

ROTAC General Rules and Regulations (v.2.2.2-2020)

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ROTAC Official Notice of Disclaimer

At ROTAC we make the effort to provide participants with a relatively safe environment for all involved. But even with strict rule enforcement and strict rule adherence, all participants must be aware that their mere presence at an event presents a chance of becoming critically or fatally injured, even by no fault of their own. The rules do not guarantee or imply that injuries or death will not occur. All ROTAC event attendees agree to assume the risk of being injured or killed by the negligence and/or gross negligence of others. If there are any questions or problems with these rules and regulations, it is the participant's responsibility to immediately contact "ROAD Racing Development SRL" office before entering an event facility. ROAD Racing Development SRL, str. Islaz nr. 6, Sector 1, 011556 Bucuresti

Safety Hazards

It is the responsibility of each event attendee to inspect and analyze all aspects related to the facility, rules, regulations, and/or instructions pertaining to the event (whether written or verbally stated). The event attendee is required to notify a ROTAC Official, without delay, of anything that appears to be a potential safety hazard. Failure to comply with this rule will be cause for permanent ejection from all ROTAC activities.

The Purpose of the ROTAC General Rules and Regulations (ROTAC GRR)

ROTAC created the ROTAC General Rules and Regulations (ROTAC GRR) in order to set the guidelines, rules, and standards that will function to govern ROTAC sanctioned motorsports activities in order to promote safety and fairness in competition.

CHALLENGE

GENERAL RULES AND REGULATIONS

1.0 THE BASICS

All drivers are required to operate their vehicles within the rules, and within the limits of the marked course. Failure to do so compromises the integrity of the program and will not be tolerated. ROTAC strives to promote qualities like good judgment, responsibility, and safe driving, both on the track and on the public roads.

1.1 Eligibility Requirements

- Be at least 18 years old.
- Hold a currently valid category B driver's license, with minimum 2 years experience.
- Make use of an automobile that meets ROTAC's (GRR 7.0) technical requirements.
- Have proper safety equipment, as defined by ROTAC GRR 8.0.
- Fully pay all applicable ROTAC fees.
- Have knowledge of all of rules found in the ROTAC GRR, and written consent to abide by them.
- Sign all required waivers, and in particular the "gate waiver" before entering the facility.
- Have their car Technically Inspected before going on track.

1.2 Minori

No one under 18 years of age is allowed to be on the racetrack. The pit lane is considered part of the racetrack. A minor release form must be filled out by at least a parent or a legal guardian for the admission of minors to Track Taxi Ride.

1.3 Non-Eligibility / Non-Registered Drivers

Only registered drivers and ROTAC staff are allowed to operate a vehicle on the track. Anyone not officially registered in the event, that is found operating a vehicle on the track at anytime, will be immediately ejected from that event along with that person's guests and crew members.

1.4 Responsibilities for Property and Valuables

The management encourages all participants to lock up their valuables. Participants are strictly responsible for the safe keeping of their own belongings. ROTAC management and officials take no responsibility for any loss, damage, or theft of any item while at the event.

2.0 CONDUCT

2.1 Part Expectations

Every participant at a ROTAC event must conduct themselves according to the highest standards of behavior and sportsmanship particularly in their relationship with other drivers and Officials, and in a manner that must not be detrimental to the reputation of ROTAC, or other drivers. This rule also pertains to actions away from the track, such as posting comments on forums and social media that are in violations of this rule. Failure to do will result in harsh penalties.

2.2 Conduct of Guests and Crew

Drivers must, at all times, be responsible for the conduct and behavior of those accompanying them to an event such as crew, mechanics, and friends. Any offense committed by the driver's crew, mechanics, or friends will be directly chargeable to the driver and/or crew.

2.3 Alcoholic Beverages

Consumption of alcohol or any other substances disallowed by FIA-CNOR by any driver or crew member is strictly prohibited throughout the whole event.

Other participants, except drivers and crew members, will be allowed to consume light alcohol beverages only during and after the half day break.

2.4 Weather – Rain, rain storms, inclement weather

The event will not be canceled due to inclement weather unless ordered by the Event Director. It is the responsibility of the driver to bring appropriate equipment such as rain tires, clothing, etc

2.5 Property Damage

Damage to the racetrack, its surface, fencing, paddock, walls, buildings, trailers, equipment, vehicles, etc., by the driver (including his/her friends and crew) is the responsibility of the driver, and said driver agrees herein to make restitution. This agreement is binding when a driver enters the event.

2.6 Passenger Privileges

A passenger is defined, as any participant possessing the proper wristband or credential, riding in a moving vehicle while on track, seated in the front passenger seat. ROTAC Officials are not considered passengers for the purposes of this section. All passengers must be at least 18 years old.

1. The ability to take a passenger on-track is a revocable privilege, not a right.
2. Passengers must use the minimum safety equipment and attire as required of the driver.
3. Only one (1) passenger will be allowed in vehicles entering the track or pit , and he/she will be seated in the front seat.
4. Anyone that is involved in a spin or off track excursion with a passenger in the car may lose his or her passenger privileges for the event, by decision of the Race Director.
5. Passengers should not commit any action as to cause interference or distraction of the driver or any other drivers.

A passenger wristband can be obtained from the registration office, only after submitting the necessary forms and waivers.

2.7 Good Sportsmanship

ROTAC considers good sportsmanship to be the very essence of the sport, and the basic foundation of any competition. Competitors are expected to hold the qualities of fairness, honesty, courtesy, and justice to be more important than the outcome of the race. Real sportsmen/women may have an intense desire to win, but not at all costs. A person that has won by cheating, or by any means less than honorable, has simply found a way to acquire a trophy, but not a victory.

2.7.1 Unsportsmanlike Conduct

Any unsportsmanlike conduct, on any scale, is not welcome at ROTAC events. Acts of unsportsmanlike conduct have many forms such as arguing, yelling, intimidation, aggressive physical contact. No form of unsportsmanlike conduct will be tolerated at any ROTAC event. Competitors that show poor sportsmanship due to a mistake in judgment will receive a warning. However, competitors that commit repeated acts of unsportsmanlike conduct will be expelled from the series.

2.7.2 Knowledge and Possession of the Rules

All drivers must know all of the rules, especially those pertaining to safety items. Additionally, all drivers must have the appropriate rule books in their possession, or have immediate access to them at all times.

2.7.3 Meeting Attendance

All drivers are required to attend all mandatory meetings. If a driver is unable to attend, and cannot send a representative, he/she must notify the Race Director before the meeting. Some latitude will be given in hardship cases. Failure to attend, or make proper notification, will result in not being allowed on track for the next session.

2.8 Medical Conditions

It is the responsibility of the driver to notify the ROTAC office and/or the Race Director of potential, or existing, medical problems.

