



# ***BEC6H***

***POWERED BY***  **Hankook**  
*driving emotion*

APPROVED BY



LAF Racing Commission



LASF Racing Commission



EAL Racing Commission

Jānis Ducmanis

Tomas Martinkus

Raimo Kulli

# GENERAL SPORTING REGULATIONS 2023

December 2022

	Page
CONTENTS	
REGULATIONS	4
1 GENERAL UNDERTAKING	4
2 GENERAL CONDITIONS	4
3 EVENTS	4
4 SERIES PROMOTER	4
5 INSURANCE	5
6 CARS AND CLASSES	5
7 COMPETITORS	5
8 GENERAL PROVISION	6
9 ENTRIES	7
10 REGISTRATION FOR THE EVENT	7
11 SCRUTINEERING	8
12 EVENT	9
DISCIPLINE	9
FORMAT OF THE EVENT	10
BRIEFING	10
OFFICIAL PRACTICE AND QUALIFYING	10
- STARTING GRID	11
- STARTING PROCEDURE	11
- PIT LANE	13
- DRIVER CHANGES AND DRIVING TIME	13
- STOPPING OF PRACTICE OR SUSPENSION OF THE RACE	14
- NEUTRALIZATION OF THE RACE: SAFETY CAR	15
- SLOW ZONES	18
- FINISH	18
- PARC FERME	19
- CONDITIONS FOR CLASSIFICATION	19
13 - CLASSIFICATIONS, TITLES AND POINTS	19
14 - FUEL, REFUELING AND FUEL THANKS	20
15 - ADVERTISING	21
16 - PASSES	21
17 TIMING DEVICES	21
18 PENALTIES	21
19 ADDITIONAL CONDITIONS DURING EVENTS	22
20 TIRES	23
21 OTHER REGULATIONS	23
APPENDIX 1	24
APPENDIX 2	25

## Regulations

The final text of the present Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation.

The series promoter reserves the right to make any changes to the Regulations for reasons of force majeure, safety or prospective legislation.

### 1. General undertaking

All drivers, competitors and officials participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the Code, the Circuit General Prescriptions, the applicable Technical Regulations, the present Sporting Regulations, Bulletins, Appendices set by the promoter of the series and the Supplementary Regulations to each Event.

### 2. General conditions

- 2.1 Baltic Endurance 6h Championship (BEC 6H) is an open regional circuit racing Championship consisting of four Events held on different circuits. Supplementary regulations applied to an Event should satisfy the local standards and should be developed by the corresponding event promoter.
- 2.2 BEC 6H series will be run in compliance with the FIA International Sporting Code and is handled by the promoters of Baltic Touring Car Championship in association with the respective ASN's Racing Commissions or their representatives within the Baltic States.
- 2.3 This is the Sporting Regulations for BEC 6H (Regulations). These Regulations come into force from the moment they are published on the official web-site: [www.batcc.eu](http://www.batcc.eu) where possible changes, bulletins etc, will also be published.
- 2.4 The Supplementary Regulations of events will be published not later than 30 calendar days before the race.
- 2.5 Each competitor must nominate his representative in writing at the time of entering the Event. Throughout the duration of the Event, a person having charge of an entered car during any part of the Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
- 2.6 Competitors must ensure that their cars satisfy the conditions of eligibility, compliance with the technical regulations, and safety throughout the Event. It is up to each competitor to ensure that their car is electrically safe at all times.
- 2.7 The presentation of a car for scrutineering will be deemed an implicit statement by the competitor of the conformity of the car.
- 2.8 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the reserved areas must wear an appropriate pass at all times.

### 3. Championship Events

Round 1	Parnu, "Porsche Ring", Estonia	May 5-7	Race distance 6 hours
Round 2	Riga, "Bikernieki" Latvia	June 9-11	Race distance 6 hours
Round 3	Parnu, "Porsche Ring", Estonia	August 18-20	Race distance 6 hours
Round 4	Riga, "Bikernieki" Latvia	September 22-24	Race distance 6 hours

Circuit descriptions will be specified in the Supplementary regulations of each round.

Series promoter reserves the right to change the date of any round or cancel it with a notice 4 weeks before the date of the event published on the official web page of the series: [www.batcc.eu](http://www.batcc.eu) and via email to all competitors that have applied for the season.

### 4. Series Promoter

Name: Autosporta klubs X Sports  
Adress: Dzutas iela 8, Rīga, LV-1006, Latvia  
Email: [info@batcc.eu](mailto:info@batcc.eu)  
Tel.: +371 286 44446  
Director: Andis Meilands

Organizing Committee:  
Andis Meilands (LV)  
Jānis Ducmanis (LV)

Toomas Lambin (EE)  
Tomas Martinkus (LT)  
Raimo Kulli (EE)  
Egidijus Janavicius (LT)

Chief Scrutineer Egidijus Janavicius. Contact details: +370 685 01303 (email: [egidijus.janavicius@lasf.lt](mailto:egidijus.janavicius@lasf.lt))

Any four of the above may reach a decision related to these Regulations.

5. Insurance

All competitors, their personnel and drivers during the events must be covered by third party insurance. Drivers taking part in the Event are not considered third parties with respect to one another.

6. Cars and Classes

6.1 Only fully closed cars with covered wheels touring or GT cars may participate, going under these classes:

TC1	Series production cars with calculated engine capacity up to 1999 cm <sup>3</sup> ;
TC2	Series production cars with calculated engine capacity from 2000 cm <sup>3</sup> up to 2999 cm <sup>3</sup> ;
Diesel	Series production cars with diesel engines;
A3000+	Series production cars with front mounted engines and calculated engine capacity from 3000 cm <sup>3</sup> to 4000 cm <sup>3</sup> ;
GT AM	Series production cars with front mounted engines and SRO GT4 cars;
Porsche GT3 CUP	Porsche GT3 CUP 991.1, 991.2 and 992 gen cars.
GT PRO	Series production cars and non series production cars (with tubular frame bodywork, or semi-tubular bodywork, or monocoque bodywork), LM GTE, GT3 cars;
TCR	TCR cars (regulations TBC).

6.2 All kinds of sports cars may be registered for the BEC 6H series provided they are in full conformity with the BEC 6H Technical Regulations 2023 published on web page: [www.batcc.eu](http://www.batcc.eu)

6.3 The team can register one spare car in their online registration form. The spare car can be used if the main car has irreparable damage, and the fact is confirmed by Chief Technical Scrutineer. If the spare car's specification is of other class, the team will be moved to the respective class. The car can be changed just one time during the event.

If the car has been changed after qualifying, the team must start the race from the last position on the grid.

6.4 The promoter, with the respective decision of the Organizing Committee, reserves the right to add any racing class during the season.

6.5 The promoter holds the right to merge class with higher class (for example if there are only one car in TC1, it will be merged with TC2) if there are less than 3 participants in the class for the first event of the year.

7. Competitors

7.1 Competitors/Teams that consist of circuit drivers and applicants, holders of valid licenses issued by respective ASN, are eligible for participation in BEC 6H series.

7.2 For each and every round, each team with one car may consist of minimum 2 and maximum 5 drivers.

7.3 The same drivers can be listed in maximum two different teams' applications and to represent them during the race. In the qualifying, one driver might represent only one team.

7.4 Over the BEC 6H Championship, team drivers can be changed unlimited number of times.

7.5 Name of the Competitor/Team can be changed during the season, however, Competitor/Team has to provide a written notice to the promoter of the series, at least 2 weeks before each round. The name of the Competitor/Team in the last round will be the legitimate name throughout the gala prize award ceremony at the end of the season.

7.6 During the Competition only the registered participant is allowed to enter the track and race. According to this paragraph, it is also not allowed for registered participants to switch with race cars during the official practice and qualifying sessions as well as the races. Disregarding this, fine is set to be €1000, exclusion from the Competition and bringing the case to participant's ASN with the request of disqualification from the Championship and annul the license.

7.7 During the Competition, participants, team members, mechanics, relatives or friends can't act aggressive (shouting, cursing and facing negative comments using) towards marshals of the Competition or other participants. These kinds of actions will be treated as an unsportsmanlike conduct. Fine according to this paragraph is set to be €1000 and further participation in the Competition under warning. In case of repeated infringement – exclusion from the Competition and bringing the case to participant's ASN with the request of disqualification from the Championship.

