

2022 FIA MOTORSPORT GAMES: ENDURANCE CUP

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2022 FIA MOTORSPORT GAMES: ENDURANCE CUP – SPORTING REGULATIONS

The FIA and the Fédération Française du Sport Automobile (FFSA) will sanction the FIA MOTORSPORT GAMES: ENDURANCE CUP competition (“the Cup”), which is the property of the FIA. All the participating parties (FIA, ASNs, Organisers, competitors and circuit) undertake to apply, as well as observe, the rules governing the Cup. The Cup competition will be held at the Circuit Paul Ricard from 27th to 30th October 2022 as part of the FIA Motorsport Games.

The FIA Motorsport Games will be sanctioned by the FIA and Fédération Française du Sport Automobile (FFSA) and is the property of the FIA, and comprises various races for different categories.

Should any dispute arise during the Event, the panel of the Stewards of the meeting will be the only authority competent to make a decision (ISC-Art. 11.9).

1) REGULATIONS

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

1.2 The CUP is governed by the FIA International Sporting Code and its Appendices (including Appendix J), the circuit General Prescriptions, and the Sporting Regulations specific for this Competition (as defined in Article 21 of the International Sporting Code), the Technical Regulations (for FIA GT3 cars Article 257A of Appendix J and for LMP3 cars the LMP3 Technical Regulations) and their relevant Appendices / Bulletins, as well as those that issued by the Organiser.

1.3 Clarification, interpretation and arbitration of any rules, requirements and regulations not covered by the FIA ‘General Prescriptions’ and Specific Regulations, Sporting Code and Technical Regulations shall be decided by the Stewards of the meeting.

1.4 These Sporting Regulations come into force from the time of their publication on the FIA Website (www.fia.com) and replace all previous Sporting Regulations.

2) GENERAL UNDERTAKING

All drivers, competitors and officials participating in the Competition undertake, on behalf of themselves, their employees and agents, to observe all the provisions, as supplemented or amended, of the International Sporting Code (the Code), the 2022 Technical Regulations (for FIA GT3 cars the Article 257A of Appendix J and for LMP3 cars the LMP3 Technical Regulations as published by the ACO), FIA Official Bulletins and the present Sporting Regulations.

3) GENERAL CONDITIONS

3.1 It is the competitor’s responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the FIA General Prescriptions, the relevant Technical Regulations for the car in question and the Sporting Regulations, as well as Appendices / Bulletins issued by the FIA and the Organiser. If an entrant is unable to be present in person at the event he must nominate his representative in writing. The person in charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

3.2 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the competition.

3.3 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

3.4 a) All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane or track must wear an appropriate pass at all times.

b) The entrant shall declare that to the best of his belief his driver(s) possess(es) the standard of competence necessary for an event of the type to which the entry relates, that should his driver(s) at the time of the event be suffering from any disability whatsoever he shall declare the disability to the Stewards prior to the driver(s) driving on the track, that the vehicle entered is suitable and roadworthy for the event having regard to the track and the speed that will be reached and that he, his driver(s) and team members enter upon and use the track and its facilities entirely at his or their own risk.

4) ELIGIBLE CARS

4.1 This Race is reserved exclusively for the following cars :

4.1 a) Grand Touring Cars (Group GT3) as defined by the applicable technical regulations (Article 257A of Appendix J).

Each car must be in strict compliance with its most up-to-date FIA Homologation Form including the latest extension, as well as the official FIA BOP Chart. Cars older than the most recent version may be accepted providing that they are in conformity with the most recent homologation for that version. The decision to admit such a car will be at the discretion of the Organising Committee.

GT3 cars must be fitted with the full endurance specification using the complete kit. The endurance kit should be those from the FIA VO Endurance from the same year as that of the model concerned (excepted ER, VF or VO on the existing VO). Should there be no VO Endurance kit homologated for the year in question, the kit from the previous year could be used.

All competitors must submit, for each vehicle, the following original items to the FIA Technical Delegate or his assistants at the latest during initial scrutineering and whenever requested:

- FIA Homologation Form
- Homologation Form for the safety cage

The Balance of Performance (BOP) will be notified by the Organiser to the competitors at the latest 6 weeks before the date of the Event.

