

RX2 SPORTING REGULATIONS 2020

1. FOREWORD

RX2 (the Series) is organized in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions applicable to International Rallycross Competitions, the FIA General Prescriptions applicable to all International Series and the National Sporting Regulations of the Swedish Automobile Sport Federation (SBF). It will be run in conformity with the present sporting and technical regulations, the latter being in conformity with the safety prescriptions of the FIA's Appendix J (Article 277). The Series is approved by the Swedish Automobile Sports Federation. The Series is reserved for drivers.

2. ORGANISATION

2.1 Name of the parent ASN: The Swedish Automobile Sport Federation (SBF).

2.2 Name of the Organizer/Promoter of the series: *RX Promotion AB, P.O. Box 267, 186 24 Vallentuna, Sweden, +46 70 835 88 33, E mail: rx2@olsbergs.se, Website: www.supercarlites.com*

3. REGULATIONS

3.1 The final text of the Sporting Regulations and Supplementary Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in these documents are for ease of reference only and do not form part of the Regulations.

3.2 These Sporting Regulations come into force on 1 January of each year, and replace all previous RX2 Regulations.

4. RX2 International Series

4.1 RX2 is run over (7) Competitions as follows:

18-19 April	Barcelona-Catalunya	Circuit De Barcelona-Catalunya
02-03 May	Portugal	Montalagre
13-14 Juni	Norway	Hell (Lanke)
04-05 July	Sweden	Höljes
01-02 Aug	Germany *	Nürburgring
05-06 Sep	France	Loheac
14-15 Nov	South Africa	Cape Town

* Subject to FIA Circuit Homologation

These competitions are approved by the promoter of the FIA World Rallycross Championship IMG and the individual organizer of each Competition.

4.2 Each Competition will have the status of a full international Competition.

4.3 Each Competition will be organized in accordance with the Organisation Agreements entered into between the Series promoter, the Competition organizer, the ASN of the country of the Competition and the SBF.

4.4 Each Competition organizer shall supply its ASN with the information set out in the standard Supplementary Regulations, at least in English, no later than 2 (two) months before the Competition, together with an outline timetable showing the times for administrative checking and scrutineering and a copy of his Civil Liability insurance certificate covering the entire Competition and the safety plan for the Competition. A detailed schedule for the races will be provided after the entry list for the Competition has been published.

5. CLASSIFICATIONS

5.1 The allocation of Series points is described in Article 15 of the present Regulations.

5.2 All points scored in all Competitions will count towards the final classification in the Series.

5.3 At the end of the Series, the Drivers having scored the highest total of points will be declared winner of the RX2 International Series.

6. OFFICIALS

6.1 For each Competition the Series will use the same nominated Stewards, Clerk of the Course, Timekeeper and Scrutineer that will also officiate in the FIA World Rallycross Championship Competition.

The championship reserves the right to nominate an eligibility Scrutineer to work alongside the event Scrutineer if needed.

At least one of the stewards and the chief scrutineer must be present at the venue of the Competition at the latest one hour before the opening of the administrative checking.

The clerk of the course must be present during the whole Competition starting with the administrative checking until after the official-prize giving or at least until the time limit for a protest is elapsed.

The Clerk of the Course must be in race control and in radio contact with all marshal posts during these times.

The Clerk of the Course, may give instructions to Competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all Competitors who must acknowledge receipt.

The Clerk of the Course is responsible apply to these Sporting Regulations (defined in 6.1.1 General Undertakings).

Within the given time limits any incident can be reported to the Stewards by the Clerk of the Course. This means that the incident is under investigation. It shall be at the discretion of the Stewards to decide, upon a report or a request by the race director, if a Driver or Drivers involved in an incident shall be penalised.

6.1.1 General Undertakings

All Drivers, Competitors and officials participating in the Series undertake, on behalf of themselves, their employees and agents, to observe all the provisions, as supplemented or amended, of the FIA International Sporting Code («the Code») and its Appendices, the Technical Regulations, the General Prescriptions applicable to International Rallycross Competitions and the FIA Rallycross Championships («the General Prescriptions») and the present Sporting Regulations.