- 7.8 The competitor is fully responsible for all the associated team persons that are in any area of the track and ensures that all these persons will comply to these rules and general order.
8. General provisions – Discipline and safety
- 8.1 The Clerk of the Course may require a driver or an official to undergo a medical examination at any time during the Event.
- 8.2 Information and Signaling
- 8.2.1 Information
- a) Official information is communicated to the drivers by means of the signals provided for in the Code: competitors must not use flags or lights that are similar to those of the organizers.
- b) Organizers and officials have the right to use any radio frequency allowed by Law of the country where the event takes place. If these frequencies concur with participating teams' frequencies, those teams must change radio frequency immediately.
- 8.2.2 Pitwall:
- a) The pitwall is located in the pit area.
- b) The boards used for informing the drivers may be sliding or pivoting and must not be colored red, yellow or green. They must be taken out and shown to the driver concerned only when the car is in the proximity of the pitwall while driving past on the track.
- c) Sunshades, parasols and umbrellas are prohibited.
- 8.3 Paddock and pits
- a) Animals are prohibited in and behind the pits, in all the paddock areas, on the track and in all areas reserved for spectators. Only animals used by the organizer for controls and security are allowed.
- b) People under 16 years of age are not allowed in the Pit Lane, except during the period reserved for the "Pit-Walk".
- 8.4 General discipline
- 8.4.1 Mandatory equipment for drivers
- During practice, the qualifying and the race, while being on the track and/or racing car the drivers must always wear clothes and helmets in conformity with the safety standards established by the FIA, as well as a head restraint device homologated by the FIA, in the conditions defined by Appendix L to the International Sporting Code.
- Penalty: at the Clerk of the Course's discretion.
- 8.4.2 Unsporting conduct
- The Clerk of the Course may bring before the Panel of Stewards any unsporting behavior on the part of a competitor or driver that is deemed contrary to the spirit of sport and fair play, when even the person concerned demands the literal application of the present regulations.
- 8.4.3 Team Cameras or On-Board cameras
- All cars must be equipped with the at least one on-board camera and participants are responsible to ensure the recording of the race during all rounds.
- The on-board camera recording view must cover the view through the front windshield of the car, including dashboard and the steering wheel as well as the driver of the race car (See picture – example of the view);
  - The recorded material must be in HD format;
  - The recording device must contain only videos from the active race event.
  - Rear-view cameras are strictly recommended.
- The images collected may only be used by the team for private use and strictly in accordance with the EU General Data Protection Regulation (GDPR) thus:
- The images may not be broadcasted in any way via the internet or any other means;
  - They may not be given to third parties;
- The images may, with the stewards' approval, be used by teams as evidence in their defense in case of an inquiry involving a Pit Lane infraction, provided that the team using the images is the team which made the request for the camera in question.
- A camera may only be used to film the team which made the request for that camera.
- Any camera that is found to be filming the activities of third parties may be seized and may result in the team having all its permits for cameras revoked.
- Under no circumstances may a camera recording be used to form the basis of any kind of protest, complaint or action against another team or a third party.
- Teams must surrender any images requested by a race official or the Championship TV rights holder.
- 8.5 Podium, Trophies and Cups



The podium ceremony is mandatory for the top three teams in the overall classification and in each category. The competitors and drivers undertake to comply with the instructions that they will be given concerning the podium ceremony. Any infringement will result in penalties at the Clerk of the Course's discretion.

The top three Teams in the overall classification and in each category will be awarded with trophies – one trophy for each winner team. Trophies for each driver will not be presented during prize giving ceremony, however, the said trophies may be ordered from the Promoters after the event.

## 8.6 Definitions of the penalties

### 8.6.1 Instructions and communications to competitors

Instructions, decision, notifications or communications from the officials are given to the competitors in writing.

- a) The competitors must acknowledge receipt: the signature of the competitor or of his designated representative is mandatory.
- b) If the competitor refuses to sign: possible exclusion of the competitor and his car(s), at the Stewards' discretion.
- c) **Officials' notifications and decisions and the results (practice and race) will be posted on the official notice board – Sportity application.**

### 8.6.2 Sanctions and protests

- a) The Clerk of the Course or the Stewards may impose the penalties set out in the present regulations in addition to or instead of any other penalties available to them under the Code.

#### b) Recourse:

##### 1) Right of protest for Competitor/Team:

Protests shall be prepared and submitted in accordance with Article 13 of the FIA International Sporting Code. Only Competitors, holding an appropriate license issued by the respective ASN, have the right to submit the protest.

All protests must be submitted in the Secretariat and addressed to the Chief Steward of the competition. Protests must be submitted together with the protest deposit in amount of EUR 200,- (Sporting protest), or together with the protest deposit minimum amount of EUR 1000,- when the protest is related to the inconformity of the car with the Technical regulations of the respective class (Technical protest), paid in cash. The final deposit amount for the Technical protest will be set by the Stewards jury

Acceptance, legal ground and compliance of the protest to be decided by the Stewards of the event.

If the protest is denied and expenditures for protest analysis exceed those defined in the Regulations, the protester must pay the difference.

If the deposit is made by bank transfer, the protest must be accompanied by a proof of payment. Failing this, or should the Stewards consider that the proof of payment is not satisfactory, the protest shall not be admissible.

The relevant bank account details are the ones included in Article 3.3.3 a) hereto. The reason for the transfer must be clearly indicated.

If the protest is upheld or judged partially founded in accordance with Article 13.10.2 of the Code, the deposit will be returned by the ASN upon receipt of the relevant Stewards' decision.

##### 2) Appeal deposit:

A competitor may submit an appeal in accordance with sporting code of the local ASN where the event is being held.

##### 3) Right of review: this is as provided for in the Code.

## 9. Entries

### 9.1 Entry for the season

9.1.1 In order to be eligible to score BEC 6H Championship points the Competitors/Teams must enter BEC 6H series by making a season registration. The entry has to be made once during the season via web site of the promoter of the series: [www.batcc.eu](http://www.batcc.eu).

9.1.2 **The registration for the series is open on 1<sup>st</sup> of March 2023 and closes on 24<sup>th</sup> of September 2023.**

9.1.3 The teams registering for the season can choose all numbers in range of 4 to 999. The teams that raced in 2022 has the priority right to keep the numbers they used. Numbers 1-3 are reserved for BEC 2022 overall standings TOP3 teams. Starting numbers are participant's responsibility.

9.1.4 Only Competitors/Team successfully registered for the BEC 6H Championship are legitimate to score points towards the Champion title of the series

### 9.2 Entry fees and financial conditions

9.2.1 Entry fee for Championship is set to be €200 per Competitor/Team. €500 for Competitor/Teams in TCR class.

9.2.2 The conditions of the entry fee on the race are defined in the # 10.2.4.

9.2.3 All payments are with VAT (value added tax) excluded.

9.2.4 Entry fee can be paid to the promoter of the series:

a) by money transfer to:

Receiver: Autosporta klubs X Sports  
Registration No. 40008072736  
Address: Dzutas iela 8, Rīga, LV-1006, Latvia  
Bank: Swedbanka  
SWIFT: HABALV22  
Account No: LV04 HABA 0551 0332 3107 8  
Subject: BEC 6H Season Entrance (Team's name)

b) in cash, at the secretariat of each BEC 6H Event, during sporting checks

9.2.6 The Organizer has rights to invite special VIP Competitors and participants free of charge.

9.2.7 In the event that a Competitor is excluded from the Competition by a decision of the Clerk of Course, the paid entry charges shall not be refunded.

9.2.8 Upon the withdrawal of a Competitor from the Competition, the paid entry charges shall not be refunded.

9.2.9 In the event that a pre-registered Competitor notifies the Organizer of non-participation in the Competition before the end of the pre-registration term in a format that can be reproduced in writing, 50% of the paid entry charges shall be refunded.

10. Registration for the Event

10.1 Licenses

All drivers, competitors and officials participating in the Championship must hold current and valid licenses.

10.2 Pre-registration

10.2.1 All Competitors/Teams participating in BEC 6H series Events have to submit on-line application forms in accordance with the Supplementary regulations of each BEC 6H round. Application forms can be found on the official web site of the BEC 6H: [www.batcc.eu](http://www.batcc.eu).

10.2.2 Participation fee for each BEC 6H round Competitors/Teams have to pay in accordance with the Supplementary regulations of each BEC 6H round.

10.2.3 Pre-registration shall be opened 4 weeks before the first official session of the event and it shall be closed 3 days before the first official session. Late registration is possible during the Competition in accordance with the timetable.

10.2.4 A Competitor has pre-registered if, by the term provided in clause article 10.2.3, they have complied with the following conditions:

a) the Competitor has submitted the registration application specified in clause article 10.2.2

b) the Entry fee for the competition (according to the table below) have been paid either to the bank account specified in clause article 9.2.1, or in cash at the secretariat of the Competition.

	GT AM, GT PRO, Porsche GT3 CUP, TCR	All other classes
Standard Entry fee	EUR 1500,-	EUR 1000,-
2 weeks before the Event	EUR 1800,-	EUR 1200,-
1 week or less before the Event	EUR 2000,-	EUR 1500,-

The burden of proof with regards to proving compliance with the term of paying the entry charges lies with the Competitor.

Any possible additional expenses such as PIT BOX rent, compulsory car insurance, electricity etc if any will be added to entry fee of the respective BEC6H round.

Any expenses related to paying the entry charges shall be borne by the Competitor.

10.2.5 By submitting a participation application, the Competitor represents and warrants that:

a) it undertakes to comply with the rules and regulations of the competition;

b) the competing vehicle corresponds to the technical conditions and requirements of the respective class;

c) the Competitor shall be liable for the loss of or damage to the timing transponder. In the case of damage to or loss of a rented transponder, the Competitor shall compensate for the cost of the transponder - €550 (VAT excluded);