The FIA reserves the right to adjust the Balance of Performance (BOP) until 120 minutes before the start of the first race.

4.1 b) "Le Mans Prototype" cars (hereafter LMP3) as defined in the applicable Technical Regulations and homologated by the FIA and/or the ACO, in accordance with the applicable Technical Regulations:

- LMP3: homologated from 2020

4.2 The competitors must use the FIA data acquisition system as defined by the FIA.

This system must be used during the Competition and serves exclusively to store the data acquired. This system must be installed in strict compliance with the relevant instructions and must work at all times during the Competition.

All costs connected with the checking, servicing and updating of the system are borne entirely by the competitors.

The data may be checked at any time during the Event.

The weight of the system is included in the minimum weight of the car.

The exact criteria and cost of the selected system will be detailed in a bulletin prior to the event.

4.3 A car must carry either an on-board camera footage recording system or ballast as defined by Article 257A.4.2 of the Appendix J. This ballast must always be clearly identified by marking or by painting and the weight will be defined by the FIA.

The weight of the system will be confirmed by the appointed supplier and is not included in the minimum weight of the car.

4.4 Cars may carry an on-board camera provided by each competitor for training or learning purposes. The images may not be distributed, shared or uploaded on the internet unless specifically authorised by the Promoter. Any competitor in violation of this will be referred to the Stewards.

Only one personal on-board camera is authorised per car. If necessary, the Race Director or the Stewards may requisition the camera images even if the car is in Parc Fermé.

The installation of this camera must be approved beforehand by the Promoter. If approved, it must be installed before scrutineering of the car and in compliance with the following safety requirements:

- The fixing device must be capable of withstanding a deceleration of 25 g without detaching.
- The camera must not hinder the driver's visibility, exit or extrication in case of emergency.

The weight of the system is not included in the minimum weight of the car.

- 4.5** a) Throughout the Competition, the competitor must have installed in his car an Incident Camera as specified by the FIA.
b) It is the responsibility of each competitor to obtain the Incident Camera system and to install it in strict compliance with the relevant instructions.
c) The weight of the Incident Camera system is included in the minimum weight of the car.
d) The Incident Camera must work as soon as the car leaves its garage. The FIA officials may recover the footage after all practice sessions and races. The footage can be used only by the FIA officials.
e) Once the installation of the Incident Camera system has been validated by the Incident Camera Delegate or Technical Delegate, it is strictly forbidden for the competitor to manipulate the cameras directly, under pain of penalty that may go as far as disqualification.

The exact criteria and cost of the selected system will be detailed in a bulletin prior to the event.

4.6 Accident Data Recorder (ADR):

- a) The competitors must use the ADR system as defined by the FIA. It is the responsibility of each competitor concerned to obtain and install this device from the Promoter. All costs connected with the checking, servicing and updating of the system are borne entirely by the competitors.
- b) The ADR system must be fixed in strict compliance with the relevant instructions and must work at all times during the Competition. The position of the ADR kit unit must be approved by the FIA and its installation will be checked at scrutineering. The mounting system of the unit must be able to withstand a deceleration of 25 g.
- c) All electronic accident data resulting from the use of the ADRs shall be the property of the FIA. The FIA shall comply with the applicable data protection laws regarding such data.
- d) The weight of the system is included in the minimum weight of the car.

4.7 Medical Warning System:

In order to give rescue crews an immediate indication of accident severity, each car must be fitted with a warning light which is connected to the FIA ADR.

Those lights must be situated near the outside extinguisher switch and visible on both side of the bottom of the windscreen.

5) ELIGIBLE DRIVERS AND COMPETITORS

5.1 All drivers and competitors must hold current and valid FIA Grade “C” or above INTERNATIONAL LICENCES, as well as authorisations issued by their ASN(s). A driver must also be in possession of a current medical certificate of aptitude, either included on the competition license or on an attached document.

All documents must be presented at the event at the times stated in the appropriate Appendix.

5.2 Drivers wishing to compete in the CUP must be categorised in accordance with the 2022 Categorisation list.

Drivers who are not categorised must send in a record of achievements to the FIA at the latest fourteen days prior to the beginning of the Event, using the link available via the FIA website under <http://www.fia.com/fia-driver-categorisation>.