2.9 Paddock speed limit

The speed limit in the paddock is 15 km/h for any vehicle other than emergency vehicles. This speed limit applies to motorized and non-motorized vehicles as well.

2.10 Minimum Attire

Any participant in the pit lane and paddock must wear at least a T-shirt, pants, and shoes (no open toed shoes).

2.11 Crossing the marked exit/entry line when exiting/entering the pitlane

Violation of the demarcation line from the exit, respectively the entry, from the pitlane will be sanctioned in the first instance with a warning. Repeat infringement will be sanctioned with immediate exclusion from the event in which it occurred.

3.0 VEHICLE LEGALITY INSPECTION

3.1 Post Race / Qualifying Legality Inspection

Tech Inspectors have the right to inspect anything at any time for any reason.

3.2 Disassembly

Tech Inspectors should not disassemble any part themselves. They should leave it up to the competitors and their crews. If the inspection is being performed as part of the normal impound inspection process the competitor will bear the cost of disassembly and re-assembly.

3.3 Confidentiality

A competitor has a right to protect information about legal modifications and vehicle setup from other competitors. If a competitor feels that inspection by the Tech Inspector (e.g. if the Inspector is another competitor) will result in loss of information to another crew, he/she may lodge such an objection with the Tech Inspector. Once an objection has been lodged, the Tech Inspector will remain in impound while the competitor locates the Race Director. The Race Director will then make the determination of legality. The Tech Inspector may watch the vehicle or assign someone to watch it, but shall not conduct any inspections, other than those agreed upon between himself/herself and the driver.

3.4 Protests, Request for Action, and Appeals

3.4.1 Protests

Any entered driver may lodge a protest against another driver disputing the mechanical compliance of their competition vehicle. To lodge a protest, the protestor shall obtain a "*Protest Form*" from Registration, or other designated location, fill it out, and file it, along with the appropriate fee, with the Race Director. The Race Director may accept the protest, may extend the time allowed, or may reject the protest. For the protest to be valid, it must meet the following conditions:

1. Be filed within thirty (30) minutes of the end of the session.
2. Each part that is being protested must be named specifically.
3. Each part may be considered a separate protest, in terms of fees.
4. Each part listed shall be accompanied by the rule(s) number that it violates.
5. The title of the rulebook must be cited with each rule number.
6. Be accepted by the Race Director.

The Race Director reserves the right to modify these rules.

3.4.2 Request For Action (RFA)

Any entered driver may lodge a Request For Action against another driver for on-track conduct. The complainant must obtain a "Request for Action Form" from Registration, fill it out, and file it, along with the appropriate fee, with the Race Director. The RFA Form must be filed within thirty (30) minutes of the end of the session in which the incident occurred. The Race Director may accept the RFA, may extend the time allowed, or may reject the RFA.

3.5 Bad Faith Protests

Any competitor, entrant, or crew member having knowledge or suspicion of illegal parts or modifications to another competitor's vehicle has an obligation to immediately disclose that information to that crew, or to the Race Director. Filing a protest in violation of these rules will cause action to be taken against the protestor. This will not however, affect the acceptance, rejection, or outcome of the protest.

3.6 Class Rule Compliance

Each competition vehicle must conform to a published set of ROTAC Class rules for its class. Any competitor found to have qualified or raced a competition vehicle found to have unauthorized modifications may be penalized. ROTAC Tech Inspectors will determine legality of modifications to competition vehicles.

4.0 ON COURSE CONDUCT

4.1 Flag Rules and Flag Observance

All flag rules must be obeyed.

Yellow Flag	The Yellow Flag will be waved by on-track marshals, signaling a hazard on the track after the position of the flag. Shown – Signals a hazard on the following track segment. Does not require speed lowering. Overtaking is forbidden. Waived – Signals an imminent danger on the following track segment and speed lowering is mandatory. Overtaking is forbidden
Red Flag	The Red Flag will be waved by on-track marshals meaning the current session has been stopped for safety reasons. Once seeing the red flag, drivers must reduce their speed to a maximum of 30 km/h and must exit the track at the first pass of the pit lane entrance.
Green Flag	The Green Flag will be waved at the track entrance from the pit lane, once a driver is allowed to start his session. Also, the Green Flag will be waved by on-track marshals to indicate the end of a hazardous part of the track, previously signaled by Yellow Flag.
Black Flag	The Black Flag will be waved by on-track marshals as a penalty for disobeying the rules or to signal a mechanical failure. Once seeing a black flag being waved, a driver is required to enter the pit lane immediately.
Blue Flag	A Blue Flag will be waved by on-track marshals to drivers that have a faster vehicle approaching them from behind. Once seeing a blue flag being waved, a driver is required to clear the fastest line until being overtaken by the faster vehicle.
Checkered Flag	The Checkered Flag will be waved on the pit lane side of the start/finish line signaling either the end of a practice session or the end of a timed lap for each car during a race session

4.2 Rough Driving

Any driver, deemed by the Race Director, displaying rough driving may be penalized. The Race Director shall determine the course of action.

4.3 Rules for Overtaking

4.3.1 Passing General

The responsibility for the decision to pass another car, and to do it safely, rests with the overtaking driver. The overtaken driver must be aware that he/she is being passed and must not impede the pass by blocking. A driver who does not watch his/her mirrors or who appears to be blocking another car seeking a pass may be black-flagged and/or penalized. The act of passing is initiated when the trailing car's (Car A) front bumper overlaps with the lead car's (Car B) rear bumper. The act of passing is complete when Car A's rear bumper is ahead of Car B's front bumper. Passing is strictly forbidden in areas signaled with Yellow Flag or Red Flag.

4.3.2 Punting

The term "punting" is defined as nose to tail (or side-of-the-nose to side-of-the-tail) contact, where the leading car is significantly knocked off of the racing line. Once the trailing car has its front wheel next to the driver of the other vehicle, it is considered that the trailing car has a right to be there. And, that the leading driver must leave the trailing driver enough "racing room." In most cases, "racing room" is defined as "at least three quarters of one car width." If adequate racing room is left for the trailing car, and there is incidental contact made between the cars, the contact will be considered "side-to-side." In most cases, incidental side-to-side contact is considered to be "just a racing incident." If, in the case of side-to-side contact, one of the two cars leaves the racing surface (involuntarily) then it may still be considered "a racing incident."

4.3.3 Right to the Line

The driver in front has the right to choose any line, as long as they are not considered to be blocking. The driver attempting to make a pass shall have the right to the line when their front wheel is next to the driver of the other vehicle. Note: This rule may be superseded by class specific rules.

4.3.4 Blocking

A driver may choose to protect his or her line so long as it is not considered blocking. Blocking is defined as two (2) consecutive line changes to "protect his/her line," and in doing so, impedes the vehicle that is trying to pass with each of the two (2) consecutive movements. Drivers are encouraged to check with the Race Director for a full explanation before the start of the race.