The Series and each of its Competitions is governed by the SBF in accordance with the Regulations. Competition means any Competition entered on the FIA International Sporting Calendar into the Series.

6.2 The Competitors' Liaison Officer will be nominated by the Competition Organizer. He/She must speak English and be in possession of a Steward's or Clerk of the Course's License issued by his ASN, as it implies

certain knowledge of the General Regulations. They must wear a very conspicuous badge or a tabard, in order to be easily identified by the Competitors and Drivers. Their name, photo, mobile phone number and schedule will be posted on the official notice board.

He/She must inform the Competitors and play a mediating role at all times. The Competitors' Liaison Officer may attend the stewards' meetings in order to keep abreast of all the decisions taken. The Competitors' liaison officer will be the first point of contact for Competitors and, with the exception of protests, provide information or clarification in connection with the regulations to the Competitors. The Competitors' Liaison Officer will refrain from saying anything or taking any action which might give rise to protests.

7. AMENDMENTS – INTERPRETATION

7.1 In accordance with Article 3.6 of the Code, no alterations shall be made to these Regulations after the opening date for entries, unless unanimous agreement is given by all Competitors already entered in the entire series, or by decision of the stewards or reasons of force majeure or safety.

7.2 Any further information will be announced to the Competitors by dated and numbered bulletins which will be an integral part of these Regulations. These bulletins and all decisions will be posted on the official notice board on yellow paper.

7.3 Any bulletin concerning sporting matters must be signed by the Stewards before being published.

7.4 The Stewards are empowered to take a decision on any case not covered by these Regulations.

8. ELIGIBLE DRIVERS AND COMPETITORS

8.1 Drivers and Competitors must hold valid International Driver's/Competitor's Licences (International Licences of Grade D as a minimum for Drivers) and the necessary authorizations (visas) issued by their ASNs affiliated to the FIA.

9. COMPETITORS' APPLICATIONS

9.1 Applications to participate in the RX2 International Series or an individual RX2 International Series Competition shall be submitted to the series promoter by means of the entry form available on the official website www.supercarlites.com and must be accompanied by copies of the Competitor's and Driver's Licences and entry fee to the order of the series promoter.

9.2 No amendments may be made to an entry, once submitted, except as provided for in these Regulations. However, the Competitor may freely replace the car declared on the entry form with another from the same category, up to the point of scrutineering.

9.3 All applications will be studied by the series promoter, which will publish the list of cars and Drivers accepted, with their Competition numbers. Successful applicants are automatically admitted to the RX2 International Series or to the Competition concerned. Unsuccessful applications will be notified at the latest 5 days after the closing date of entries.

9.4 Applications to participate in the RX2 International Series must be submitted to the series promoter; the closing date to enter all RX2 Competitions is set at March 15 2020 (midnight, CET). An entry for an individual Competition in the RX2 must be submitted to the series promoter at least 28 days prior to the said Competition. A late entry may be accepted with 100% agreement of competitors all ready entered and subject to a space being available on the existing timetable.

The entry fees are:

Full season entry – £9000 (Total for all 7 races) to include shipping to the long haul event out side of Europe of the entered car and 12 additional wheels and tyres.

Round-by-round entries – £1250 + £500 service fee per competition.

Shipping costs to South Africa will be chargeable seperately and will depend on space available.

The Promoter reserves the right to levy an additional fee (notifiable on entry) to cover Live stream TV and Media costs.

9.5 The maximum number of entries accepted for any Competition will be 25. Priority Entry for them will be given to those competitors who have competed in all rounds of the 2019 RX2 International Series, followed by those who have entered the entire RallyX Nordic 2019 series or ARX2 2019 Series, then order in which further applications were received.

9.6 Once an entry list has been published by the series promoter, the entry fee remains payable and shall not be refunded to Drivers who withdraw their entry in the Series or Competition concerned.

10. ELIGIBLE CARS AND MATERIAL

10.1 The Series is open to cars complying with the Technical Regulations for Rallycross RX2.

11. COMPETITION NUMBERS

11.1 The Competition numbers will be allocated from 1 to 99. Unless otherwise agreed by the promoter.

11.2 Competition numbers size, style and position will be detailed in the Series Style Guide which will also specify the size, style and position for the display of the Driver's name and nationality on each car. Competition numbers will be issued by the Series Promoter.