The list of competitors allowed to take part in the CUP will indicate the category attributed to each driver. Drivers who have not been categorised will not be allowed to take part in the CUP.

The definitions of the Categories, the Driver Categorisation List and the application form can be found on the FIA website, under <http://www.fia.com/fia-driver-categorisation>.

5.3 Drivers wishing to compete in the CUP must have taken part in at least one GT or LMP3 race during the past two seasons or must have significant experience in GT or Sportscar Racing (evaluation at the discretion of the FIA Motorsport Games Committee).

5.4 Each car wishing to compete in the CUP must have a minimum of two drivers and a maximum of three drivers, with the maximum driver pairing being one Platinum driver, one Silver driver and one mandatory Bronze driver.

The drivers must both carry the Passport of the country they are representing, and have been selected by the ASN of that country in accordance with Articles 13.4 and 13.5.

Each nation may enter a maximum of one car in GT3 and a maximum of one car in LMP3.

6) COMPETITION

6.1 The Competition will have the status of a RESTRICTED INTERNATIONAL Competition.

6.2 The Competition is restricted by INVITATION ONLY.

6.3 The Competition shall comprise the following:

- a) Two free practice sessions
- b) One qualifying session divided into three periods
- c) One main race

6.4 There will be two free practice sessions of 60 minutes each

There will be one qualifying session of one hour divided into three 15-minute periods as follows:

Qualifying Period 1 from 0:00 – 0.15 (Q1) : Driver 1 will take part.

Qualifying Period 2 from 0.22 – 0.37 (Q2) : Driver 2 will take part.

Qualifying Period 3 from 0.45 – 1.00 (Q3) : Driver 3 will take part.

The average of the times from the three drivers per car will set the grid in accordance with article 33.10.

In the case of two-drivers' line-up, the Bronze driver will have to take part in two qualifying periods.

There will be one two and a half hours race, with two mandatory pit stops as described in article 38.3

6.5 The Competition will take place at Circuit Paul Ricard from 27th to 30th October 2022.

a) Administrative and Technical Scrutineering will take place on 26th and 27th October 2022.

b) All practices and the race will take place between the 28th and 29th October 2022.

c) There will be an opening ceremony for the event in the city of Marseilles on the evening of 26th October 2022. Attendance by all competing drivers is mandatory. Prior to the ceremony, a parade of selected cars will be held around the city streets. If requested to take part, teams must make their best effort to make their car available.

6.6 The Promoter, in conjunction with the Circuit Paul Ricard, reserves the right to postpone, abandon or cancel the Event or part thereof. In the event of abandonment, cancellation or postponement for more than 48 hours, the Entrant/Competitor will have no right of claim against the Promoters or the Circuit Paul Ricard in respect of any prize moneys or loss of expenses that he may have incurred or may incur as a result.

7) FIA MOTORSPORTS GAMES: ENDURANCE CUP FOR DRIVERS

The award for the FIA MOTORSPORTS GAMES: LMP3 ENDURANCE CUP for Drivers will be presented to the Drivers who finish the Endurance Race in first position in the LMP3 category and the award for the FIA MOTORSPORTS GAMES: GT3 ENDURANCE CUP for Drivers will be presented to the Drivers who finish the Race in first position in the GT3 category

The FIA MOTORSPORTS GAMES: ENDURANCE CUP will contribute one Gold, one Silver and one Bronze medal in the GT3 category and one Gold, one Silver and one Bronze medal in the LMP3 category towards the overall FIA Motorsport Games medal table.

8) FIA MOTORSPORT GAMES

The award for the FIA Motorsport Games will be presented to the ASN who places first in the medal table across all disciplines of the FIA Motorsport Games . Each discipline taking part will be able to award one Gold, one Silver and one Bronze towards the overall table. The ASN with the most Gold medals will be the winner. Should multiple ASNs have the same amount of Gold medals, the ASN with more Silver medals will be classified ahead. Should multiple ASNs have the same amount of Gold and Silver medals, the ASN with more Bronze medals will be classified ahead.

