



8 January 2026

**DECISION OF THE MANAGEMENT BOARD OF THE ESTONIAN AUTOSPORT UNION (EAL) –
IMPOSITION OF PENALTIES**

The Management Board of the Estonian Autosport Union has decided:

- 1) To impose a two-year competition ban on Kart Baltic Group OÜ (registry code 12929008). The ban fully suspends their right to organise, conduct, and/or in any other way participate in motorsport competitions and events held under the auspices of the EAL. The penalty is valid until 31 December 2027.**
- 2) To impose a two-year competition ban on Guido Allmere (personal identification code 36203090240). The ban fully suspends their right to organise, conduct, and/or in any other way participate in motorsport competitions and events held under the auspices of the EAL. The penalty is valid until 31 December 2027.**
- 3) To notify BRP-Rotax GmbH & Co KG and the Fédération Internationale de l'Automobile (FIA) of this decision.**
- 4) The decision shall enter into force upon its publication on the EAL website.**

I FACTUAL CIRCUMSTANCES

1. Kart Baltic Group OÜ (hereinafter KBG) jointly organised the Rotax Estonian Championship 2025 (Rotax EMC 2025) with EAL Sport OÜ.
2. The legal basis for conducting the Rotax EMC 2025 series was the General Regulations (hereinafter GR) approved by the EAL, which, together with supplementary rules and documents clarifying the rules (bulletins) adopted thereunder and in accordance therewith, established the rights and obligations of the competitors and organisers. The FIA International Sporting Code (hereinafter the Sporting Code) applied as the general regulatory framework for the championship.
3. KBG was a co-author and co-approver of the GR, and was therefore fully aware of its content and the obligations it had undertaken.



4. Article 4.10 of the GR stipulated unequivocally and without any additional conditions that the Estonian champions of the Rotax Max Junior class and other specified classes would be awarded a ticket to the prestigious Rotax Max Challenge Grand Finals (hereinafter RMCGF) competition. Throughout the drafting and coordination of the GR, neither KBG nor G. Allmere raised any objections to the rules, including, in particular, the aforementioned rule.
5. According to the official and confirmed final results of the Rotax EMC 2025 season, the Estonian champion title in the Rotax Max Junior class was won by competitor Marcus Papp. He thereby acquired a direct, clear, and indisputable right to the RMCGF ticket arising from the GR.
6. Notwithstanding the foregoing, KBG decided unilaterally and without coordination with the EAL, after the end of the season, to deprive Marcus Papp of the prize that was rightfully his. The ticket was passed on to the competitor who finished second in the series.
7. A subsequent investigation of the circumstances revealed that Marcus Papp only received a ticket to the final competition due to a fortunate coincidence and the goodwill of third parties—the Hungarian Rotax representative and BRP-Rotax—who found him a place via a waiting list.

II COURSE OF PROCEEDINGS

8. The EAL's competence is based on its status as the official representative of the Fédération Internationale de l'Automobile (FIA) in Estonia. Article 1.4.1 of the Sporting Code grants the EAL the exclusive right and obligation to exercise sporting power in the Republic of Estonia and to enforce the FIA regulations. Thus, the EAL has an internationally recognised mandate to identify breaches of motorsport regulations and to apply appropriate penalties.
9. As an official co-organiser of the Rotax EMC 2025 season, Kart Baltic Group OÜ is a person active in motorsport under the EAL. In its activities, KBG relied on and was required to rely on the General Regulations approved by the EAL and the Sporting Code. By doing so, KBG, as a legal person, has explicitly submitted itself to the sporting jurisdiction and disciplinary authority of the EAL.
10. Guido Allmere acted as a member of the management board and legal representative of KBG, factually carrying out the activities attributed to KBG in connection with the organisation of the championship.
11. Pursuant to Article 1.3.1 of the Sporting Code, any person or group of persons who organises or takes part in a competition shall be deemed to be acquainted with the statutes and regulations of the FIA and the national regulations (Art 1.3.1.a), and such person or group of persons is obliged to comply with them as well as with the decisions

of the sporting authority and the consequences arising therefrom, without reservation (Art 1.3.1.b).