- d) the Competitor understands that participating in motorsports competitions poses a hazard for their life and health as well as the equipment to be used, but nevertheless agrees to participate in the competitions at their own liability. The Organizer, the team members of the Organizer, the track owner and the team members of the track owner shall not be liable for any possible accidents and the consequences thereof. The Competitor shall discharge the aforesaid persons from any liability;
- e) the Competitor undertakes to have an appropriate and valid health insurance policy which might be necessary in case of accident during Competition;
- 10.3 Administrative checks  
Presentation of the mandatory documents, currently valid:  
Each competitor and each driver must present the following mandatory documents, currently valid:
  - a) Competitor's license;
  - b) Driver's license;
- 11. Scrutineering  
Pre-race technical scrutineering will be organized in accordance with the timetable of the Competition providing the vehicle and Competitor's equipment to Scrutineering Team at the Pit Box of the Competitor.
  - 11.1 Scrutineering concerns
    - 11.1.1 The technical conformity of the cars.
    - 11.1.2 Checks on the homologation of the helmets and drivers' clothing including the head restraint device homologated by the FIA (in the conditions defined by Appendix L to the International Sporting Code), and the safety equipment on the cars.  
No modification to the helmet and head restraint device is authorized apart from those foreseen by the manufacturer.  
For easier identification and for the unity of the crews, the drivers of one and the same car are recommended to wear identical overalls.
    - 11.1.3 After-race detailed technical scrutineering and/or inspection of the vehicle will be organized based on the decision of the Chief Scrutineer or the Clerk of the Course's.  
Costs related to organization of this inspection will be covered by the Organizer of the Competition, however costs related to assembly of the vehicle back in the racing condition must be covered by the Competitor.
  - 11.2 The Scrutineers may:
    - 11.2.1 Check the eligibility of a car or of a competitor at any time during an Event.
    - 11.2.2 Require a car to be dismantled by the competitor to verify the conditions of eligibility or conformity.
    - 11.2.3 Require a competitor to:
      - a) Pay the expenses resulting from the exercise of the above powers;
      - b) Provide such sample or part as they deem necessary;
  - 11.3 The cars must be fitted with towing eyes system.  
Penalty during the race:
    - a) Should a towing device break during the race, the track marshals will pull the car into a safe position using any part whatsoever of the chassis or the bodywork that they judge strong enough and the car may be excluded by the Clerk of the Course.  
The same applies when the car is in gear. In case of possible damage suffered by the car, protests will not be accepted, and a penalty may be imposed by the Clerk of the Course.
    - b) Competitors will have no right to lodge protests if the car has been damaged as a result of the failure of any of the mandatory devices mentioned in a).
  - 11.4 Any car which, after being passed by the Scrutineers, is dismantled, or modified in a way which might affects safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
  - 11.5 Cars selected at random can be checked after each practice or qualifying session and after the finish of the race.
  - 11.6 Scrutineering  
The checks will be carried out by the Scrutineers mandated by the Clerk of the Course. They are in charge of operations in the Parc Fermé and are empowered to give instructions to the competitors and to the drivers.
  - 11.7 If the car is called in for technical checks it has to drive in pits in 3 laps time and stop at their team's respective Pit Box or at the place shown by Chief Scrutineer. If driver does not submit to chief scrutineer instructions to go to the technical control zone, his Race distance after claim is not counted till he will appear to the technical control zone.
  - 11.8 Weighing:
    - 11.8.1 The cars may be weighed at the end of the practice sessions and at the finish of the race (cf. Technical Regulations).

- 11.8.2 Once the competitor has been notified that the car has been weighed, no solid, liquid or gaseous substance or material may be added or removed.
- 11.8.3 Only the officials are authorized inside the weighing area: no intervention is allowed there except under the supervision of the officials.
- 11.8.4 End of practice, of qualifying and of the race Cars inside the Parc Fermé and selected for checking will be weighed.  
If the weight is not in conformity:
- a) At the end of practice: cancellation of the times;
  - b) At the end of qualifying: cancellation of the times;
  - c) At the end of the race: exclusion;
12. Event
- 12.1 Discipline
- 12.1.1 It is prohibited to drive a car in the opposite direction to that of the race (Exclusion), unless, and only unless, it is in order to move the car from a dangerous position and following the instructions of the track marshals.
- 12.1.2 The drivers must imperatively keep to the racetrack and must respect at all times the requirements detailed in Article 2 c) of Chapter IV of Appendix L to the ISC. Penalties in case of infringement:
- a) During practice and qualifying:  
at the discretion of the Clerk of the Course: penalty that may go as far as exclusion of the driver.
  - b) During the race:  
at the discretion of the Clerk of the Course: penalty that may go as far as exclusion of the driver.
- 12.1.3 During practice and the races, any car that is stopped will be cleared from the track by the marshals so as not to constitute a danger or hamper the running of the practice session or race:
- a) If the driver is unable to move his car from a dangerous position by himself, the marshals will assist him;
  - b) During the race, the driver must not benefit from that assistance to restart the engine. Penalty: at the discretion of the Clerk of the Course: Possible exclusion of the competitor;
  - c) During the race, unless instructed by the marshals, if the driver stays more than 10 meters from his car, the car may be considered as having retired from the race (at the discretion of the Clerk of the Course);
  - d) During the race, nobody except the marshals may come within 10 meters of the car and/or driver;
  - e) At any moment during the event, whenever a driver leaves his car on the track, he must leave it in neutral. This provision also applies to the Parc Fermé.  
Penalty: at the discretion of the Clerk of the Course: Exclusion of the competitor is possible.
- 12.1.4 Under no circumstances may the driver push his car, including in the Pit Lane.  
Penalty: Exclusion of the competitor.
- 12.1.5 Save as specifically authorized by the International Sporting Code or the present Regulations, no one except the driver may touch a stopped car unless it is in its designated area in the Pit Lane, in its Pit Boxes, or on the starting grid.  
Penalty: Exclusion of the competitor.
- 12.1.6 As soon as the grid is clear and until the cars have entered the Parc Fermé after the finish, nobody may be on the track with the exception of the marshals in the exercise of their duties or drivers either racing or under the orders of the marshals.
- 12.1.7 During the race, if a car stops, the engine must be restarted with the starter or any other on-board equipment by the driver alone.  
An external starting system is authorized only during a pit stop.
- 12.1.8 The beginning and end of the pit area will be defined precisely on each circuit.  
In the pit area, a maximum of 4 people is authorized to push a car belonging to their team as far as its pit.  
Any car going to the end of the pit area while awaiting the green light must go there under its own power:  
Penalty: at the Clerk of the Course's discretion
- 12.1.9 Any car presenting a potential danger (excessive deterioration or deterioration of a safety component) must be stopped for repairs.  
The car may not rejoin the race without the consent of the Scrutineers.
- 12.1.10 For any infringement to the provisions of the International Sporting Code or of the present regulations concerning general discipline and safety:  
Penalty: Possible exclusion of the car and/or the driver concerned, at the discretion of the Clerk of the Course.  
In any case:
- a) In case of non-observance of flags and/or unsporting conduct during practice, cancellation of the times since the start of the session up to the time of the infringement;
  - b) During the race, in case of:

- a jumped start;
  - practice starts during the formation lap;
  - non-observance of the imposed distances during the formation lap preceding a start;
  - overtaking on the formation lap preceding the rolling start or under the safety car;
  - non-observance of flags;
  - unsporting conduct;
- Penalty left to the Clerk of the Course's discretion.
- c) In the event that the noise level exceeds the level defined in the supplementary regulations of the Event:
- 1st excess noted: The car will be stopped by race control and the team must repair the anomaly before the car can be allowed to re-join the race.
  - Subsequent excesses noted: at the Clerk of the Course's discretion, up to the exclusion of the competitor.
- 12.2 Format of the Event
- 12.2.1 Every Event includes some minimum official free practice sessions of 60 minutes in total, qualifying session of at least 20 minutes and the race minimum 4 hours.
- 12.2.2 The results of Practices, Qualifying and Races shall be published on the official noticeboard.
- 12.3 Briefing
- 12.3.1 A Drivers' and Team Manager's Briefing held by the Clerk of the Course will take place preferably before the first free practice. All drivers entered in the Event, and their Team Manager or the official representative of the team, must be present throughout the Briefing.
- Penalty: at the Clerk of the Course's discretion, up to exclusion from the Event.
- 12.3.2 If the Clerk of the Course considers that another briefing is necessary, this will be held at a time and place defined by him in agreement with the Stewards of the Meeting. The drivers and the Team Manager or the official representative of the Team will be informed accordingly.
- 12.4 Official Practice and Qualifying
- 12.4.1 Drivers and cars eligible:
- Only drivers and cars that have passed the administrative checks and scrutineering are authorized to take part in official practice and qualifying.
- 12.4.2 During practice and qualifying, pit and track discipline and all safety measures will be the same as during the race.
- 12.4.3 Drivers must drive only the car for which they have been designated, unless prior and express dispensation has been granted by the Stewards in a case of force majeure.
- 12.4.4 Interruption of practice:
- a) The Clerk of the Course may interrupt practice if safety so demands;
  - b) The Clerk of the Course is not obliged to extend a practice session after an interruption;
  - c) In case of interruption of a practice session, no protest is admissible as to the possible consequences on the qualifying of the drivers and of the cars;
  - d) With the exception of a lap in which a red flag is shown, each time a car crosses the Line, it will be deemed to have completed one lap;
- 12.4.5 Qualifying session:
- a) During the qualifying session, it is prohibited for a car to go into its Pit Boxes; it must stay on the Pit Lane (on pain of cancellation of the times set before the car entered its Pit Boxes);
  - b) Cars not taking part in the session must imperatively be placed inside their Pit Boxes, except those which must proceed to scrutineering;
  - c) At the end of the qualifying session, the cars must go inside their Pit Boxes, except those which must proceed to scrutineering;
  - d) Lifting of the Parc Fermé rules will be confirmed to the competitors on the orders of Race Control;
- 12.4.6 Duration and number of Qualifying sessions will be held in accordance with the timetable of the Competition.
- 12.4.7 During Qualifying session, the driver can be anyone from the Team drivers registered for the race
- 12.4.8 Every driver of the team must drive at least one full lap in the official practice or qualifying sessions.
- 12.4.9 At the end of a practice and qualifying session, a car may not cross the finish line again after having been shown the chequered flag, under pain of a sanction at the Clerk of the Course's discretion.
- 12.5 Starting grid
- 12.5.1 Place on the starting grid will be determined by Qualifying results. If for any reason the Qualifying is cancelled, the grid will be determined by Free Practice combined results (best lap time of Free Practice 1 or Free Practice 2).
- 12.5.2 "Pole Position", reserved for the car that set the best time in qualifying
- 12.5.3 If two or more crews set identical average times, priority is given to the one who set it first.
- 12.5.4 If one or more cars are missing from the grid, the gaps will be closed up, if the Clerk of the Course have considered that a new starting grid can be established.