At this stage, if there are still ASNs tied on Medals, the number of 4th, 5th, 6th (and so on) positions in the Final Classifications of each category will be taken into account in order to determine the rankings of the medal tables. Following this, if ASNs can still not be divided by their results, they will be classified in equal position and any prize shall be shared.

9) DEAD HEAT

Prizes awarded for all the positions of competitors who tie will be added together and shared equally.

10) ORGANISATION AND INSURANCE

10.1 The Organiser shall supply the information set out in Appendix 1, part A hereto to the FIA no later than 30 days before the Event. The FIA, if satisfied with such information, shall complete part B and forward both parts to all competitors no later than 10 days before the Event.

10.2 The Promoter of the Event must procure, 30 days before the event, documentary evidence proving that all competitors, their personnel, sponsors, agents and drivers are covered by adequate third-party insurance.

10.3 The Promoter must, thirty days before the Event, send the FIA details of the risks covered by the insurance policy, which must comply with the national laws in force.

10.4 Third party insurance arranged by the Promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Event. Drivers taking part in the Event are not third parties with respect to one another.

10.5 Sight of the policy must be available to the competitors on demand.

11) FIA DELEGATES

11.1 The FIA will nominate the following delegates:

- a) A Technical delegate.
- b) Assistant(s) to the Technical Delegate
- c) A Media delegate
- d) A Safety Car Driver
- e) A Medical Delegate (If deemed necessary).
- f) An FIA Sporting Delegate

11.2 The role of the FIA delegates is to help the officials of the Event in their duties, to ensure, within their fields of competence, that all the regulations governing the Competition are respected, to make any comments they judge necessary and to draw up the various reports required by the FIA concerning the Competition.

11.3 The Technical Delegate nominated by the FIA will be responsible for scrutineering and will have full authority over the national scrutineers.

12) OFFICIALS

12.1 The following officials will be nominated by the FIA:

- a) Two Stewards of the meeting, one of whom will be the Chairman.
- b) The Race Director.
- c) Deputy Race Director (If deemed necessary).

12.2 The following officials will be nominated by the ASN (FFSA):

- a) One National Steward
- b) Medical Car Driver
- c) The Clerk of the Course
- d) Secretary of the Meeting
- e) Chief National Scrutineer
- f) Chief National Medical Officer
- g) Chief Timekeeper

12.3 The Race Director, the Clerk of the Course, the Technical Delegate and the national Steward must be present at the circuit at the latest from the beginning of the Event as defined by the Code, and the FIA Stewards before the end of the initial scrutineering. The FIA

Stewards must not leave the circuit before the end of the final scrutineering and any judicial procedures in accordance with Articles 13 -15 of the Code.

12.4 The Race Director must be in radio contact with the Clerk of the Course and the Chairman of the Stewards at all times during which cars are permitted to run on the track. Additionally, the Clerk of the Course must be in race control and must be in radio contact with all marshals' posts during these times.

12.5 The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with the former's express agreement:

- a) The control of practice and the races, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations.
- b) The stopping of any car in accordance with the Code or Sporting Regulations.
- c) The stopping of practice or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- d) The starting procedure.
- e) The use of the safety car.

13) ENTRIES

13.1 A minimum of 12 cars must have been entered in each the GT3 and LMP3 categories for each of the respective Cups to be run.

13.2 Drivers may only compete in other GT competitions at the FIA Motorsport Games, eg the GT Sprint and the GT Sprint Relay Cup.

13.3 Competitors' registration will be opened by the FIA on 15th June 2022 and will close on 25th September 2022. Applications must be made to the National ASN that the competitors wish to represent, including the driver line-up as well as the Team and the Car they will take part with.

13.4 Drivers are eligible to represent a nation who is not their current ASN so long as they hold the passport of the nation they are representing and receive start permission from their current ASN.

13.5 Each Competitor shall pay a non-refundable entry fee of €13,000 per car to the FIA.

This entry fee will allow the drivers to compete for the "FIA Motorsport Games: Endurance Cup" (See Article 7) and contribute towards their ASN competing for the "FIA Motorsport Games" (See Article 8).

13.6 The official entry list of selected teams and drivers will be confirmed by the FIA, not later than 1st October 2022.