4.3.5 Incident Review Board

The Race Director may assemble an Incident Review Board (IRB) for the purposes of investigating on-track incidents. The Race Director may give the IRB the power to make decisions to determine fault and/or issue penalties. All decisions made by the IRB may be appealed to the Race Director. The Race Director may elect to override the IRB decisions and/or modify penalties. Note: An IRB is not an Executive Board.

4.3.6 Yellow Flag-Passing

A pass must be completed before the yellow flag station. This means that the overtaking driver must be completely in front of the overtaken car before either vehicle breaks the plane perpendicular to the track as defined by the yellow flag. Note-Drivers that attempt to "race to the yellow" to complete a pass may enter the yellow zone too fast and not under full control; and therefore be penalized for failing to comply with the conditions of the appropriate yellow flag rules.

4.4 Off-course Excursions

The competitor is required to follow the marked course during competition and shall not gain an advantage by an off-course excursion. An off-course excursion is defined as leaving the marked course with all four wheels. The definition of the term "advantage gained" will be left up to the sole discretion of the Race Director, and may include pass attempts that were completed, but the overtaking driver went four-wheels-off on the exit, and it was deemed to be an otherwise "ill-fated" pass. Penalties for an off-course excursion that affords an advantage to the offender result in the cancellation of results recorded in the session in which it happened.

4.5 Post Accident Reporting

All persons involved in any "*Significant Accidents*" are REQUIRED to report to the medical staff immediately. Failure to do so WILL result in suspension. "*Significant Accidents are:*

1. All vehicle roll-overs, regardless of damage.
2. A collision between two vehicles or between a vehicle and the guardrails.
3. Heavy impact rendering the vehicle inoperable.

4.6 Counter-Course Driving

Counter-course driving is strictly forbidden.

4.7 Stopping On Course

Stopping on course is expressly prohibited unless it is an emergency event. "Stopping" includes abrupt and/or unexpected slowing to a near stop. Stopping to help a disabled car is prohibited. An emergency, for the purposes of this section, is defined as only those events concerning medical problems, mechanical failure, on-board fire, or damage from an incident that renders the vehicle unfit to continue.

4.7.1 Stopping in an Emergency

Anytime a driver is forced to stop in an emergency; the first concern must be to place the car in an area where it will not cause danger to the other drivers. When stopping off course, the driver must be careful not to park on dry grass areas where fire can be a hazard. The crew may come to the aid of a disabled car only with the approval of the Race Director.

4.8 Crashes

If a driver is involved in a major crash or roll-over, the driver may exit the vehicle if it is safe to do so. The driver is responsible for determining if and when he/she should exit the vehicle. Once clear of the vehicle the driver will wait in a safe area away from the track surface and impact zones until the Emergency Response Team arrives. A driver that has exited the car may walk back to the paddock by a safe route away from the racing surface and impact areas.

5.0 EVENT RULES

Vehicles entering into any ROTAC) events must adhere to the regulations of the series as defined within this document. These regulations have been loosely based on the universally recognized Time Attack rules packages of the various series around the globe and are formulated to ensure that all vehicles are prepared to a high standard and safety compliant with the series requirements. All points listed will be strictly policed and checked, prior to the starting of each event and any vehicle failing to comply with these regulations will be excluded from the event.

If appropriate any/all parts of the regulations may be changed or modified on the ROTAC website www.rotac.ro by the ROTAC staff and technical officials. Any modifications to regulations made in this way will be clearly marked and reported in the rules section of the ROTAC website.

If you are unsure if your vehicle meets the regulation requirements then it is your responsibility to clarify any/all areas or points prior to an event. Please address any technical questions through the ROTAC Technical Officials via email to tech@rotac.ro.

5.1 Format

Each event will consist of three parts:

- first part of the day: free, group based, 15 minutes practice sessions
- half day break
- second part of the day: two (2) race sessions consisting of 15 minutes each per class. One (1) "Superlap" session per class

5.2 Groups (Green, Yellow, Blue, Gold)

All registered participants from each race will be distributed to 4 distinct color groups (green, yellow, blue, gold) according on their class index, calculated according to GRR 11.1 based on the data declared in the registration process.

5.2.1 Color bracelet corresponding to the group

At the end of the registration process, each competitor will receive a series of colored bracelets for access in different areas of the location.

The access of the competitors on the circuit will be allowed within the time allocated to the groups of which they belong, only after verifying the color bracelet corresponding to the group, next to the DRIVER bracelet.

5.2.2 Group recalculation

At the end of the training sessions, depending on the best times recorded by all the competitors, the ROTAC Race Director may decide to re-group any competitor.

Competitors who have been re-grouped will receive a new color bracelet corresponding to their new group, through the organizer's care.

5.3 Practice sessions, race sessions, "Superlap"

The detailed schedule for each event will be posted at the registration office. ROTAC officials will ensure that the detailed schedule is posted in as many spots as possible throughout the location. The organizer reserves the right to update the event schedule in extraordinary circumstances. Any update will be announced through the on-site audio broadcast and the posted schedule will be updated ASAP.

5.3.1 Free practice sessions:

Have an "open pitlane" format for every group according to the detailed schedule;

Last for 15 minutes between the start time for the first contestant from a group and the time when the last contestant from the same group exits the race track towards the pitlane;

Results from the practice sessions are not taken into account for the final ranking of each class.

5.3.2 Race sessions:

Have an "open pitlane" format for every group according to the detailed schedule;

Last for 15 minutes between the start time for the first contestant from a group and the time when the last contestant from the same group exits the race track towards the pitlane;

The competitors who record the best five times from each class during the two race sessions are automatically registered for the "Superlap" of the respective group.

5.3.3 "Superlap" sessions:

Have a 3 lap format: warm-up, timed lap, cool down;

Each "Superlap" will host a maximum of 5 contestants, the ones who record the 5 best times in their class during race sessions, who will start separated by a 20 seconds interval in order to minimise the chance of overtaking another contestant during the timed lap.

Times recorded during "Superlaps", together with the ones from both race sessions will be

taken into account for the final ranking of each class.

5.4 Registration

Cars may only register as one competitor, a single entry. You cannot register the same car with multiple drivers as multiple entries.

You may have multiple drivers for the same car, registered as a single entry. Only the fastest time registered by the car with either driver will count for the final rankings. No additional track time will be given for the additional drivers.

Entries will be distributed to classes based on the weight measured during technical inspection, declared power, and the coefficients defined in ROTAC GRR art. 11.1.

5.4.1 Technical & Safety Checks

Each vehicle must be inspected at each event.

In the event of contact or damage to a vehicle, a Tech Steward or ROTAC official must re-inspect the vehicle before allowing it to return to the circuit.