- 12.5.5 Cars which, for whatever reason, cannot take the start from the place reserved for them on the starting grid must inform the Clerk of the Course of this in writing.
- 12.5.6 Any car not taking part in the session, if allowed by the Clerk of the Course, will start the race from the Pit Lane at the end of the first lap.  
They will start from the Pit Lane, after all the competitors have covered one racing lap and under the supervision of Race Control.
- 12.5.7 Exceptional circumstances during qualifying:  
In case of exceptional circumstances during qualifying practice, the Panel of Stewards, at the request of the Clerk of the Course, may, for safety reasons, disregard the result of qualifying to establish the starting grid. A Stewards' decision that is made for safety reasons will be applicable notwithstanding any form of recourse.
- 12.6 Starting procedure
- 12.6.1 It is strictly prohibited to start the engine of a car during the national anthems, under pain of a fine of €400 per infringement.
- 12.6.2 When a car is on the starting grid with its wheels fitted, it is strictly prohibited to start the car's engine if nobody is at the steering wheel.
- 12.6.3 Access to the grid:  
Access to the grid closes 10 minutes before the scheduled time for the start of the formation lap.
- a) Any car that is not in its place on the grid may no longer go there and must take the start from the pits in the conditions set out in Article 12.5.5 above.
- b) After the "5-minute" board is shown, any unoccupied places on the grid shall remain vacant.  
The details shall be specified in the Timetable of each Event.
- 12.6.4 There will be a rolling start, given by means of lights.  
The cars must start the race from the starting grid. The exception (starting from the Pit Lane or from the pit) to this principle must be expressly authorized by the Clerk of the Course. Any car not starting from the starting grid, and any car that does not cross the start line on track at the end of the formation lap cannot join the race until the last car in the field has passed pit lane exit and only after the clear instructions of the Officials. This procedure will also apply to competitors whose cars have suffered a mechanical incident during the grid procedure. In all cases, cars starting from the Pit Lane will follow the instructions of the Officials.  
In the cases mentioned above, the driver and the car must leave their pit and proceed to the Pit Lane exit under their own power.  
Penalty: **1 (one) lap subtracted from result of the participant.**
- 12.6.5 At the time of the start, nobody is allowed in the "Pitwall" except for officials and fire marshals wearing their passes in full view.
- 12.6.6 Reconnaissance lap(s):
- a) At least 20 minutes before the start of the formation lap, the cars will leave their pits to cover one or more reconnaissance laps. The times for the opening and closing of the Pit Lane before the start of the formation lap will be specified in the Timetable of each Event.
- b) After the closing of the Pit Lane exit, any car that is still in the pits will start the race from the Pit Lane exit (Article 12.6.4: start from the pits).
- c) At the end of the reconnaissance lap(s), the cars must take up their place on the starting grid, the drivers remaining under the marshals' orders
- d) If a car covers several reconnaissance laps, between each lap and the next it must use the Pit Lane at a maximum speed of 50 kph. It is prohibited to use the grid:  
Penalty: at the Clerk of the Course's discretion.
- e) For dangerous driving or speeding in the Pit Lane:  
Penalty: at the Clerk of the Course's discretion.
- f) Any car which does not complete the reconnaissance lap and does not reach the grid or the Pit Lane under its own power will not be permitted to start the race from the grid
- 12.6.7 Start (countdown):
- a) The approach of the start will be announced by boards reading "5 minutes", "3 minutes", "1 minute" and "30 sec" accompanied by an audible warning.
- b) These boards mean:  
"5 minutes" board: start of the countdown: drivers on board, no further work allowed on the cars except for tire changes.  
"3 minutes" board: Tire change is forbidden, everyone except the drivers, team members and officials must leave the grid.  
However, a member of the team may remain in place  
"1 minute" board: the doors of cars must be closed, and the team personnel must leave the grid. The engines are started by the drivers without external assistance.

"30 seconds" board: only 30 seconds remaining before the formation lap.

Showing of the green flag: start of the formation lap behind the Safety Car: the cars must maintain their grid positions.

The details will be specified at each Event.

12.6.8 Assisted start:

- a) A driver who is unable to start the formation lap must indicate this to the marshals. When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any personnel standing beside the track.
- b) Marshals will be instructed to push any car(s) remaining on the grid into the Pit Lane by the shortest route as soon as all cars able to leave the grid have done so. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

Penalty: at the Clerk of the Course's discretion.

- c) Once the car is in the Pit Lane, it may be worked on. If the driver is then able to join the race, he will do so following the prescriptions of Article 12.6.4.

12.6.9 During the formation up and formation lap, the cars will be preceded by a Safety Car and followed by a Medical Car or Rescue Car.

12.6.10 Any driver who is delayed leaving his position may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Start Line and must start the race from the back of the grid.

Any driver who is delayed leaving his starting position may only join the formation lap once the last car has left its starting position and crossed pole position. At this point, the delayed driver may overtake the intervention car and/or drivers ahead of him in order to regain his correct starting position, on the condition that this occurs before his car has crossed the Intermediate Line.

If the driver is unable to regain his position before his car has crossed the Intermediate Line, he must start the race from the back of the grid. He must drop back to the rear of the grid immediately by allowing all cars behind to pass him.

If more than one driver is affected, they must form up at the back of the grid in the order in which they left to complete their formation lap. If the Start Line is not situated in front of the pole position, for the purposes of this article only, it will be deemed to be a white line 1 meter in front of pole position.

Any driver who is unable to be ahead of the Intervention Car before it reaches the Intermediate Line before the end of the warm up lap (first lap), must enter the Pit Lane and start from the end of the Pit Lane in accordance with Article 12.6.4 .

12.6.11 If conditions so require, the Clerk of the Course may ask the Safety Car to cover one or more additional formation laps.

In that case, the start of the race, for the sole purpose of race distance, is considered as having been given at the end of the first formation lap.

12.6.12 Procedure restarted: If, for an unforeseeable reason, it is impossible to cover one (or more) additional formation lap, the procedure will be as follows:

- a) The Clerk of the Course will suspend the race and all cars will stop behind the Safety Car;
- b) Once stopped behind the Safety Car, all cars will turn off their engines;
- c) Once the problems that caused the race suspension are solved and it is safe to do so, the Clerk of the Course will order that the race be resumed following the principles in Article 12.9;

12.6.13 From the moment indicated during the briefing, drivers must assume the relative grid positions on track. Drivers in their cars must keep the formation as tight as possible maintaining the distance from the cars in front until they have crossed the start line after the start signal has been given.

At the end of the (last) formation lap, the Safety Car will pull off before the start line.

The car in Pole Position must maintain its speed until the start signal is given. Unless otherwise specified in the briefing, the start signal will be given by turning off the red lights. All the cars will keep their position until the start signal is given.

12.6.14 Cases of modification to the procedure

If for an unforeseen reason or because the amount of water makes it unsafe to start, the Clerk of the Course will delay the start by presenting a "start delayed" board.

As soon as the Clerk of the Course considers the conditions are safe and a start can take place, information will be displayed on the timing monitors, with the new time of the start of the formation lap.

This information will always be displayed at least 10 minutes before the start of the formation lap.

From 5 minutes before the start of the formation lap, Article 12.6.7 will apply.

12.6.15 Starting the race behind the Safety car

- a) In exceptional circumstances, the race may be started behind the Safety Car. In this case, at any time before the one-minute signal, its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the Safety Car. When the green lights are illuminated or green flag shown, the Safety Car will leave the grid with all cars following in grid order no more than 3 car lengths apart.

There will be no formation lap and the race will start when the green lights are illuminated.

Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

Soon after the last car in line behind the safety car passes the end of the Pit Lane, after the end of the first lap the pit exit light will turn green; any car in the Pit Lane may then enter the track and join the line of cars behind the safety car.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order in which they left the grid.

A penalty will be imposed on any driver who, in the opinion of the Clerk of the Course's, unnecessarily overtook another car during the first lap.

- b) A safety car may be used as the official car for a rolling start in conformity with Article 91 of the Code; in this case, the Supplementary Regulations governing the start will apply to it until it resumes its safety car function after the start has been given.

## 12.7 Pit Lane

12.7.1 Distribution of tools, tires or any other equipment in the Pit Lane in advance or leaving it after the car repair is strictly prohibited.

12.7.2 Before the car stops in the repair zone, only one team member is able to cross the white line, which separates repair lane from Pit Box, to show the driver the place where to stop.

12.7.3 Any equipment, tires or instruments cannot be kept or left out of the teams Pit Lane place bounds.

12.7.4 Car must be at full stop before any work can commence. The safety belts must be fully secured till the car full stop in the Pits.

12.7.5 During any repair work in the Pit Lane at the same time only two mechanics (identified with a special bracelets or vests provided by the organizer), Team Principal and two drivers, (max. 5 people in total) can cross the white line, separating pits from inner lane, when the car is fully stationary.

12.7.6 It is set to be a one-way direction traffic on the Pit Lane. It is prohibited to drive the car in reverse gear on Pit Lane. On Pit Lane all the cars can only be pushed in order to push it in the Pit Box. Pushing of the car can be done only in the proximity of competitor's Pit Box. For the violation of this rule there is a penalty in the amount of €100.

12.7.7 It is forbidden to push the car backwards to the Park Ferme.

12.7.8 The maximum permitted speed of vehicles on the Pit Lane is 50 km/h. The penalties for exceeding the respective speed are as follows: in the first instance of exceeding the speed limit by 0-20 km/h, €5 for every 1 km/h in excess; when exceeding the speed by more than 20 km/h, €20 for every 1 km/h. In the case of repeated exceeding of the Pit Lane speed, the Competitor may be excluded from the Competition.