13.7 No driver that has submitted an entry to compete at the 2022 FIA Motorsport Games: Endurance Cup may take part in any permitted competition, private practice session or open track day at the Circuit Paul Ricard between the 7th September and 21st October 2021 (inclusive). Any driver failing to adhere to this will be referred to the Stewards and be liable for penalties, up to exclusion.

14) PASSES – TEAM IDENTIFICATION

Identification passes will be issued for each competing vehicle on the following basis:

- 6 pit-lane passes
- 4 paddock passes

- 3 driver passes

Additionally, each competing vehicle will be issued with:

- One white armband for the Car Controller
- Two red armbands for the Tyre Changers
- One red armband for the Refueller
- Four orange armbands for Mechanics

Industry personnel will be issued with Yellow armbands.

Identification will not be issued unless names and identity cards or passport numbers are provided.

Identification passes will be issued at the track office to the entrant, or to his representative authorized in writing.

Identification must be properly worn. Abuse of the privileges will result in these privileges being withdrawn completely.

A maximum of two team members and two drivers of each team will be permitted in the pit wall signalling area at any one time.

15) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

15.1 The Stewards or Race Director 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.

15.2 All teams must have a radio tuned in to the Race Director's frequency, which will be used for communication from the Race Director to the Teams. Teams must be listening to the frequency from 15 minutes before the start of each session until the end of the session or the opening of parc fermé for qualifying and races. Teams may not use this frequency for any other information. Information given on the Race Director's frequency is in addition to messages given on the Timekeeping screens. All such messages, whether written or oral, must be adhered to. All teams must be connected to, and are required to monitor, the Team Messaging System at all times during the Event.

15.3 All classifications and results of practice and the races, as well as all decisions issued by the officials, will be posted on the official noticeboard situated on the ground floor of the Race Control Tower as well as on the digital notice board, the location of which will be communicated by Bulletin.

15.4 Any decision or communication concerning a particular competitor should be communicated to him forthwith in writing within 30 minutes of such decision and receipt must be acknowledged. The Team Messaging System may be used to send Summons and Documents and for teams to confirm receipt.

16) INCIDENTS

16.1 Incident means any occurrence or series of occurrences involving one or more drivers or any action by any drivers and/or team members, which is reported to the Stewards by the Race Director or the Clerk of the Course or noted by the Stewards and subsequently investigated which:

- a) Necessitated the stopping of a practice (free or qualifying) session or a suspension of a race under Article 40.
- b) Constituted a breach of these Sporting Regulations or the Code.
- c) Caused a false start by one or more cars.
- d) Caused a collision.
- e) Forced a driver off the track.
- f) Illegitimately prevented a legitimate overtaking manoeuvre by a driver.
- g) Illegitimately impeded another driver during overtaking.

h) Caused a pit lane infringement

Unless it was completely clear that a driver and/or team member was in breach of any of the above, any incidents involving more than one car will normally be investigated after the race.

16.2

a) It shall be at the discretion of the Stewards to decide upon a report or a request by the Race Director or Clerk of the Course, if a driver, drivers or team members involved in an incident shall be penalised.

b) If an incident is under investigation by the Stewards, a message informing all teams of which driver or drivers are involved will, where possible, be displayed on the timing monitors (if the circuit facilities so permit).

Provided that such a message is displayed within 25 minutes of the end of the race, or if a message is delivered to any team concerned within this time limit, the driver or drivers concerned may not leave the circuit without the consent of the Stewards.

16.3 The Stewards may impose any one of the penalties below on any driver involved in an incident:

a) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping at his pit.

b) A stop-and-go time penalty of a given time. The driver must enter the pit lane, stop in his pit stop position for at least the time given and then re-join the race.

At the discretion of the Stewards, if either of the penalties a) and b) above are imposed during the last three laps, or after the end of a race, Article 16.4b) below will not apply and 30 seconds will be added to the elapsed race time of the driver concerned in the case of a) above and 30 seconds and the time given in the case of b).

c) A time penalty

d) A reprimand.

e) A fine.

f) A drop of a certain number of grid positions.

g) Starting from the pit lane.

h) Deletion of a driver's lap time or times.

(If any of the penalties referred to in a) b) c) d) f) g) or h) above are imposed, neither the penalty nor the reason for the penalty shall be subject to appeal).

i) Disqualification from the results.