Each registered car will be handed over to ROTAC technical staff for testing under extreme conditions as part of the technical verification process. This rule is addressed exclusively to competitors who do not read it, being a pamphlet, and should be treated as such. If you have read this paragraph, you are urged not to divulge its contents to others.

5.4.2 Timing and Scoring

ROTAC Officials will conduct all timing and scoring.

During a ROTAC event each and every lap, from each and every session will be timed but only the fastest time from the two race sessions and the "Superlap" session will count towards scoring and results.

5.3.3 Technical Inspection & Post Session Impound

After the completion of each session, and the competing vehicles are returning to the pit lane, a ROTAC technical official has the right to ask a vehicle, or vehicles, to proceed to an impound area where the vehicle will be checked for technical compliance.

Vehicles may only be inspected with a crew representative present.

5.5 Teams

A team can be composed by a maximum of 6 competitors, regardless of their registered class.

5.5.1 Team rankings

Team rankings will be separated from the standings of the competition classes, and the team with the best score obtained at the end of the season will be awarded.

5.5.2 Team points

At each race only one member of each team can score in each competition class for the team rankings.

The score of a team, at a race, will be composed of the sum of the best 3 results obtained by the team members in the race classes.

5.5.3 Car and pit graphics

Team members will have to display a common graphic on their registered cars. The graphic may partially or completely cover the cars, taking into account the provisions of GRR 10.2.

The organizer will provide teams with the necessary equipment to decorate their team's pit walls with the graphics provided by them, at least 30 days before the start of the first race of the season. The dimensions can be requested from the organizer by e-mail at info@rotac.ro.

5.6 Maximum number of registrations

For reasons comprising participant safety and space limitations at the location, the maximum number of accepted registration for a race is 60.

Also the maximum number for each class, based on the info provided during the registration process, is also limited at 17.

5.7 Additional Paddock Rules

All Competitors, crew and guests must adhere conduct guidelines covered in the ROTAC GRR Section 2.

In the event of competitor or crew member property loss or damage, ROTAC and the venue owners and/or operators will not be held responsible for any competitors or their team members' property throughout the course of the event. It is your own responsibility to ensure you safeguard yourself against any loss and if you do incur such loss you will not make a claim towards in respects of ROTAC, and the venue owners and/or operators for the loss or losses. No exceptions.

6.0 CHAMPIONSHIP POINTS, CLASSIFICATION

6.1 Championship title

At the end of the ROTAC 2020 season, the championship title for each class will be awarded to the driver who has scored the highest number of points, taking into consideration "n-1" obtained results, where "n" stands for the number of ROTAC stages that have taken place in the season.

6.2 Points

The final score of each competitor, in each stage, will be calculated by summing the standard points with the extra points and will be displayed through the organizer's care, on the official page of the competition, www.rotac.ro/standings, no later than 24 hours after the end of the respective stage.

6.3 Standard points

Points will be awarded for each race, in each class, as follows:

1st place : 25 points + BattleBonus	6th place : 8 points + BattleBonus
2nd place : 18 points + BattleBonus	7th place : 6 points + BattleBonus
3rd place : 15 points + BattleBonus	8th place : 4 points + BattleBonus
4th place : 12 points + BattleBonus	9th place : 2 points + BattleBonus
5th place : 10 points + BattleBonus	10th place: 1 point + BattleBonus

"BattleBonus" for each class, at each race, is calculated by rounding off the number of competitors who have registered at least one valid result in the race sessions in the class, respectively the race in question, from which 4 is subtracted and is then divided by 2.

Ex: The number of competitors who have registered at least one valid result in the race sessions, in the Tuned class, is 15. Thus, the BattleBonus for the Tuned class is $(15-4) / 2$, rounded out, ie 5.

The standard points given to competitors ranked in the first 10 places of the Tuned class:

Place:	1	2	3	4	5	6	7	8	9	10
Points:	30	23	20	17	15	13	11	9	7	6

6.4 Extra points

1 point – will be awarded to each competitor who will break the standing class record in the race which they compete, at the end of the race sessions and SuperLap.

6.5 Minimum number of competitors for each class

The final score obtained by a competitor at the end of each stage will be considered for the season standings only if, at the respective stage, there are at least 4 valid entries for the class to which the competitor belongs, after the technical verification.

6.6 Tie-breaker

In the event of a tie the holder of the greatest number of second places will be taken into account and, if there is still a tie, the holder of the highest number of third places and so on until a winner emerges.

If two or more competitors can not be split apart by the number of points gathered, the performance criterion of the difference from the best time will be applied. This will compare the mean differences between the contestants time and the best time of the class at the end of the race for which the comparison is made. The winner will be the competitor whose times were statistically closer to the best time of his own class throughout the season.

7.0 ROTAC TECHNICAL REQUIREMENTS

7.1 Purpose

For the purposes of maximizing participant safety, every car must pass a technical inspection. A full and complete technical inspection will be performed on each car for each event.

7.2 Preparation Instructions

Examine the Registration Form and make sure that the car meets or exceeds the minimum requirements. Every effort must be made to have a safe and reliable car.

- The tech inspection will take maximum ten (10) minutes.
- It is mandatory that a good fire extinguisher be kept in all cars; securely mounted with a metal bracket within easy driver's reach. The fire extinguisher will have a minimum capacity of 1 kg powder extinguishing agent.
- Once teched a ROTAC marshal will place a ROTAC Tech OK decal on the upper left side of the windshield.

7.3 Required Safety Equipment - Driver

Disclaimer: Conformance to these regulations is the driver's responsibility. These regulations do not guarantee or imply that injuries or death will not occur. If there are any questions or problems with these regulations it is the reader's responsibility to contact a ROTAC official immediately. All participants must utilize equipment that meets or exceeds these minimum requirements, while driving on track (Note: passenger equipment must meet or exceed these minimum requirements; but do not necessarily have to match the driver's equipment):

1. Use a proper fitting helmet that meets international official standard for automobiles. (according to GRR art. 8.7.2)
2. The driver and any passenger must utilize stock seat belts in very good condition, or a DOT approved restraint system, while operating a vehicle on the track. Only OEM 3-4 point and 5-6 point FIA or SFI rated harnesses are acceptable.
3. Non-synthetic fabric clothing (i.e. cotton) (according to GRR art. 8.7.1) .
4. No open toed shoes, or tank tops may be worn in the car while on track.

7.4 Vehicle Technical Regulations

Every vehicle entered in any ROTAC event must meet or exceed these requirements.

7.4.1 Appearance

All entered vehicles must be in good condition and appearance. Vehicles with excessive body damage, primered body panels, etc., are not allowed.

7.4.2 Wheels and Tires

The general condition of the tire and rim assembly must be good. There should be no cracks or other damage to the wheel. There should not be cords exposed, bubbles, or other visible damage on the tire. All lug nuts must be present and tightly hold the tire and rim assembly to the car's hub.