12. ADMINISTRATIVE CHECKING

12.1 The Driver or his official representative must report in due time to administrative checking, the location and time of which will be detailed in the Supplementary Regulations, unless a written waiver has been granted to him by the Clerk of the Course.

12.2 At the administrative checking, the Driver's and Competitor's International Licences, including authorization of their ASN will be inspected.

12.3 Unless a waiver has been granted by the Clerk of the Course, those Competitors and Drivers who fail to report to the administrative checking shall not be authorised to take part in the Competition.

13. SCRUTINEERING

13.1 Article 3.6 of the General Prescriptions apply.

13.2 Noise: for all cars, a limit of 100 dB is imposed, measured with a sonometer meter set at "A" and "SLOW", placed at an angle of 45° to and a distance of 50cm from the exhaust outlet, with the car's engine turning at 4,500 revolutions per minute. Should national regulations impose a lower limit than the FIA, this must be mentioned in the Supplementary Regulations, which must be sent to all Competitors well in advance.

13.3 Overalls and helmets must have the mandatory Series logos in the correct positions as defined in the Series Style Guide. Articles 1.5 and 2 of Chapter III of Appendix L must be respected when applying any such logos. Drivers providing proof that the manufacturer of their helmet does not authorise the application of stickers to the helmet will be exempt from the requirement to affix the logos. Any Series single make race apparel will be outlined in the Series Style Guide for 2020 along with Logo use and fixed series sponsors.

13.4 The Series Promoter reserves the right to cover non-compliant logos on overalls and helmets.

14. PADDOCK

14.1 Drivers will be allocated paddock space in the process of completing their entry to the Series or Competition.

14.2 Each Driver is responsible for ensuring that a fire extinguisher of at least 5kg is available within his own team's area in the paddock.

14.3 Each Driver is required to ensure that a plastic sheet (minimum dimensions 4 x 5m) is spread on the ground in the paddock place reserved for his/her team where work is to be done on his/her car, in order to prevent any pollution in case of an accidental leak, etc.

14.4 Each competitor is obliged to display the series branding in the paddock as set out in the Series Style Guide.

15. RUNNING OF A COMPETITION

15.1 Each Competition will comprise practice sessions, 4 (four) Qualifyings, two Semi-Finals and the Final. Shakedown at the venue (even outside the Rallycross track) will not be permitted, unless they are expressly authorised and indicated in the Supplementary Regulations.

15.2 The Joker Lap can be used in practice. A Driver who has failed to complete at least one lap in practice may be allowed to take part in the Competition at the discretion of the stewards.

15.3.1 All Drivers in the subsequent race must be present in the pre-grid area whilst the current grid is being assembled, in order to allow the organiser to bring forward such Drivers as necessary to complete the formation of the current race.

15.3.2 No extra cooling devices other than the ones which are mounted legally in the competition cars are allowed to be used in the pre grid area.

15.4.1 If a Driver is not able to drive in their race, they must have to inform the Competitors' Liaison Officer before the start of the first race of his category. The lack of information will be punished according to Article 17.

15.4.2 When a false start occurs in a Qualifying race, a Semi-Final or a Final, all Drivers will return to their original starting position and the starting procedure will begin again. The Driver(s) who caused the false start must pass through the Joker Lap section twice in the race concerned. A Driver who makes two false starts in the same race will be excluded from that race.

15.5 There will be four Qualifyings with maximum 5 cars starting abreast in each race over 4 laps.

15.5.1 1st Qualifying: Starting positions in the races will be determined by a draw that will be carried out in the presence of at least one steward.

15.5.2 2nd Qualifying: race starters determined according to the classification of the 1st Qualifying.

15.5.3 3rd Qualifying: race starters determined according to the classification of the 2nd Qualifying.

15.5.4 4th Qualifying: race starters determined according to the classification of the 3rd Qualifying.

15.5.5 The starting grid of each race should be organized on the same basis: each race with a least 4 cars, except for the first two races which will be for the slowest (or, in the 1st Qualifying, the Drivers drawn in those races) Drivers.