12. Based on the foregoing, the EAL has the legal grounds to assess the compliance of the actions of the persons under proceedings with the regulations and to apply proportional sanctions upon finding a breach.
13. On 28 October 2025, the EAL initiated disciplinary proceedings against KBG and G. Allmere, giving them an opportunity to explain their actions. In its response of 8 November 2025, KBG justified its conduct by claiming that the GR was in conflict with the global Rotax rules and that complying with the GR would have constituted a breach of the global Rotax rules. Neither KBG nor Guido Allmere explained in their responses how the global Rotax rules they referred to became part of the Rotax EMC 2025 regulations.
14. To gather additional information and to clarify KBG's role in finding an alternative ticket for the competitor, the EAL sent a further inquiry to KBG on 3 December 2025. Both KBG and G. Allmere failed to respond to this inquiry by the set deadline.
15. The EAL also gathered additional information from BRP-Rotax and the Hungarian Rotax representative regarding the circumstances of Marcus Papp's ticket. Both confirmed that M. Papp received the ticket as a replacement entry allocated by BRP-Rotax from the waiting list.

III GROUNDINGS FOR THE DECISION

16. The EAL Management Board finds that the actions of KBG and G. Allmere qualify as a breach of several articles of the Sporting Code.
 - a. **Article 12.2 (Breach of rules).** KBG and G. Allmere knowingly breached Article 4.10 of the EAL-approved GR. This breach has not been disputed. The claim that the persons under proceedings acted based on alleged global rules is arbitrary and impermissible under the regulations. The GR was the *lex specialis*—the special law—for the given competition series, which KBG and G. Allmere had themselves approved and to which they had committed themselves. The subsequent reference to documents that are not part of the GR, that were not referenced during the drafting and coordination phase of the GR, and to which no reference is made in any other applicable rules, is an attempt to evade the obligations they had undertaken and is unfair, and as such is contrary to both sporting ethics and the principle of the binding nature of agreements (*pacta sunt servanda*). The EAL considers it a particularly aggravating circumstance that the breach was caused by the co-organisers' personal interest in complying with non-applicable global Rotax rules at the expense of disregarding the rules of the specific competition series.

- b. **Article 12.2.1.c (Any fraudulent conduct or any act prejudicial to the interests of any competition).** The breach was manifestly intentional. The actions of KBG and G. Allmere show a clear intent to deprive the competitor of a prize that was rightfully his, even though they knew that the competitor had earned this prize through outstanding sporting results. The reference to global rules is a patently unfair and post-hoc justification aimed at legitimising rule-breaking behaviour. Such conduct is fraudulent in nature, severely damages the principles of fair play, and undermines the credibility of the entire competition series and the organisations governing motorsport.
- c. **Article 12.2.1.l (Misconduct).** KBG and G. Allmere knowingly disregarded the authority of the EAL as the national sporting authority exercising FIA's sporting power in the Republic of Estonia. They acted unilaterally and arbitrarily, giving arbitrary interpretations to the rules as if the regulations established by the EAL did not apply to them. The subsequent refusal to cooperate and failure to respond to the inquiry confirm a demonstrative disrespect for the established order.

17. The EAL finds that the breach committed is extremely serious in nature, as it not only infringes upon the rights of a single competitor but also damages the reputation and fundamental principles of motorsport as a whole. The gravity of the breach is significantly aggravated by the fact that it was committed by the co-organisers of the competition series themselves. The role of an organiser requires impartiality and an unwavering commitment to the established rules. The nature of the breach—retroactively assigning a different meaning to the rules at the culmination of the season, i.e., the awarding of the main prize—harms the legal certainty and trust of the participants. If competitors cannot be certain that their sporting results will be followed by the consequences prescribed in the rules, it inevitably discourages their participation and jeopardises the viability of the entire competition series.
18. In choosing the penalty, the EAL takes the following into account. A fine would not be a sufficient or proportionate penalty in this case. The damage caused to the reputation and credibility of the sport by the breach cannot be measured in monetary terms. The only adequate measure that fulfils both general and specific preventive objectives is to suspend the offenders' right to participate in the organisation of motorsport, in order to protect the sporting community from further harm and to influence the offenders to understand the illicit nature of their actions and their detrimental consequences for the sport. Therefore, a competition ban (Article 12.4.1.n of the Sporting Code) is a proportionate solution.
19. Regarding the length of the penalty, the EAL notes that a two-year competition ban is proportionate to the intentionality of the act and the extent of the damage caused. The penalty has three objectives: preventive, deterrent, and restorative. The preventive

function is manifested in the fact that the ban eliminates the possibility for KBG and G. Allmere to harm other competitors, competition series, or the reputation of the EAL in a similar manner in the near future. The penalty has a deterrent effect; it is a clear and warning signal to the entire motorsport community that the arbitrary and malicious disregard of rules, especially by an organiser, is unacceptable and will lead to strict and real consequences. The penalty is also necessary to restore the motorsport community's faith in the validity of the rules and the principles of fair play.



Janis Kaal
Chairman of the Board

Kuldar Sikk
Member of the Board

Kristjan Sooper
Member of the Board