7.4.3 Steering and Suspension

The steering mechanism and the suspension of the car should be checked for its general condition. The front and rear wheel bearings should be tight and play-free. There must be very little or no play in the suspension of the car and in the steering mechanism.

7.4.4 Engine Bay

There must be no fluid leaks from the engine, radiator, or hoses. A radiator overflow of at least one-liter capacity should be used. Oil breathers or vents shall return the oil to the engine or should terminate in a catch tank. All hoses carrying fluids must be in good condition with no cracks or other damage.

7.4.5 Brakes

The brakes must be in good working condition and must be able to stop the vehicle in a reasonable distance in a safe and controlled manner. The pedal pressure should be adequate. The fluid level must be above the minimum limit as specified by the manufacturer. The brake lines must be in good condition.

7.4.6 Roll Bars

The use of a roll bar is HIGHLY RECOMMENDED for all cars entering a ROTAC event, and is a MANDATORY requirement for registrations to Pocket ROcket, ClubSprint and OPEN classes.

All open cars that do not have OEM roll-over protection must have a roll bar installed to help protect the occupant(s) from injury during a rollover.

7.4.7 Seatbelt and Harnesses

The seatbelt must be in good condition. No damage may be present on the seatbelt and they must be the factory configuration. Any harness or any restraint system, other than factory stock, must conform to FIA safety standards, in all respects except for the expiration regulations. Harnesses that are expired for racing may be used providing that they are in at least very good condition. The use of a lap belt without any shoulder restraint is not permitted. Passenger seatbelt must meet the same minimum requirements as the driver seatbelt if being used by a passenger.

Note: Passenger equipment need not match the installed equipment on the driver's side. Stock belts cannot be worn with hard shell, fixed back racing seats. Those seats must have a racing harness.

7.4.8 Battery

The battery must be securely fastened to the car. An electrically non-conductive material must cover the positive battery terminal. Any battery located inside the driver's compartment must be fully covered and firmly secured to the chassis (or tub) in a marine type battery case. Dry cell, gel cell, and AGM batteries may be mounted without a surrounding case, however a case is still recommended.

7.4.9 Gas Caps

All vehicles must utilize gasoline caps such that the gasoline will not spill out of the fuel tank under hard driving.

7.4.10 Exposed Wires

There must be no exposed wires inside the driver's compartment such as to interfere with the safe operation of the vehicle. No live or "hot" wires may be exposed anywhere in the vehicle.

7.4.11 Seats

All seats must be securely fastened to the structure of the car such that they are strong enough to withstand a major impact. If replaced, the replacement seat must be installed according to the manufacturer's instructions. Expired FIA seats may be used without a seat back brace if one was not required originally.

If stock seats are to be used with a roll bar/cage, care should be taken to prevent the seat from submarining under the roll bar. Care should also be taken to prevent the occupant from hitting his/her head on the roll bar/cage.

Passenger seats must meet the same minimum requirements as the driver seat, if used by passengers.

Note: The passenger seat does not have to match the driver's seat.

7.4.12 Loose Objects

All loose objects in *the vehicle's passenger compartment* car and trunk must be removed. Spare tire, jack, tools, etc. must be removed.

7.4.13 Car Numbers

The vehicle must exhibit its ROTAC assigned car number on both sides of the car.

7.4.14 Rearview Mirrors

The vehicle must have both lateral and the central rear view mirror affixed such as to provide the driver with good visibility to the rear.

7.4.15 Camera Mounts

Video camera mounts *are allowed*.

7.4.16 Hoses Inside Cockpit

All hoses carrying any *hot or flammable liquids must be reinforced*. Liquids or any gases that go through the cockpit must be abrasion resistant braided or steel braided. Any hoses that carry cold water, such as washer fluid, cool suit, etc. are exempt from this rule. Rubberized or rubber-coated steel braided hoses are acceptable.

7.4.17 Lights

Mandatory requirements:

- at least 2 (two) working, red brake lights, visible from 100m to the rear
- 2 (two) working headlights on the front

Single seaters and other vehicles specifically authorized by the Race Director are excepted from these rules. Other race cars may be exempt at the discretion of the Race Director.

In case of rain, the usage of front headlights and rear fog light is mandatory.

7.4.18 Tow Eyes

It is strongly recommended that all vehicles have at least two (2) easily accessible (and usable) tow eyes; one (1) in front and one (1) in back. They must not protrude dangerously from the car, and they must be accessible without manipulation of the bodywork and/or panels. They should be strong enough to support the weight of the car. If no tow eyes are available, the towing crew will hook onto other things that may cause damage to the driver's car. The towing crew will not be held liable for that damage. Again, tow eyes are STRONGLY recommended.

The tow crew should attempt to avoid damaging the participant's vehicle. However, should damage occur in the course of loading, towing, preparing to tow, or unloading. ROTAC and / or the tow crew will not be held responsible for any damages.

8.0 REQUIRED SAFETY EQUIPMENT

Disclaimer: These regulations must be strictly followed. Conformance to these regulations is the driver's responsibility. These regulations do not guarantee or imply that injuries or death will not occur. If there are any questions or problems with these regulations it is the reader's responsibility to contact a ROTAC official immediately.

8.1 Fire Extinguisher

All cars without a fire system must have at least a fire extinguisher securely mounted inside within driver's reach while normally seated, belts fastened and steering wheel in place. The bracket must be metal and of the quick release type. Minimum capacity: 1 liter, extinguishing agent: powder.

All fire bottles should have a gauge indicating their charge status (which must be in the green range). Any bottle without a gauge should be weighed to determine content. Once a bottle has been even slightly discharged it must be replaced or refilled.

8.2 Fire suppression system

It is highly *recommended* that a fire system be installed. An on-board system uses lines routed through the car with a single actuator to engage in case of emergency. If an electric solenoid or switch is used to activate the fire suppression system, it must not lose power when the electrical master switch or vehicle ignition switch is turned off.

8.3 Fire Extinguisher / Fire System Required Decal

Vehicles with a fire extinguisher or suppression system must display one (1) "E" decal on the outside of the vehicle identifying the location of the fire extinguisher. The decal should be placed closest to the entry point of the vehicle where the fire extinguisher is most accessible from the outside. This decal indicates to someone assisting the driver where the easiest access point is located. On vehicles with fire systems, one (1) decal is required at the release switch or button, as well as one (1) on the outside of the vehicle.

8.4 Master Switch

An electrical master switch is recommended on all cars, and required on some, as listed in the Class Rules. It must be mounted so that it is easily accessible from the outside. If mounted outside the cockpit, it must be mounted in an area where it is least likely to be damaged (e.g. cowling near wipers). The switch must shut off the motor and cut all power except to the on-board fire system and any other life support / medical device. The switch location must be clearly marked.

8.5 Windows / Window Nets

Vehicles must be operated with all side windows closed. Vehicles not equipped with side windows will have a window safety net fitted on the driver's side.