In the 1st Qualifying, Drivers will start in the race allocated in the draw. From the 2nd Qualifying, the starting grid will be determined as above, but using the result of the previous Qualifying instead of the drawn positions; the fastest five Drivers in the last race, the next five in the penultimate race, etc.

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

- 9 cars: slowest (or last drawn) four in the first race, next five in the second race;
- 8 cars: slowest (or last drawn) three in the first race, next five in the second race;
- 7 cars: slowest (or last drawn) three in the first race, next four in the second race;
- 6 cars: slowest (or last drawn) three in the first race, next three in the second race.

The number of cars in each race will depend of the numbers of entrants in the Competition following the table underneath:

Number of entrants	R1	R2	R3	R4	R5	R6
30	5	5	5	5	5	5
29	4	5	5	5	5	5
28	4	4	5	5	5	5
27	4	4	4	5	5	5
26	4	4	4	4	5	5
25	5	5	5	5	5	
24	4	5	5	5	5	
23	4	4	5	5	5	
22	4	4	4	5	5	
21	4	4	4	4	5	
20	5	5	5	5		
19	4	5	5	5		
18	4	4	5	5		
17	4	4	4	5		
16	4	4	4	4		
15	5	5	5			
14	4	5	5			
13	4	4	5			
12	4	4	4			

15.5.6 All the Qualifyings will be timed and the fastest Driver in each Qualifying will be awarded 50 points, the second fastest 45 points, the third fastest 42 points, the fourth fastest 40 points, the fifth fastest 39 points, the sixth fastest 38 points, the seventh fastest 37 points, and so on. Those Drivers who did not complete a Qualifying (“DNF”) will be credited with a total of points equal to the number of points that the slowest Driver would be given, less one point, supposing that all the starters in the Competition were classified. Those Drivers who did not start the Qualifying (“DNS”) and those Drivers who were excluded (“EXC”) from the Qualifying will not be credited with any points.

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

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

15.5.7 After the Qualifyings, there will be an intermediate classification according to each Driver’s total points scored in the four Qualifyings. In the event of tied positions in the intermediate classification, precedence will be given to the Driver(s) who were the fastest in Q4. To appear in this intermediate classification, a Driver must have crossed the finish line and been duly classified in at least two Qualifyings.

15.5.8 Championship points will be awarded to the top 16 Drivers in the intermediate classification, according to the following scale:

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

15.5.9 In each Qualifying, one of the laps must be the Joker Lap. Those Drivers who do not take this Joker Lap will receive a time penalty of 30 seconds. The penalty for Drivers who take it more than once will be decided by the stewards. Two judges of fact will be appointed to note how many times the cars pass through.

15.6 Semi-Finals and Final

The 12 top-scoring Drivers in the intermediate classification will qualify for the Semi-Finals. The winner, second and third-placed Drivers in each Semi-Final will qualify for the Final. The Semi-Finals will only be run if after the completion of the first two Qualifying, there are at least eight (8) cars able to participate (a minimum of 4 cars per Semi-Final); if the Semi-Finals are not run, the 6 top-scoring Drivers in the intermediate classification will progress directly to the Final.

15.6.1 There will be six starters, arranged 2-2-2 in three rows in each Semi-final. The Semi-finals will be run over six laps. Drivers placed 1st, 3rd, 5th, 7th, 9th and 11th in the intermediate classification will take part in Semi-final 1. Drivers placed 2nd, 4th, 6th, 8th, 10th and 12th in the intermediate classification will take part in Semi-final 2.

15.6.2 Driver’s grid positions for each Semi-Final will be determined by their position in the intermediate classification.

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

1st 6 points, 2nd 5 points, 3rd 4 points, 4th 3 points, 5th 2 points and 6th 1 point.

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

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

The Final will be run over six laps.

The Semi-Final winner with the highest number of points in the Competition will start on the Pole side of the grid, followed by the other Semi-Final winner. The same procedure will be used between the two second-placed Drivers, and two third-placed Drivers.