## 12.8 Driver changes and driving time

### 12.8.1 Changes:

Driver changes within a designated crew are allowed:

- a) When the car is in its pit;
- b) Under the supervision of the pit marshal, who must be alerted;
- c) With the possible help of two persons from the team or of the driver leaving the car;

12.8.2 The maximum driving time for each driver without a change is 70 minutes including all refueling and pit stops even if the driver is out of the car.

12.8.3 A minimum rest of 60 min between the changes must be respected. Disregarding this – for every minute, the covered distance will be shortened by 1 lap.

12.8.4 In the race the driver has to have at least 60 minutes rest between stints.

12.8.5 If a visible sign of tiredness shows on the driver, the driver can be examined by medical personnel and the driver can be excluded from race if his physical condition is not proper to continue driving (subject to the conclusion of medics).

12.8.6 Competitor is responsible that:

- a) All drivers leaving the Pit Lane will be wearing proper overall and helmet, and safety belts are properly adjusted;
- b) All driver changes have to be immediately noted. After change during one lap time information has to reach Pit marshals.

Penalty: at the Clerk of the Course's discretion.

12.8.7 A, B, C, D, E are given for identification of every driver according to entry form during Sporting Checks

## 12.9 Stopping of practice or suspension of the race

### 12.9.1 Responsibility:



The decision to stop practice or the race lies with the Clerk of the Course.

12.9.2 Procedure:

If necessary, the Race Control will stop the practice session or the race.

The Clerk of the Course:

- a) will order the red flag to be shown simultaneously at the start line and at all marshal posts;
- b) will order the red lights (if there are any) switched on around the circuit;
- c) all drivers must reduce the speed of their car to a maximum of 50 kph whenever a red flag is deployed during a session (free practice, qualifying or warm-up session);
- d) drivers are reminded that once a red flag is deployed they must proceed with extreme caution to the pits (or any other place indicated by the Clerk of the Course);

12.9.3 Suspension of the race:

Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the start line. When the signal to suspend the race is given, overtaking is prohibited, the pit entry and exit will be closed, and all drivers must drive their cars slowly to the red flag line (the location of which will be confirmed by Clerk of the Course in the Drivers' Briefing), where they will be lined up in single file.

The safety car will be placed in front of the cars lined up behind the red flag line.

While the race is suspended:

- Neither the race nor the timekeeping will be halted;  
Driving time during a red flag period will not be counted and the stewards will confirm the updated driving times before the restart of the race.  
If the circumstances so require, the Stewards may take the decision to stop and/or modify the race time set. This may not exceed the time of the Event provided for in Timetable of the Event.
- Only officials are allowed on the grid;
- The drivers are allowed to leave their cars (but must not move away from them) and remove their helmets and gloves;
- Driver changes are prohibited;
- The drivers must obey the marshals' instructions at all times;
- As Parc Fermé rules apply to all the cars, no repairs are authorized in the pits;

- a) All interventions on the cars are prohibited on the grid and in the Pit Lane;

- b) The Clerk of the Course, for safety reasons, may decide to authorize a tire change from slicks to wet-weather tires;

If this is the case, the tire change must be carried out between the 10 and 5 minute indications before the race resumes.

At the 3 minute indication to resume the race, all cars must be resting on their wheels

- c) Any car which, after the red flag signal, requires assistance to make it to the grid must then enter the Pit Lane and stay in its working area outside its Pit Box under Parc Fermé conditions and must comply with Article 12.9.4 c) Cars which entered the Pit Lane after the red flag signal.

12.9.4 Resuming of the race:

The delay for resuming the race will be as short as possible and, as soon as a resumption time is known the teams will be informed with boards at the Start Line (or via the timing monitors in the pits, if it allows for opportunities). In any case, 10 minutes' audible warning will be given prior to resumption.

Before the race resumes, the following boards will be shown: "10 minutes", "5 minutes", "3 minutes", "1 minute" and "30 seconds".

- a) For cars on the grid:

As from the "10 minutes" board, a maximum of 4 team personnel per car, wearing the appropriate passes, will be allowed to access the grid to carry out EXCLUSIVELY the following tasks:

- Assisting the driver;
- Helping to start the car with an external battery;
- Checking the tires and brakes;
- Changing the tires if allowed by the Clerk of the Course (before the "5 minutes" board);
- Removing the cover from the car (before the "5 minutes" board);
- Demisting the windscreen;

At the "3 minutes" board, cars must be resting on their wheels.

At 4 minutes before the race resumes, all cars located on the grid between the best overall classified car on track and the red flag line will be waved off to complete one lap without overtaking and join the rear of the line of cars behind the safety car.

At the "1 minute" board, engines must be started and the team, tire and brake technicians must withdraw from the grid. If a driver needs assistance after the "30 seconds" board is shown this shall be signaled by the marshals with the yellow flags.

- b) For cars which entered the Pit Lane before the red flag signal:

4 minutes before the race resumes, work on the cars may resume as per Article 12.7 and Article 12.8.1.

At the "3 minutes" board, the pit exit will open for one minute for cars which entered the Pit Lane before the red flag signal. Any car intending to resume the race from the pit exit may do so in the order in which they got there under their own power, unless another car was unduly delayed. Those cars will be waved off to complete one lap without overtaking and join the back of the line of cars on track. Any car which has not left the pit exit by 2 minutes before the race resumes must stay at the pit exit until it opens again at the end of the first lap after the race has been resumed, after the last car on track has crossed Safety Car Line 2.

At 2 minutes before the race resumes, the pit exit will close.

- c) For cars which entered the Pit Lane after the red flag signal:

Once the cars have entered the Pit Lane, they must stay in their working area outside their Pit Box under Parc Fermé conditions.

At 4 minutes before the race resumes, work on the cars in the Pit Lane may resume as per Article 12.7 and Article 12.8.1.

Only at the resumption of the race may those cars which entered the Pit Lane after the red flag signal move to the pit exit. The pit exit will open at the end of the first lap after the race has been resumed, after the last car on track has crossed Safety Car Line 2.

- d) For all cars on track at the resumption of the race:

When the green lights are switched on, the safety car will leave the grid, followed by all the cars in the order in which they stopped behind the red flag line.

After the Safety Car has completed one lap, after the last car on track has crossed Safety Car Line 2, the pit exit will open.

The safety car will then enter the pits, unless repairs still need to be made (guardrails, tire barriers, etc.). The Clerk of the Course may decide to keep the safety car out until the work has been completed or because of weather conditions.

During these laps, Article 2.9, Chapter II of Appendix H to the International Sporting Code will apply.

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

## 12.10 Neutralization of the race: Safety Car

### 12.10.1 Full course yellow "FCY":

- a) The Clerk of the Course may declare a Full Course Yellow period if he decides that this is necessary for safety reasons.

Once under FCY, cars will slow down to 60 kph, in single file, and maintain their distance to the car in front and the car behind. Overtaking is strictly prohibited under the FCY.

Cars cannot exceed the average speed limit. This means it cannot drive faster than announced minimum lap time, which will be announced during briefing:

Penalty: **1 (one) lap subtracted from result of the participant.**

Once all marshal posts will display a waved yellow flag and a board with the indication FCY (or the message is displayed on the monitors), all cars must immediately slow down.

Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the FCY is in use, will be reported to the Stewards. This will apply whether any such car is being driven on the track, the pit entry or the Pit Lane exit road.

- b) The Pit Lane entry and exit remain open and cars are free to pit.

Cars going into the Pit Lane may overtake cars that are on the track once they cross Safety Car Line 1.

Cars exiting the Pit Lane may overtake other cars until they reach Safety Car Line 2.

In the Pit Lane entry and Pit Lane exit, the maximum speed is also limited to 50 kph.

- c) Once the problem(s) is/are solved, the Clerk of the Course will return the track to green; this is done by posting a message on the monitors (if this allows for technical possibilities).

At this stage, all marshal posts will replace the yellow flags and FCY boards with waved green flags.

Racing and overtaking will normally resume without restrictions, regardless of the positions of the cars relative to one another and to the line.

- d) An FCY period may be followed by a Safety Car intervention if the problem remains unsolved and safety may be at risk.

- e) Unless the driver was already in the pit entry for the purpose of serving his drive through and/or Stop & Go penalty when the FCY procedure was deployed, he may not serve the penalty after the FCY procedure has



been deployed. The number of times the driver crosses the Line during the FCY procedure will be added to the maximum number of times he may cross the Line on the track.

#### 12.10.2 Safety Car

For the Events in the Championship, there will be 1 safety car unless the specific regulations of each Event provide otherwise in case of particular local circumstances.