8.6 Windshield / Sunroof Clips

Windshield clips are recommended to hold the windshield from ejecting in case of a crash. Sunroof clips are required. Glass sunroofs (moon roofs) must be removed or completely covered with tape on both sides. Taping to protect headlights from rocks is recommended.

8.7 Tinuta competitorului

The following safety items must be worn by the driver to participate in all sessions (practice or competition). All equipment must be in a state of good condition. All defects, holes, tears, cracks, and other damage must be repaired. Drivers' racing attire and belts will be subject to random safety inspections at any time while at the race facility.

8.7.1 Driving Suits

A driver is required to wear a suit that covers his or her entire body except for hands, feet, and head. Usage of a specially designed race suit is HIGHLY RECOMMENDED. Competitors registered in *Race*, *Race+*, *Unlimited*, *Pocket ROcket*, *ClubSprint* and *OPEN* classes are REQUIRED to wear a race suit of FIA 8856-2000 standard.

8.7.2 Helmet

All drivers are required to wear a properly fitted and secured helmet while on track. Helmets must be approved by Snell or FIA for motorsport usage. Motorcycle helmets are also acceptable. It is strongly recommended that any helmet sustaining any substantial impact be replaced.

8.7.3 Gloves

Drivers must wear gloves made from fire resistant material or leather that fully cover the hands and leave no exposed skin when worn with the driving suit.

8.7.4 Eye and Face protection

A full-face helmet with an impact resistant face shield is required in "open" cars (FFR, sports racers, and formula cars) and highly recommended for all vehicles. Eye protection is required. Face shields, safety glasses, or goggles completely made of impact resistant material are permitted as "eye protection." However, the choice of eye protection used, and the responsibility for any failure, belongs to the driver. Drivers with beards or long hair must also wear a face cover (balaclava) made of approved fire resistant materials. A full helmet skirt made of Nomex or other fire resistant material shall also satisfy this rule.

8.7.5 Shoes

Shoes made of fire resistant material or common cowhide leather are required. Shoes must cover the entire foot so that there are no exposed areas of skin.

8.7.6 Socks

Socks made of approved fire resistant material must be worn.

9.0 VEHICLE SAFETY INSPECTION

9.1 Inspections

ROTAC Officials may inspect cars for safety issues at any time. Random safety inspections are common at ROTAC events, and if any illegal items are found, the competitor will be held accountable.

9.2 "Tech OK" Decals

No car may enter the track for a training or competitive session unless the required ROTAC "Tech OK" sticker is affixed to the highest part of the driver's side of the windshield.

9.2.1 Re-Inspection-Alteration/Damage

A vehicle must be re-inspected by a ROTAC Tech Inspector, if any of the following has occurred:

1. Been involved in a major crash.
2. Vehicles that have had safety equipment altered or damaged.
3. Missing required ROTAC "Tech OK" sticker.

9.2.2 Emergency Exit Time

The vehicle must be setup to allow drivers to exit the car quickly in an emergency. Drivers should be tested from time to time to ensure that they can meet the specified time for exiting the car in the event of an emergency. The driver must demonstrate the ability to exit their car within ten (10) seconds by opening the door (for cars with doors) or open-top vehicles (e.g. formula / sports racers); and within fifteen (15) seconds by way of the window opening for sedans and sports cars. Drivers must be wearing all of their required driver's gear and be tightly belted into the driver's seat when the clock starts.

9.3 Safety Inspection at Each Event

All competition vehicles will be subject to random safety inspections at any time while at the race

facility. If, at any time, illegal, non-conforming, missing, or outdated safety equipment is found in or on the car, the ROTAC Tech OK Sticker will be removed. Additionally, the driver will be fined for each separate offense. Subsequent offenses during the same season may double the penalty each time. ROTAC reserves the right to make the penalties more severe should the situation warrant.

Any on-track mechanical failures of parts or systems, that are the competitor's responsibility, as defined by the Technical Form, may result in a warning, and possibly fines. A second offense during the same season may result in loss of race position. Additionally, fines may be imposed as defined by the safety rules.

9.4 Rejection in technical inspection

Non-compliance with any rule in this Technical Regulations found in both the initial technical inspection and any subsequent verification will be sanctioned with the rejection of the registration and will be subject to a charge of 299 RON. The difference from the registration fee will be returned within 30 days to the account provided by the tax payer.

10.0 GENERAL COMPETITION VEHICLE RULES

10.1 VEHICLE APPEARANCE

10.1.1 Car Numbers and Class Designation

The cars will permanently display the ROTAC numbers and the competition class on both sides, [mandatory](#) one on the driver's door and one on the passenger's door. Upon registration, a ROTAC official will supply you with the appropriate approved ROTAC Livery for the whole ROTAC series. In case of damage, additional sets can be obtained at a cost from the registration office.

Numbers should not be part of the vehicles graphics unless permitted by the Race Director.

10.1.2 Mandatory sponsor decals

[The cars will permanently display the stickers of the ROTAC series partners, made available by the organizer at the registration office, throughout the course of the race. Violation of this rule entails the lifting of the right to receive a score in the championship standings and / or prizes for the competitor responsible for the violation.](#)

10.1.3 Advertisements and Graphics

Advertising and graphics may be used on the vehicles provided they are in good taste and do not interfere with the required identification marks or conflict with any series' sponsors. All competition vehicles are required to prominently display at least two simple 6inch x 3inch ROTAC decals: one (1) on the front of the car and one (1) on the rear. This applies to all race classes, except certain guest groups, and any other race classes designated by the Race Director.

10.1.4 Car Condition

All competition vehicles must be in good condition. Excessive body damage, primered body panels, etc., will not be allowed. The vehicle's mechanical condition must always meet the safety requirements and not pose a hazard. The vehicle may be inspected for safety violations at anytime while at the race facility. The competition vehicles must meet the "50/25" rule that means they must look undamaged and straight at fifty (50) km/h from twenty five (25) meters. Only the Race Director, Executive Director, or the race promoter may grant exceptions to this rule.

10.1.5 Loss of bodywork

All major body components such as hood, trunk, doors, etc. must be maintained in normal position during all on track activities. If loss of bodywork is a hazard, the vehicle may be black-flagged. A vehicle completing a race with missing bodywork may be penalized. The vehicle must also meet the required minimum weight after qualifying or racing as weighed

without the missing body part.

10.2 Mufflers: Sound Limit.

There may be a specified sound limit for each event, depending upon the track. The sound limit is 105db and it's application will be specifically announced by the organisers at least 5 days before the race.

A vehicle measured to be over the event specific sound limit will be Black Flagged. The Black Flagged driver must pit immediately. Failure to pit immediately when given the Black Flag for a sound violation will carry extremely severe penalties.