If a Driver is unable to take his place in the Final (i.e. his/her car is unable to be driven under its own power to the starting grid), he/she will be substituted by the next qualifier (the fourth placed Semi-finalist with the highest points score in the Competition who is not already in the Final). Any such substitute(s) will take the last place(s) on the grid with those ahead of them moving up to fill the place left by the non-starter(s). Should neither of the fourth placed Semi-finalists be able to start, the fifth placed Semi-finalist, and then the sixth-placed, will be considered as above.

In the Final points will be awarded as follows:

1st 8 points, 2nd 5 points, 3rd 4 points, 4th 3 points, 5th 2 points and 6th 1 point.

15.6.5 The total points scored by each Driver in the Competition (intermediate classification, Semi-Final and Final) are added to the Series score for that Driver. Should more than one Driver have scored the same number of points in the Series, precedence will be given to the Driver with the greatest number of 1st, then 2nd, then 3rd (and so on) places obtained in the Finals.

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

15.6.7 In each Semi-Final and Final, one of the laps must be the Joker Lap. Those Drivers who do not take the Joker Lap will be classified last in that race and will receive no points. Two judges of fact will be appointed to note how many times the cars pass through.

15.6.8 A Driver who is excluded from a Semi-Final or Final for whatever reason will receive no points for that Semi-Final or Final. The stewards may decide to impose a further penalty, i.e. loss of Series points, if they consider the severity of the offence warrants it.

16. PARC FERMÉ

16.1 Article 3.16 of the General Prescriptions applies.

16.2 Only those cars having taken part in the Finals must be taken by the Drivers to Parc Fermé immediately after the race, except for cars not having completed the race. The cars shall remain in the Parc Fermé for at least 30 minutes after the publication of the provisional results and until released by decision of the stewards. In this area, it is forbidden to make any repair to the car or to carry out refueling.

17. PENALTIES

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

INFRINGEMENT		PENALTY
1	Entry of a car that does not comply with the Regulations	Start refused
2	Absence of valid Licenses	Start refused
3	Absence of the ASN's permission on the entry form (where applicable)	Start refused
4	Failure to pay entry fees (where applicable)	Start refused
5		
6	Car failing to conform to the Safety measures	Decision of the stewards
07a	Late arrival at the dummy grid/ holding area	Start refused / Replaced in that race by next Driver
07b	Failure to notify a non-start	Decision of the stewards
8	Absence of the identification marks affixed by the scrutineers	Exclusion from the Competition
9	Moving the track markers or driving outside the circuit or breach of Appendix L, Chapter IV - Code of Driving Conduct on Circuits, Article 2	First report: black & white warning flag (warning) flag as a minimum Next report: 5-second time penalty as a minimum Next report: black flag. This does not prevent the race director imposing a different penalty if any advantage is gained, or a report to the stewards who may impose a different penalty
10	False starts	Defined in SR, Article 15.4.2
11	Failure to respect instructions given by the flag signals	Decision of the stewards
12	Driver's equipment failing to conform to the safety measures	Decision of the stewards
13	Any tampering with or attempt to tamper with the identification marks	Exclusion from the Competition
14	Infringement of the Parc Fermé rules	Decision of the stewards
15	Reporting late to scrutineering	Practice restriction (4 laps maximum)
16a	Not-taking a Joker Lap (Qualifying Heat)	Defined in SR, Article 15.5.9
16b	Not-taking a Joker Lap (Semi- Final or Final)	Defined in SR, Article 15.6.7
17	Incorrect temperature of the tires	Decision of the stewards
18	Any deliberate or reckless contact between Drivers/cars after the finish	Decision of the stewards
19	Failure to attend "RX2 official" Drivers Event or Briefing	Fine of €250
20	Competitor or Driver not attending or being late to the briefing	Fine of €250
21	Use of fuel or tires other than those prescribed for the Championship	Exclusion from the Competition
22	Failure to respect the speed limit in the paddock (defined in GP, Article 3.8.6)	€50 for each kph over the limit. The stewards reserve the right to impose another penalty