- a) On the decision of the Clerk of the Course, the safety car may be brought into operation to:
  - neutralize a race if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race;
  - start a race in exceptional conditions (e.g. poor weather);
  - pace a rolling start;
  - resume a suspended race;
- b) At circuits where safety car procedures are to be used, two continuous, 20 cm wide "Safety Car Lines" should be marked with non-skid paint, crossing the track and the pit entry and exit roads from side to side, at right angles to the track center line, at the following places.
  - Safety Car Line 1: at the point at which it is deemed reasonable to allow a car entering the pits to overtake the safety car or another competing car remaining on the track. It is also the point at which competing cars can pass the safety car as it enters the pits at the end of the intervention;
  - Safety Car Line 2: at the point at which cars leaving the pits are likely to be travelling at a similar speed to competing cars on the track;  
A car on the track may therefore overtake another leaving the pits before reaching this line but no overtaking may take place after it.
- c) The safety car must be marked "Safety Car" in letters of appropriate dimensions similar to those of the race numbers, on the rear and sides.  
It will be driven by an experienced circuit driver. It will carry an observer capable of recognizing all the competing cars, and who is in permanent radio contact with Race Control.
- d) There will be only one safety car in operation at a time, except for circuits of over 7 km in length, where other safety cars, positioned at intermediate points around the circuit, may be authorized by the Organizing Committee. If more than one safety car is authorized, the following requirements will apply:
  - the starting and withdrawal position of each safety car must be announced to all the drivers;
  - a green light must be situated past the withdrawal position to enable the race neutralization end point to be defined and signaled to the drivers;
- e) Before the race start time, the safety car will take up position at the front of the grid and remain there until the 5-minute signal is given.
- f) When the 5-minute signal is given (except under Article 12.6.12 a)), the safety car will take up its position.
- g) If more than one safety car is used, one will proceed as in Article 12.10.2 e) and f)); the other(s) will take up the intermediate position(s) no less than 5 minutes before the race start time.
- h) When the order is given to deploy the safety car, all marshal posts will display waved yellow flags and "SC" boards and the orange lights at the Line will be illuminated, for the duration of the intervention.
- i) The safety car will start from the Pit Lane with its orange lights illuminated and will join the track regardless of where the race leader is.
- j) All the competing cars must then form up in line behind the safety car no more than three car lengths apart, and overtaking, with the following exceptions, is forbidden until the cars reach the Line (or the next race neutralization end point) after the safety car has returned to the pits.  
Overtaking will be permitted under the following circumstances:
  - if a car is signaled to do so from the safety car;
  - under Article 12.6.12 a);
  - any car entering the pits may pass another car or the safety car after it has crossed the first safety car line, as defined under Article 12.10.2 b);
  - any car leaving the pits may be overtaken by another car on the track before it crosses the second safety car line, as defined under Article 12.10.2 b);
  - when the safety car is returning to the pits or its intermediate position, it may be overtaken by cars on the track once it has crossed the safety car line;
  - any car stopping in its designated Pit Box area whilst the safety car is using the Pit Lane (see Article 12.10.2 n) 2)) may be overtaken;
  - if any car slows with an obvious problem;
- k) Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track, the pit entry, the Pit Lane or the pit exit.

- l) When ordered to do so by the Clerk of the Course, the observer in the safety car will use a green light (or green flag) to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.
- m) The safety car shall be used at least until the car in the lead is behind it (except under Article 12.10.2 n) 1)) and all remaining cars are lined up behind the leader (or, when there is more than one safety car, all the cars in that safety car's sector).  
Once behind the safety car, the race leader (or leader of that sector) must keep within 3 car lengths of it (except as under Article 12.10.2 o)) and all remaining cars must keep the formation as tight as possible.
- n) During the first 2 laps of the safety car, the pit entry will be CLOSED. Any car entering the pits during these first 2 laps shall be allowed to refuel for only 10 seconds and/or replace a (the) damaged tyre(s), on the condition that after the 2<sup>nd</sup> (second) lap, or as soon as the pit entry opens, the car comes back in again for a refueling and/or tire change. In this case the car may only cross the line on the track once before entering for a refueling and/or tire change.  
A car considered to be in a dangerous condition may come into the pits for repairs during the first 2 laps, on the following conditions:
- it is considered to be in a dangerous condition to continue on track by the Clerk of the Course and/or the Technical Delegates;
  - as a result of the pit stop the relevant car loses a minimum of one lap;
  - failure to comply with a) or b) above. Penalty: 1 (one) lap subtracted from final result;
- The team manager must inform the Clerk of the Course that his car is entering the Pit Lane.  
If the leader pits during the first 2 laps, the next car in the results will be placed behind the safety car and so on as the cars decide to pit in the first 2 laps.  
Once all marshal posts will display waved yellow flags and "SC" boards (or the "Safety Car" message is displayed on the monitors), all cars will slow down, and the "Pit Entry Closed" signal will be activated.  
The first time the safety car passes the Control Line on track, it will be considered to have completed the first safety car lap. This will also apply to all cars behind it as they cross the Control Line on track.  
The second time the safety car crosses the Control Line on track, it will be considered to have completed its second safety car lap. This will also apply to all cars behind it as they cross the Control Line on track.  
If the safety car has to bring all cars through the Pit Lane during its first 2 laps, the counting of laps will be done when the safety car and all other cars cross the Pit Lane exit loop.  
A car may enter the pits only for repairs or refueling, without restrictions, after it has completed 2 complete laps behind the safety car.
- If the safety car is withdrawn from the track during the first 2 laps, and for the purpose of Article 12.10.2 n), the safety car will enter the Pit Lane, all yellow flags will be replaced by green flags, and all cars will cross the Control Line on track with the green flag being shown and green lights on. Only afterwards may they enter the Pit Lane without penalty. During this period, and until the last car crosses the Control Line, the "Pit Entry Closed" signal will remain activated.  
After the first 2 laps of the safety car while the safety car is in operation, competing cars may enter the Pit Lane, but may only rejoin the track when the green light at the end of the Pit Lane is on.  
It will be on at all times except when the safety car crosses Safety Car Line 1 until the last car of the line of cars following it crosses Safety Car Line 2.  
A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car.  
Under certain circumstances, the Clerk of the Course may ask the safety car to use the Pit Lane. In this case, and provided its orange lights remain illuminated, all cars must follow it into the Pit Lane without overtaking. Any car entering the Pit Lane under these circumstances may stop at its designated Pit Box area, except during the first 2 safety car laps.  
If the safety car is using the Pit Lane, any car that is in its working area cannot leave its position once the pit exit light turns red.  
In this case, a car may only leave its working area once the last car in line behind the safety car has passed in front of its Pit Box.
- o) When the Clerk of the Course calls in the safety car, its orange lights will be extinguished; this will be the signal that it will be entering the Pit Lane at the end of that lap. At this point, the first car in line behind the safety car may dictate the pace and, if necessary, fall more than three car lengths behind it.  
In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other maneuver which is likely to endanger other drivers or impede the restart.

As the safety car is approaching the pit entry, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags with green lights at the Line and at the Intermediate race neutralization end point(s).

These will be displayed until the last car crosses the Line.

The Pit Lane exit will be closed when the safety car crosses Safety Car Line 1 until the last car of the line of cars crosses Safety Car Line 2.

p) Each lap completed while the safety car is deployed will be counted as a race lap.

q) If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the Pit Lane at the end of the lap and the cars will take the chequered flag as normal without overtaking.

#### 12.11 SLOW zones

##### 12.11.1 Signaling:

The marshals' post or posts (depending on circuit configuration) preceding the Slow Zone will have a single waved yellow flag.

The sector/s under the SLOW procedure will have marshals' posts, within its/their boundaries displaying boards indicating SLOW accompanied by double waved yellow flags.

The marshals' post at the end of the Slow Zone will have a waved green flag.

Cars that are of higher performance should proceed with caution as slower cars may be ahead.

Overtaking is forbidden from the waved yellow flag before the Slow Zone until the car has passed the waved green flag:

Penalty:

- during the practices - €100;
- during the qualifying - €100 + cancellation of 3 best laps;
- during the race – 1 (one) lap subtracted from result of the participant;

##### 12.11.2 Driver behavior:

After an incident or if the track is partly or fully blocked or damaged, the Clerk of the Course may decide to change the track configuration of the track. Incident area can be marked with cones. Drivers have to decrease speed till minimum if, near the incident place they see the marshals waving yellow flags or holding the sign SLOW either Rescue Car staff working. Driver can accelerate after passing the incident place only.

Control will be provided with the help of the radars or TV cameras or value judgement of marshals' reports.

Penalty:

- 1st time: 1 (one) lap subtracted from result of the participant + €200;
- 2nd time: 2 (two) laps subtracted from result of the participant + €500;
- 3rd time: exclusion from the Event;

Drivers must strictly obey all marshals' instructions and flag signals.

#### 12.12 Finish

12.12.1 Chequered flag: when the scheduled time for the race has elapsed or the full race distance has been covered, the chequered flag will be shown to the car that is leading the general classification when it crosses the finish line on the race track.

When the chequered flag is shown, the pit exit will be closed.

After receiving the end-of-race signal, all cars must proceed on the circuit directly to the Parc Fermé without stopping and without any assistance (except that of the marshals, if necessary). Team members must be available in the vicinity of the Parc Fermé in order to help the Scrutineers.

Penalty: Possible exclusion of any car that does not proceed to the Parc Fermé as soon as possible.

At the end of the race, a car may not cross the finish line again after having been shown the chequered flag:

Penalty: at the Clerk of the Course's discretion.

##### 12.12.2 Early or late finish:

a) If for any reason the chequered flag is shown before the scheduled time for the race has elapsed (unless the race was suspended under Article 13.4 the race will be deemed to have finished when the leading car crossed the finish line for the last time before the chequered flag was shown.

b) If for any reason the chequered flag is shown late, the race will be deemed to have finished at the scheduled time.

#### 12.13 Parc Ferme

12.13.1 After the finish of qualifying and of the race, the cars will go to the Parc Fermé under the supervision of the officials. A car that does not go immediately and directly to the Parc Fermé may be excluded from the classifications by the Panel of Stewards.

One mechanic of each team may enter the Parc Fermé in order to connect or disconnect an additional power supply to run internal cooling units or to place external cooling devices around the car in order to prevent

damage, as a proper cool-down must be carried out. In no case are further works or installations of any kind permitted.

- 12.13.2 A person from each team must be present at the entrance to the Parc Fermé to be informed of any measures to be taken in case of scrutineering.