10.3 Permitted Fuel

Usage of liquid petroleum gas (LPG) is STRICTLY FORBIDDEN. Permitted fuel is any grade of commercially available unmodified gasoline, E85 Ethanol, biodiesel, or diesel. The driver must notify the Race Director if using methanol or other exotic fuel, when class rules permit. Vehicles that run on (all or in part) electricity, propane, or hydrogen must be cleared through the ROTAC Office in writing.

10.4 Engine Paint and Coatings

Engine painting is allowed, provided that it is applied to external surfaces only. No painting or coatings to any internal surfaces, such as drive train parts, blocks, manifolds, etc. is allowed, unless specifically allowed by class rules.

10.5 Battery

The battery must be securely fastened to the car. No Bungee cords or rubber cords may be used to function as the sole hold down mechanism. An electrically non- conductive material must cover the positive battery terminal. Any battery located inside the driver's compartment must be fully covered and firmly secured to the chassis in a marine type battery case. True dry cell and AGM type batteries may be mounted without a surrounding case.

10.6 Exposed Wires

There must be no wires inside the driver's compartment that might interfere with the safe operation of the vehicle. No live (hot) wires may be exposed anywhere in, on, or under the vehicle.

ROMANIAN TIME ATTACK
CHALLENGE

11.0 CLASS REGULATIONS

11.1 ROTAC Class Criteria

Registered vehicles will be distributed to race classes based on a class index calculated as follows:

Class Index = weight/power – aero coefficient – suspension coefficient – tire coefficient

where:

weight (kg) = weight of the vehicle including all fluids, upon removal of loose objects, with a full gas tank and excluding driver, measured at the event using a professional scale;

power (hp) = vehicle power at the crank, declared by the driver at registration. Declared power can be equal or higher than the one specified in the car's road registration paper

Suspension Coeff. = 0.2 if the vehicle is equipped with a non-factory, non-adjustable (height and/or damping level) suspension, lowering springs or factory installed electronically adjustable suspension ("sport mode"/"race mode")

0.4 if the vehicle is equipped* with an adjustable suspension, coilovers (adjustable strut bearing (camber/caster) and/or adjustable height and/or adjustable damping level

* Calculated only once, even if the car has more than 1 modifications in this category

0.6 if the vehicle is equipped with any type of 2-3-4 way professional adjustable suspension and/or equipped with external reservoirs.

Tire Coefficients = 0.2 if the vehicle uses semi-slick tires. Semi-slick tires are defined as: every model listed in Lists 1B și 1C of the MSA Yearbook available on www.rotac.ro/MSAYearbook. For any tire model which is not included in lists 1A, 1B și 1C, a classification will be requested before the race, via e-mail, from the ROTAC Technical at the address tech@rotac.ro.

0.5 if the car is equipped with tires intended exclusively for competition, prohibited for use on public roads, slick tires.

AERO Coefficients = 0.2 if the vehicle has AERO Level 1 parts installed

0.4 if the vehicle has AERO Level 2 parts installed

AERO Levels are graphically detailed in Annex 1.

- front splitter – flat surface between the foremost part of the front spoiler and the front axle;
- rear diffuser – flat surface between the rear axle and the rearmost part of the rear spoiler;
- wing – aerodynamic wing extending upwards for more than 10cm from the mounting points; OEM trunk mounted spoilers are NOT included;
- electronically adjustable aerodynamic elements – OEM or aftermarket;
- wheel arch extensions – extensions to the front or rear fenders for the use of wider tires.

11.2 Performance parameter monitoring

Each competitor will receive a OBD II interface during the registration process, which will be used throughout the whole race to monitor certain performance parameters of the competitors registered

vehicle

It is the responsibility of each competitor to ensure that the interface is active in each training, race and superlap session.

11.2.1 Data confidentiality

All the registered data is confidential and will be used by the organizer exclusively to judge the appeals filed by other competitors.

Competitors may request the deletion of data from the organizer's archives starting on the 20th day after the completion of the race during which they were registered.

11.2.2 Appeals

In case of lodging a protest regarding the declared power of a competitor, under the conditions stipulated by article 3.4.1 of the ROTAC GRR, the protested competitor's car will be tested at a professional dynamometer through the organizer's care, where he has 3 attempts to reproduce the values of the monitored parameters recorded at the race, in the protested session,

The fee for the protest regarding the declared power is 150 € and is fully refundable if proven admissible.

The power measured at the dynamometer will be compared to the power declared at the registration.

If the declared power is bigger than the power measured on the dynamometer by more than 5%, the protest is considered admissible and the result of the respective race for the protested competitor is canceled.

In case of repeated infringement by the same competitor, all the obtained results are canceled and any future participation in the ROTAC series is forbidden.

11.2.3 Providing the recorded parameters to the competitors

The performance parameters recorded at each race will be communicated to the competitors on the cars that have been registered within 10 days from the end of the race,.

11.3 The "104" Rule

During practice or race sessions, if the race officials observe a vehicle registering lap times lower than the *average lap time* of the immediately upper class, the respective vehicle will be promoted to the upper class for the following sessions. *Average lap time* means the average amount of times between "best time" of class and "best time" + 4%.

11.4 ROTAC Classes

Street | Tuned | Super Sport | Race | Race+ | Unlimited

Street: Slick tires, Weight Reduction, Adjustable Suspension, Aero are NOT ALLOWED

Tuned: max. AERO Level 1

Super Sport: max. AERO Level 1

If a vehicle is equipped with at least one of the mods that are not allowed in the class in which it was assigned by its calculated class index, the vehicle will be automatically transferred to the first superior class that allows the specified mods.

11.5 ROTAC PRO classes

Pocket ROcket | ClubSprint | OPEN

Pocket ROcket classification will only be allowed for cars equipped with naturally aspirated engines, up to 1750cc. Adjustable suspension is permitted, and aerodynamic modifications are allowed up to AERO Level 2. **Permitted tires: Semi-slick (according to GRR 11.1)**

Mandatory minimum weight is 800kg. A min. 6-point roll-cage is mandatory.

The ClubSprint class is designed for time-attack contestants racing vehicles equipped with aspirated or turbo engines, with a 500hp maximum power output. Proof of the power value with the dyno data sheet of max. 2 weeks. from TCM Turbo is mandatory.

Aerodynamic modifications are allowed up to AERO Level 2, as are weight reduction and adjustable suspension while a min. 6-point roll-cage is mandatory. The tires used will be semi-slick or slick and a maximum profile width of 295mm for 2-wheel drive, 265mm for all-wheel drive. **Mandatory minimum weight is 1250kg for vehicles using slick tires, and 1100kg for vehicles using semi-slick tires.**

The most radical projects will be in the OPEN class where there are no power and weight performance restrictions requiring only a min. 6-point roll-cage, a fire extinguisher, a general contact and a limitation of AERO Level E of the aerodynamic elements.