16.4 Should the Stewards decide to impose the penalty under Article 16.3.a) or b), the following procedure shall apply:

a) The Stewards will give written notification of the time penalty which has been imposed to the competitor concerned and will ensure that this information is also displayed on the timing monitors where possible.

b) From the time the Stewards' decision is notified on the timing monitors and/or on the Start/Finish Line, the relevant driver and his car may cross the Start/Finish Line on the track no more than twice before entering the pit lane.

However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty after the safety car has been deployed. The number of times the driver crosses the Line behind the safety car will be added to maximum number of times he may cross the line on the track.

c) Whilst a car is stationary in the pit lane as a result of incurring a time penalty under Article 16.3 b) above it may not be worked on. The car may be parallel to the pit lane. However, if the engine stops it may be started after the time penalty period has elapsed, respecting Article 32.13.

d) When the time penalty period has elapsed the driver may rejoin the race.

e) A time penalty (16.3.c) will be added to the next pit stop time of the car. The time penalty has to be served at the beginning of the pit stop. The time is starting when the car stops in his allocated pit stop area. During this period nobody is allowed to touch the car and the driver has to remain in the car. If the time penalty will be announced after the last pit stop, the time penalty will be added to the driving time.

f) Any breach or failure to comply with Article 16.4 c) may result in the car being disqualified.

17) PROTESTS AND APPEALS

17.1 Protests shall be made in accordance with the Code and accompanied by a fee in cash of €1000 (one thousand Euros) or its equivalent in local currency.

17.2 Appeals must be made in accordance with the International Sporting Code. The appeal fee will be in cash of €6000 (six thousand Euros) or its equivalent in local currency.

17.3 Appeals may not be made against any decisions concerning the following:

a) The penalties imposed under Article 16.3 a), b), c), d), f) or g), including those imposed during the last three laps or after the end of the race.

b) Any penalty imposed under Article 33.5.

c) Any decision taken by the Stewards in relation to Article 36.4.

d) Any penalty imposed under Article 37.5 or Article 41.3

18) SANCTIONS

The Stewards may inflict the penalties specifically set out in these Sporting and Specific Technical Regulations in addition to or instead of any other penalties available to them under the Code.

19) DRIVING

19.1 The driver must drive the car alone and unaided.

19.2 Drivers must observe the provisions of the Code relating to driving behaviour on circuits at all times.

19.3 Drivers must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.

A driver will be judged to have left the track if no part of the car remains in contact with the track.

Drivers consistently crossing the white lines defining the edge of the circuit, whether or not they gain an advantage, will be stopped during the free practice sessions, have their lap time(s) cancelled during qualifying and may receive a 'drive-through' penalty during the race.

Notifications will be for the car, not the driver.

Should a car leave the track for any reason the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage. At the absolute discretion of the Race Director a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track.

A driver may not deliberately leave the track without justifiable reason.

19.4 More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

19.5 Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.

19.6 As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake.

Any driver who is deemed to be ignoring the waved blue flags will be reported to the Stewards of the meeting.

20) RACE NUMBERS AND DRIVER NAMES

20.1 Each car must carry the race number and the windscreen strip provided by the Organiser. All numbers and the windscreen strip must be in position before scrutineering.

The placing of the numbers and the windscreen strip are indicated in the Appendix 2.

20.2 Every competitor must display the names of the drivers and their national flag on the bodywork or on the outside of the cockpit. These must be clearly legible. (See Appendix 2)

20.3 All cars and drivers must adhere to the Graphical Charter in Appendix 2 in terms of the decoration of the car, driver overalls, pit garage and team clothing, as well as any restrictions. Any infractions will be reported to the Stewards.

21) PROMOTION

21.1 Drivers must take part in any promotional activity requested by the Organisers such as autograph sessions, prize-giving, press conferences, pit lane walkabouts, photo shooting, social events and pre-race parades. This is in addition to the requirements in Articles 6.5 c), 35 and 45.

A photo-shoot, which all entered drivers must attend, will take place at a time and location to be confirmed in a Bulletin.