12.14 Conditions for classification

- 12.14.1 The car placed first is the one that covered the greatest distance up to the showing of the chequered flag (the position of the cars on the starting grid is not taken into account).

- 12.14.2 To be classified, a car must:

- Have covered at least 50% of the distance covered by the car classified in first place in the overall classification. TC1, TC2 and Diesel class teams need to cover 30% of the distance by the car classified in first place in the overall classification ;
- The official number of laps will be rounded down to the nearest whole number;

- 12.14.3 The cars are classified according to the number of complete laps covered during the time of the race. For competitors having covered the same number of laps, the time at which they crossed the finish line will determine the order of the classification.

- 12.14.4 Official results / classifications:

The only official results and classifications are those published and posted by the organizer on the official notice board.

13. Classifications, titles and points

Every actually held round will count towards the Championship title.

13.1 Classifications

A separate classification will be drawn up for each of the Championship titles.

The following classifications will be drawn up after each Event:

- Overall classification;
- Overall classification among TC1, TC2 and Diesel teams;
- Classification for TC1 Teams;
- Classification for TC2 Teams;
- Classification for Diesel Teams;
- Classification for A3000+ Teams;
- Classification for TCR Teams;
- Classification for Porsche GT3 CUP Teams;
- Classification for GT AM Teams;
- Classification for GT PRO Teams;

13.2 Titles

BEC 6H Champion title in separate class will be given in case if there were at least 3 teams participating in at least two rounds over the season (3 participants each round). If this regulation is not satisfied, the best team of particular BEC 6H classes will be named as BEC 6H Championship holder title.

Maximum 4 drivers of each team will be awarded in gala ceremony. The list of drivers has to be handed to the promoter during sporting checks in the last round or by email at least 1 (one) month before the final gala prize award ceremony.

13.3 Scales of points

- a) Scale of points, for all Events

Points for the titles of Teams' BEC 6H Champion are awarded at each race according to the following scale:

Place	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points	60	50	42	36	32	28	24	22	20	18	16	14	13	12	11

Place	16	17	18	19	20	21	22	23	24	25 and beyond	DNS	DNQ	DNF	DSQ
Points	10	9	8	7	6	5	4	3	2	1	0	0	0	0

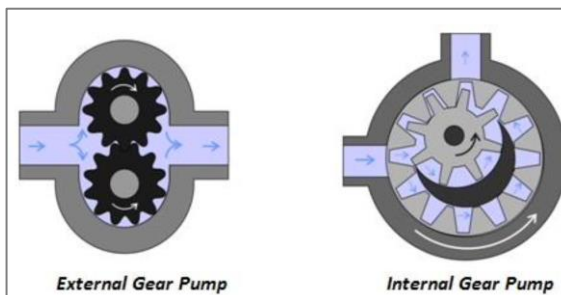
- b) In order to be classified in the certain race, the Competitor/Team must complete at least 50% (fifty percent) and 30% (thirty percent) for TC1, TC2 and Diesel class teams of the distance completed by the overall winner of the certain race. DNF status is determined to the Competitor/Team completed less than 50% (fifty percent) and 30% (thirty percent) for TC1, TC2 and Diesel class teams of the distance completed by the winner of the race.
- c) Only those competitors appearing on the official list of entries in the Championship are entitled to score points for the Championship titles.

- 13.4 If a race is suspended by the Clerk of the Course and cannot be resumed:
- No points will be awarded to the crews if the leader has completed less than two laps without being under a Full Course Yellow (Article 12.10.1), safety car (Article 12.10.2) or Slow Zone (Article 12.11) procedure;
  - Half points will be awarded to the crews if the leader has completed more than two laps (without being under a Full Course Yellow (Article 12.10.1), safety car (Article 12.10.2) or Slow Zone (Article 12.11) procedure) but less than 75% of the original race time. A minimum of two laps must have been completed by the leader outside of a Safety Car procedure;
  - Full points will be awarded if the leader has completed more than 75% of the original race time;
- 13.5 All competitors shall use their best endeavors to ensure that their drivers attend at the annual BEC 6H Prize-Giving Ceremony.
- 13.6 Dead heat
- If two or more teams finish the season with the same number of points, the higher place in the Championship shall be awarded to:
- a) The holder of the greatest number of first places;
  - b) If the number of first places is the same, the holder of the greatest number of second places;
  - c) If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges;
  - d) In case of a further tie, the criterion for breaking the tie is the best time in each qualifying session of each Event in the Championship in which they have taken part;
  - e) If this procedure fails to produce a result, the team having achieved the best result earliest in the season will have the highest place in the Championship;
  - f) The Organizer may nevertheless nominate a winner, when circumstances so require and in the interest of the sport, according to such criteria as it thinks fit;
14. Fuel, Refueling and Fuel tanks
- 14.1 At least two mechanics should be nominated for refueling. They must wear resistant overalls during the refueling, fire-resistant balaclavas, gloves, safety glasses. Helmets are recommended.
- 14.2 During the race, refueling zone is a specially designated zone close to Parc Fermé area.
- 14.3 During practice and qualifying, refueling take place in teams' Pit Boxes.
- 14.4 During the race refueling drivers must stay in the car. Driver changes, any repair or tire changing works are forbidden during that time. After refueling mechanics must immediately leave refueling zone. The procedure of refueling starts when the car is fully stopped.
- 14.5 During refueling, all the car parts located below fuel pump access hole must be covered flame-resistant material.
- 14.6 If car cannot be started after refueling, it must be taken to a safe place near the refueling zone, where mechanics will be able to carry out necessary repair works. In this case driver or tire changes are forbidden.
- 14.7 Engine has to be stopped during refueling, except Turbo engine cars.
- 14.8 All cars during Competition must use only E-98 (or E/A-95) petrol or diesel fuel bought from public petrol station.
- 14.9 Disregarding any of the refueling requirements (Article 14.1 – 14.7), penalty: 1 (one) lap subtracted form final result.
- 14.10 The car must be fueled by only one tap. Penalty: 3 (three) **1 (one) lap subtracted from result of the participant**
- 14.11 Only one refuel pump with one handle per car is allowed (example Picture 1).  
Pump construction - rotary type (Picture 2).  
Drive – one man driven via rotatable handle.  
Max flow rate – 1L per rotation of the handle.

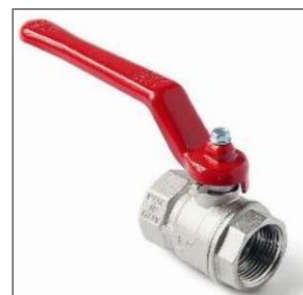
Output flow – single hose with a mechanical tap (Picture 3), located not further than 300 mm from the end of hose (tube).



Picture 1



Picture 2



Picture 3

15. Advertising  
Appendix 1 - The layout of the compulsory advertising stickers on the racing cars which has to be fulfilled throughout the entire BEC 6h racing season 2023.  
In addition to the above, advertising prescribed by the promoter of BEC 6H series and organizers of the rounds is compulsory to the Competitors/Teams during each round. The layout of the advertising on the race cars will be defined by the specific supplementary regulations of each BEC 6H round.  
The competitor must ensure that stickers provided by the promoter are placed on the car in the designated places before the Scrutineering and during all race weekend. The designated places and stickers will be shown in Supplementary Regulations and their bulletins, published on promoter's website.
16. Passes  
The conditions of the passes on the race will be defined by the specific supplementary regulations of each BEC 6H round.
17. Timing devices  
The Competitors shall ensure that their competing vehicle is equipped with a X2 AMB timing transponder during the entire competition. The Competitors shall be liable for the rented transponders that are attached to the vehicles.  
In the case of damage to or loss of a rented transponder, the Competitor shall compensate for the cost of the transponder - €550 (VAT excluded).  
The rented transponders shall be returned within 30 minutes as of the end of the race of the last Competitor.
18. Penalties
  - a) It shall be at the discretion of the Clerk of the Course or the Stewards to decide, whether a car or cars involved in an incident should be penalized;
  - b) If an incident is under investigation by the Clerk of the Course or the Stewards, the relevant team whose car is involved will be notified of the investigation within the shortest timeframe possible;
  - c) Provided that such a message is displayed on the official messaging system or is received no later than 15 minutes after the race has finished, the driver or drivers concerned may not leave the circuit without the consent of Clerk of the Course or the Stewards;
- 18.1 The Clerk of the Course or The Stewards may impose the penalties set out in the present regulations in addition to or instead of any other penalties available to them under the Code.
  - a) Drive through\*  
The driver must enter the Pit Lane and re-join the track without stopping.
  - b) Stop and Go\*  
The driver must enter the Pit Lane, stop in his allocated working area and leave to rejoin the track. The engine may keep running unless stated otherwise in the Clerk of the Course's or the Stewards' decision. During this period nobody is allowed to touch the car in any way and the driver must remain inside the car.
  - c) Pit Lane time penalty\*



The driver must enter the Pit Lane, stop for a defined time in his allocated working area and leave to re-join the track. The engine may keep running unless stated otherwise in the Clerk of the Course's or the Stewards' decision. During this period nobody is allowed to touch the car in any way and the driver must remain inside the car.