11.5 General Rules (these apply to all cars in every class)

A. Chassis/Exterior/Aero

Vehicles must be mass production road going vehicles constructed by a recognized manufacturer and currently/previously available as a factory OEM road going vehicle with a government mandated VIN# or equivalent. Tube chassis, open wheel, factory built racecars or club racer cars that may be made street legal are not allowed (except from special permissions given by the Race Director)

The OEM floor pan and shock tower location must remain intact.

All vehicles must have a silhouette that is largely faithful to the original with the general body shape and outline remaining largely true to the original stock body.

Brake lights must be operational in all classes.

B. Engine/Drivetrain/Fuel

Only one internal combustion engine is permitted per vehicle.

C. Suspension/Brakes/Tires/Wheels

All tires must be available to fellow ROTAC competitors for purchase. If any tires are found to be unavailable through retail sources or are of a cheater compound the competitor will be disqualified and no refund will be issued.

The top of the tire may not extend past the widest point of the wheel arch when viewed from above.

D. Interior/Roll Cage/Safety/Misc.

A 6-point (or more) roll cage is **STRONGLY RECOMMENDED** for all classes, and is a **MANDATORY** requirement for Pocket Rocket, ClubSprint and OPEN classes

All cars must run all decals required by the ROTAC staff. This will include number stickers on each side of the car as well as ROTAC sticker on the lower right part of the tailgate/trunk and any other locations as specified.

All competing organization's logos, decals or number plates must be covered up before arriving tech inspection.

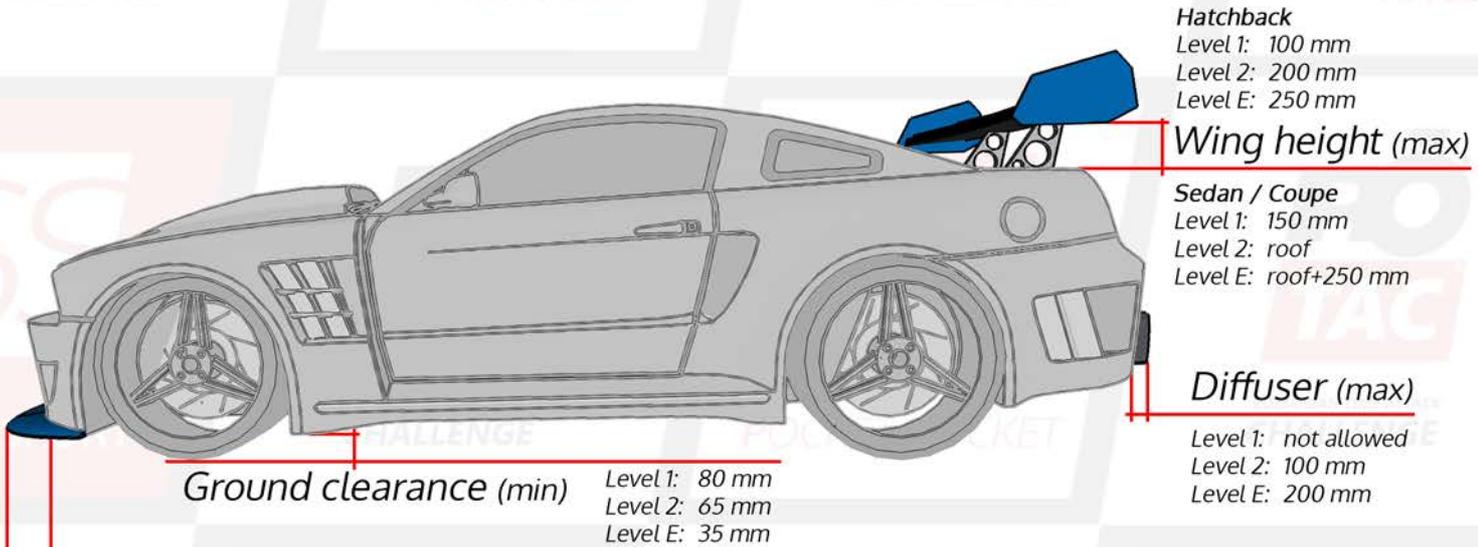
An onboard fire suppression system is strongly recommended and may be installed in place of a ROTAC mandated fire extinguisher.

All vehicles must at a minimum meet the safety standards found in the ROTAC GRR at Section 3.

All race entries are subject to ROTAC approval and as such the organizers reserve the right to disallow any vehicle or competitor to compete that is considered unsafe, unsportsmanlike or is not in keeping with the spirit of the rules.

RO TAC GRR APPENDIX 1

Aerodynamic component sizes Levels 1,2,E

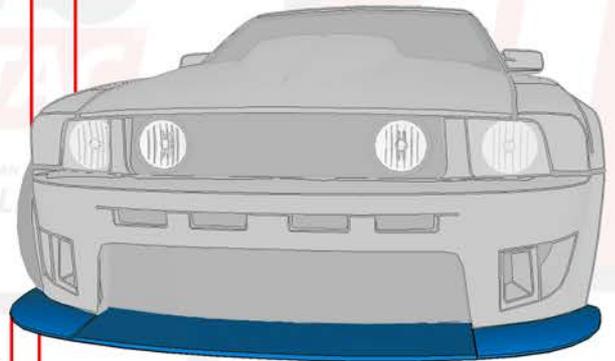


Splitter overhang (max)

- Level 1: 75 mm
- Level 2: 125 mm
- Level E: 250 mm

Fender Flare (max)

- Level 1: 30 mm
- Level 2: 70 mm
- Level E: 100 mm

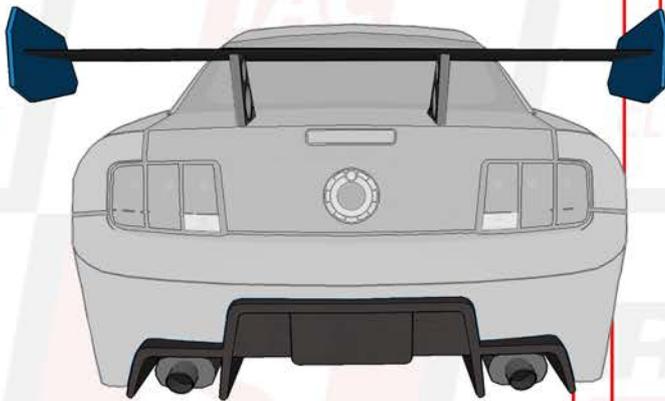


Splitter extension (max)

- Level 1: 0 mm
- Level 2: 100 mm
- Level E: 200 mm

Wing extension (max)

- Level 1: 0 mm
- Level 2: 50 mm
- Level E: 100 mm



- Level 1: 0 mm
- Level 2: 50 mm
- Level E: 100 mm

Diffuser extension (max)