers.

## § 22. LIABILITY AND FINAL PROVISIONS

1. Each member of the Team, by signing a clearly completed registration/declaration form for participation in each Round (Attachment No. 4 to the Regulations), undertakes to comply with the provisions of these Regulations as well as the recommendations and communications issued by the Organizer during the Rounds.
2. Participants who do not comply with the provisions of these regulations or the recommendations and communications of the Organizer may be excluded from participation in the Round and the entire The Race series by decision of the Organizer.
3. The Organizer is not liable for any damages and events caused by participants of The Race Rounds in relation to third parties and their property, as well as in relation to participants of the event.

4. All damages caused by participants of The Race Rounds are covered by the participants themselves.
5. Each Driver participates in the races at their own risk.
6. The event is of a closed nature, i.e., non-public.
7. In cases not covered by the regulations, the decision is made by the Organizer.

## § 23. ANNEXES TO THE REGULATIONS

The following attachments constitute an integral part of the Regulations:

- Attachment 1 - Technical Regulations
- Attachment 2 - Competitor and Mechanic Regulations
- Attachment 3 - Car Card Template
- Attachment 4 - Declaration Form
- Attachment 5 - Consent for Data Processing
- Attachment 6 - Reserved Advertising Spaces
- Attachment 7 - Protest Form Template
- Attachment 8 - Penalty Tariff