\* Once the penalty referred to in 18.1 a), 18.1 b), or 18.1 c) has been notified on the timing monitors or communicated in writing., the car concerned may not cross the "line" on track more than 4 times.

d) Added Pit Lane time

The next time the car enters the Pit Lane, a defined time will be added to its pit stop. This time will be added to the start of the pit stop and will be counted from the moment the car is immobilized in its allocated working area. During this period nobody is allowed to touch the car in any way and the driver must remain inside the car.

e) A time penalty

f) A reprimand

If any of the six penalties above are imposed they shall not be subject to appeal as per Art. 12.2.4 of the International Sporting Code.

g) A drop of any number of grid positions at the car's next Race

h) Disqualification – annulment of the result

i) Suspension from the driver's next Event

j) Secondary penalty: withdrawal of points

k) When fulfilling the penalties referred to in Articles 18.1 b) and 18.1 c), the following must be respected:

1) Before a car stops at its pit, only one person is authorized to cross the continuous line painted on the ground or the wall which delimits the "working area", to give instructions.

This person should be holding a long handle with a board on the end displaying the relevant car number and cannot be positioned in line with the longitudinal axis of the car.

2) Nobody is authorized to approach the car to check anything or interfere with it.

In case of infringement: double penalty

l) The Stewards, following a report from a judge of fact (Article 11.16.3 of the ISC) and/or the Clerk of the Course, may decide to delete any lap(s) from any session (Article 12.3.1.d of the ISC) that is/are not achieved in compliance with Appendix L (Article 12.1.1.j of the ISC) and in violation of Article 2 c) of Chapter IV of Appendix L to the ISC.

The relevant team will be notified of the deleted lap(s) within the shortest timeframe possible. There is no right of appeal against this decision of the Stewards.

18.2 A Pit Lane penalty:

Penalties 18.1 a) to 18.1 d) above may not be served:

1) If the penalty has not yet been notified on the timing monitors or in other ways (including the main signaling post of marshals - finish line);

2) If the Safety Car is on track;

3) If the track is under FCY;

Unless the car was already in the pit entry road when the neutralization was declared, in cases b), c) and d) above, the number of laps covered by the neutralization will be added to the number of times the car may cross the "line" on track, after the driver has been notified.

18.3 If any of the penalties referred to in 18.1 a), 18.1 b), 18.1 c) or 18.1 d) is notified during the last 5 laps, and the car does not fulfil the penalty, the following shall apply:

If it proves impossible to serve the above penalty, a time will be added to the final time of the relevant car.

If, in the opinion of the Clerk of the Course or the Stewards, this added time will demote the relevant car from the achieved number of laps, the Clerk of the Course or the Stewards may eliminate lap(s) basing their calculation on the time set by the relevant competitor on the last lap before the infraction was committed.

If any of the penalties referred to in 18.1 d) are notified after the cars' final pit stop of the race, the time will be added to the final time of the relevant car. In addition, the Clerk of the Course or the Stewards will have the right to eliminate a lap as a team penalty.

From the above 18.3 there is no right of appeal.

19. Additional conditions

19.1 The maximum permitted speed of vehicles in parking lots and spectator traffic areas shall be the movement speed of pedestrians (max. 10 km/h).

19.2 Parking shall only be permitted in locations that have been designated as parking spots. Incorrectly parked vehicles may be removed at the expense of the possessor of the vehicle.

19.3 Unauthorized persons are forbidden to stay at the run-off areas and evacuation routes of the track unless the person has reached such locations as the result of running off the track.

- 19.4 The use of motor vehicles by persons without the right to drive is prohibited. The parents of children or their authorized representatives are liable for the activities of children.
- 19.5 Creating noise from 22:00 in the evening to 08:00 in the morning is prohibited. In the respective time period, it shall be prohibited to start the engines of vehicles whose noise levels exceed the noise level permitted for vehicles in street traffic.
- 19.6 Storing any goods or objects in front of buildings and entrances to and exits from the track is forbidden. Storing goods and parking vehicles on evacuation routes is likewise strictly forbidden.
- 19.7 Adhering to all environmental rules arising from valid legislation is mandatory. Depositing waste shall only be permitted in the specifically provided locations on the condition that the waste to be deposited fits in the deployed containers. If the waste containers are full, depositing waste beside the container shall be prohibited. If there are containers for various types of waste at the locations for depositing waste, the waste shall be sorted by type
- 19.8 Depositing environmentally hazardous waste on the territory of the track shall be strictly forbidden unless a specific procedure for storing environmentally hazardous waste has been established with the instructions of a specific event. Any fluid leaks caused by damage to vehicles shall be immediately eliminated and the track personnel shall be notified of the pollution caused.
- 19.9 It is strictly forbidden to leave used tires at racetrack after the Competition. Competitors must collect their used tires when leaving the Competition. For the violation of this rule there is a penalty up to EUR 1000, - which will be claimed via Competitors ASN.
- 19.10 Special attention shall be paid to handling flammable materials (fuels, oils, etc.) in order to ensure fire safety. During the Competition, each Competitor must ensure the Pit Box with a verified dry-powder extinguisher that holds at least 6 kg of extinguishing agent or a fire extinguisher of another type with at least the same extinguishing capacity shall be kept in close proximity. Fuel may only be stored in the respectively provided canisters while complying with all fire safety requirements. The person who handles flammable materials shall be liable in full for any damage caused by the materials. The absence of a fire extinguished shall be penalized with a fine of €100.
- 19.11 For the purpose of environmental friendliness, all devices that consume power (lighting fittings, heating, technical equipment) shall be switched off when not in use.
- 19.12 Using the power grid shall only be permitted upon prior agreement with the Organizer. Unauthorized creation of electrical connections is strictly prohibited.
- 19.13 The Organizer shall be immediately notified of any damage caused to the track by presenting a written explanation concerning the circumstances of the event. Every person who causes damage shall be personally liable for the damage caused. Damage shall include, but is not limited to, damage to barriers, gates, asphalt, cables, piping, electrical systems, etc.
- 19.14 Creating holes in the asphalt by means of drilling, ramming poles or any other manner is strictly prohibited. Burnout is likewise strictly prohibited. The fine for drilling holes in the asphalt and/or burnout is €200 for every instance of damage caused.
- 19.15 Grilling and the use of open fire on the track, the Pit Lane and the area of the competitors' parking lot are prohibited.
- 19.16 Smoking is allowed only in specially marked places.
- 19.17 Any commercial activities such as the sale of goods and services and product presentation shall only be permitted on the territory of the track upon prior written agreement with Organizer.
- 19.18 Any distribution of advertising materials on the territory of the track shall only be permitted upon prior written agreement with Organizer.
- 19.19 The orders issued by the staff of the Organizer personnel are compulsory. Upon failing to adhere to the orders, the Competitor may be excluded from the Competitions.
- 19.20 All the imposed fines shall be paid before the next race of the Competitor, but no later than within an hour of imposing the fine. The Organizer shall have the right to not permit a Competitor to enter a race if the imposed fine has not been paid. The fines shall be imposed by a decision of the Clerk of Course.
20. **Tires – free throughout the season and entire event.**
21. Other conditions  
Other conditions are to be defined by the specific Supplementary regulations of each Event.

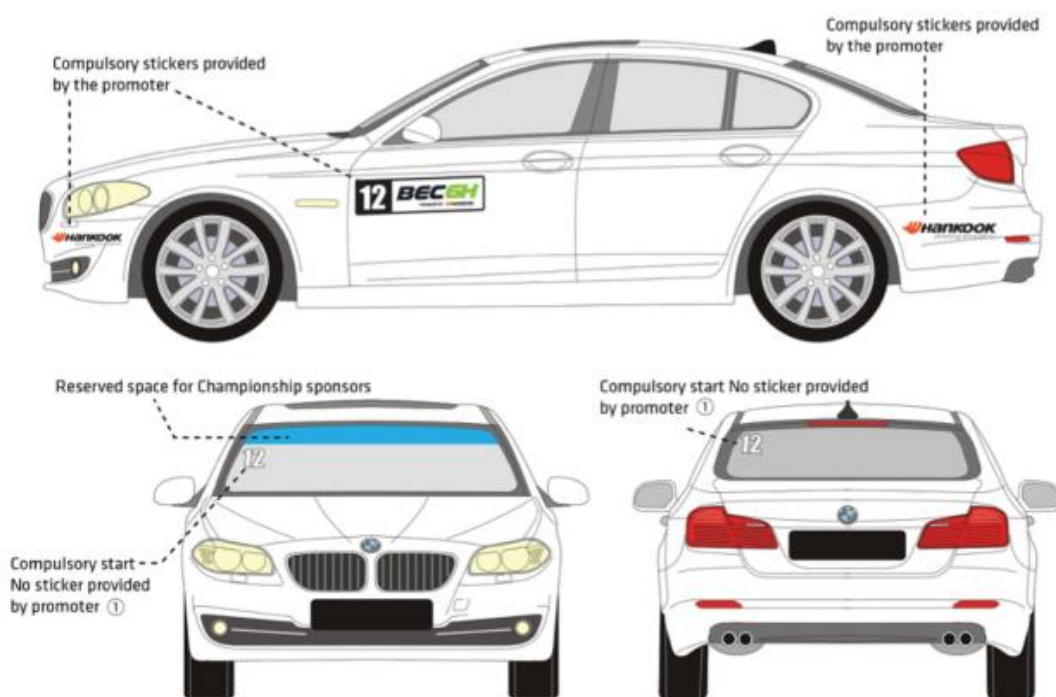


## APPENDIX 1

### LAYOUT OF THE COMPULSORY BEC 6H ADVERTISING STICKERS



#### COMPULSORY STICKERS 2023 BEC6H



**Specification No 1**  
Numbers

**12**

Font: **Impact**  
Yellow #ffff33  
200 mm

**Autosporta klubs X Sports**  
Address: Dzutas iela 8, Rīga, LV-1006, Latvija  
Email: info@batcc.eu

**Autosporta klubs X Sports**

Address: Dzutas iela 8, Rīga, LV-1006, Latvija

Email: [info@batcc.eu](mailto:info@batcc.eu)