21.2 The drivers, competitors and Manufacturers give the Organiser the right to use their names and images and racing car images for any promotional, advertising, publicity and public relations purpose, for the promotion of the Cup and the FIA Motorsport Games.

21.3 Use of the Organiser's logo by the competitors, Manufacturers and drivers or their agents or representatives is prohibited unless prior written permission has been obtained from the Organiser.

22) NUMBERS OF CARS PARTICIPATING

The maximum number of cars invited and allowed to start each race and practice is 40.

23) FUEL

23.1 It must be possible to take a 2.0 kg sample of fuel from a car at any time during the Event.

These must be taken through an FIA-approved self-sealing connector, fitted immediately before the injectors (see Technical List n°5).

The samples must be taken before any check requiring the engine to be started.

Competitors must make available a fuel pipe with cut-off device for taking fuel samples. This pipe must be long enough to reach the ground outside the car.

23.2 Only the controlled fuel as supplied at the Event by the FIA-appointed Supplier may be used throughout the Competition. The fuel specification will be advised to competitors in advance. Any alteration to the specification of the fuel as supplied by the FIA-appointed Supplier may result in disqualification from the Competition.

23.3 No refuelling or removing of fuel is permitted during any qualifying practice session, or prior to the completion of post qualifying or race scrutineering. Refuelling during the free practice sessions or during the installation laps before proceeding to the starting grid is only permitted in the pit garage using equipment complying with FIA safety regulations. The fuel attendants must wear flameproof overalls, gloves, balaclavas and footwear and one person, suitably dressed, must hold a fire extinguisher. During the race refuelling may only take place in accordance with Articles 38.8 and 40

24) PIT ENTRY, PIT LANE AND PIT EXIT

24.1 The section of track between the first safety car line and the beginning of the pit lane will be designated the “pit entry”.

24.2 The section of track between the end of the pit lane and the second safety car line will be designated the “pit exit”.

24.3 The pit lane will be divided into two lanes: the lane closest to the pit wall will be designated the “fast lane” and the lane closest to the garages will be designated the “working lane”.

Other than when cars are at the end of the pit lane under Articles 24.6, 37.3 or 40 the working lane is the only area where any work can be carried out on a car. However, no work may be carried out in the fast lane if it is likely to hinder other cars attempting to leave the pit lane.

24.4 Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the team’s designated garage area to the end of the pit lane.

24.5 A maximum of five minutes before the start of any free practice or qualifying session, cars may be allowed to drive from their allocated working area to queue in the fast lane. Cars may only leave their working area to queue after an instruction of ‘FAST LANE OPEN’ has been given on the timing monitors and/or the team radio. Should it not be possible to give this instruction, cars may not move until the pit exit is green.

Cars moving from their working area before they have received either the FAST LANE OPEN instruction or a green light at pit exit may be reported to the Stewards.

These instructions also apply after a red-flag interruption to a practice or qualifying session.

24.6 Any driver that is required to start the race from the pit lane may not drive his car from his teams designated garage area until the 10-minute signal has been given and must stop in a line in the fast lane. Under these circumstances working in the fast lane will be permitted, but any such work is restricted to:

- Starting the engine and any directly related preparation.
- Changing of wheels when a climatic change has been confirmed.
- When cars are permitted to leave the pit lane they must do so in the order in which they arrived at the end of the pit lane unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.

24.7 Other than drying or sweeping of any tyre rubber left when cars leave their pit stop position, competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed upon by the FIA Technical Delegate.

24.8 Competitors must not paint lines on any part of the pit lane.

24.9 Other than in Article 24.6 above no equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, even when the car is being pushed.

24.10 Team personnel are only allowed in the pit lane immediately before they are required to work on a car and must withdraw as soon as possible afterwards.

Each Competitor must ensure that its mechanics and car controller wear flame-resistant overalls, long underwear including balaclava, gloves, socks and shoes and suitable helmets while they are working on the pit lane. Flame-resistant shoes are mandatory for all those wearing armbands. Eye protection in the form of visors or safety glasses is highly recommended for all personnel in the working lane, and mandatory for those wearing armbands.