23	“Unsportsmanlike” behavior during a Competition	<p>For each infringement: Reprimand as a minimum</p> <p>After two reprimands during one season: Withdrawal of 5 Championship points from the Driver (and the Team, where appropriate)</p> <p>After four reprimands during one season: Withdrawal of 10 Championship points from the Driver.</p> <p>After six reprimands during one season: Withdrawal of 15 Championship points from the Driver.</p> <p>After eight reprimands during one season: Disqualification from the Series.</p>
24	Non-compliance with the judicial camera	Decision of the stewards
25	Forbidden track access	Fine of €250

Note : GP = General Prescriptions; SR = Sporting Regulations

Moreover, the Stewards, either themselves or upon the proposal of the Clerk of the Course, may decide on any point which is not provided for in the Regulations and apply penalties in conformity with the criteria of the Code, of the Championship Regulations and of the Supplementary Regulations.

18.1 Track Access

Drivers, Competitors and team personal may usually have access to the track (which includes the starting grid area marked by the Technical Control Zone signs) up until 30 minutes before the start of any activity on track. There will usually be no further access until after the scheduled track activities for the day are complete. Any other specific limitation will be mentioned in the Supplementary Regulations. Access to track using any motorised means of locomotion (except for the Drivers during the official sessions) is forbidden.

Any kind of measurement of racing surface, including the starting area (i.e. surface roughness, temperature. ...), is forbidden.

18.2 Judicial Cameras

Throughout the Competition, all Competitors must have installed in their car a Judicial camera. It is the responsibility of each Competitor to ensure that the camera is positioned in such a way that the track, the steering wheel and the pedals are clearly visible, that the camera batteries are sufficiently charged and that the SD recording card is in place and has sufficient capacity to record all of the races. The penalty (up to exclusion from the Competition) for non-compliance will be at the discretion of the stewards. The weight of the camera system is included in the minimum weight of the car. The onus is on the Competitor to ensure the Judicial camera is switched on and recording for all practice sessions, races, Semi-Finals and Finals. The camera must work as soon as the car enters the pre-grid area and must not be switched off until it returns to the paddock. Series officials must be able to access the footage at all times during the Competition following a protest or otherwise. The images must be viewed using the equipment (computer) of the Competitor, who must ensure this equipment is working. The footage can be used only by the officials and the Series promoter. With the exception of cameras installed by the Series TV contractor no other

oncar/incar video, still or motion picture cameras will be permitted without the written authority of the Series Promoter and such permission will usually be withheld. For the avoidance of doubt, Competitors may not use footage from the Judicial camera for any commercial purposes including but not limited to any form of television broadcast (free to air, internet, pay per view, subscription, satellite, terrestrial) any other form of internet use, advertising, sponsorship or any type of public performance.

19 PODIUM, PRIZES AND TROPHIE

19.1 The podium ceremony on the circuit will be held immediately after the Finals. The Top 3 finishers in RX2 International Series must be present, wearing their Competition overalls. Failure to attend this ceremony and/or the wearing of inappropriate clothing will be penalised by a fine inflicted by the Stewards. The top 3 finishers. Must be prepared to go to the press conference if directed by the RX2 press officer.

19.2 Per Competition, a trophy will be awarded to the Top 3 Drivers and the winner's national anthem may be played (the nationality of the Driver being that of the ASN which delivered his/her License - Article 9.5.1 of the Code).

19.3 The competitor with the most points at the end of the 2020 RX2 season will be awarded with a supercar drive at a round of the 2021 RallyX Nordic Series in an Internal combustion engine car (subject to the driver holding the appropriate international licence of Grade C, minimum).

20. TEST DAYS AND PRESS DAYS

The Series Promoter may nominate up to three official test days, one of which will be mandatory for registered RX2 Competitors. Series Competitors and Drivers may take part in other Competitions duly entered on the FIA International Sporting Calendar or on the National Sporting Calendar of an ASN member of the FIA. Media or press days for Series Competitions will only be organized in conjunction with the Series promoter and use of the track at these days will be monitored to prevent them being used as a test session.

All Entrants will be required to have available the ability to do passenger rides for the series promotor when requested on at any given venue in the RX2 International Series at any time during the race event between Thursday and Sunday.

21. BREACH OF THESE RULES

Any breach of these rules will be examined by the Stewards of the next Competition. The penalty given is at their discretion.