24.11

- a) It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so.
- b) If a car is deemed to have been released in an unsafe condition during any practice session, the Stewards may penalize the driver as they consider appropriate.
- c) If a car is deemed to have been released in an unsafe condition during a race which it is able to resume, the driver concerned will receive a penalty under Article 16.3 a).
- d) An additional penalty will be imposed on any driver who, in the opinion of the Stewards, continues to drive a car knowing it to have been released in an unsafe condition. In all of the above cases, a car will be deemed to have been released either when it has been driven out of its designated working area or after it has completely cleared its pit stop position following a pit stop.
- e) During the race, cars may only leave their working area when they are ready to rejoin the race. Except for safety reasons, they may not stop in the fast lane, or proceed at a slow speed.

24.12 Starting an engine with an external device will be considered working on the car; consequently, this will not be permitted in the fast lane of the pits. This shall not apply in the event of race suspension as defined in Article 40.

24.13 No car may be moved to a position in the slow lane which is closer to the pit exit than the garage which has been assigned to the relevant Team.

24.14 In exceptional circumstances the Race Director may ask for the pit entry to be closed during the race for safety reasons. At such times drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out to the car.

24.15 Cars must be angle-parked in formation in all free practice sessions and qualifying sessions (front section of the car towards pit exit at an angle of approximately 45 degrees), even in the case of a change of one or more wheels. Only in this position can cars be worked on when stopped in the pit lane working area. During the course of a qualifying session, all competing cars must remain in the pit lane whilst not on the track. At no time will competing cars be allowed in the pit garage until such time as the qualifying session has ended and the car has been cleared from any post-qualifying scrutineering checks and released from the Parc Fermé, except with the express permission of the FIA Technical Delegate.

25) SPORTING CHECKS

25.1 During initial scrutineering, and at any time during the event, each competitor must have available all documents required by Article 5.1 above.

25.2 Unless a waiver is granted by the Stewards, competitors who do not keep to the time limits will not be allowed to take part in the Event.

25.3 Each driver must use the driver timing transponder specified by the Organiser throughout the Competition. It is the responsibility of each Competitor to obtain this transponder at their own expense, to install it, to make it work correctly and to ensure it is showing the correct information at all times. In particular, the correct driver must be shown at all times. Any problems with the transponder must be notified to the Race Director immediately. Failure to use the transponder correctly may result in a penalty from the Stewards.

26) SCRUTINEERING

26.1 Initial scrutineering of the car will take place at the times indicated in the appropriate Appendix.

26.2 Race numbers and any official advertising must be on the car for inspection during scrutineering and competitors must therefore comply with the requirements of Article 47.

26.3 No car may take part in the Competition until it has been passed by the scrutineers.

26.4 The scrutineers may:

- a) Check the eligibility of a car or of a competitor at any time during the Event.
- b) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
- c) Require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail.
- d) Require a competitor to supply them with such parts or samples as they may deem necessary.

26.5 Any car which, after being passed by the scrutineers, is dismantled or modified in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.

26.6 The Race Director or Clerk of the Course may require that any car involved in an accident be stopped and checked.

26.7 After each race and qualifying practice session some classified cars will be selected and must undergo scrutineering. All other cars will be held under Parc Fermé conditions in the teams' designated garage area until further notice.

26.8 Checks and scrutineering shall be carried out by duly appointed officials who shall be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the competitors.

26.9 The Stewards will publish the findings of the scrutineers each time cars are checked during the Event. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

26.10 All competitors must declare the use of radios and their frequencies to the Organisers and seek the necessary permissions and permits prior to their use. Any infringements may result in the confiscation of such equipment for the duration of the Event.

27) MEETINGS

27.1 A Drivers' meeting will take place at the venue and time noted in the appropriate Appendix, all drivers entered for the Competition and their team managers must be present. Any driver or team not attending and not signing the attendance sheet at the meeting will be brought before the Stewards for their consideration and subject to a penalty of € 500 (five hundred euros).

27.2 A further meeting, if deemed necessary by the Race Director or the Clerk of the Course, may take place and at a time to be notified to the competitors. If such a meeting is called, attendance is mandatory for all Drivers and Team Managers.

27.3 A separate Team Managers' meeting may take place on the venue and time noted in the appropriate Appendix, all team managers must be present. Any team not attending and not signing the attendance sheet at the meeting will be brought before the Stewards for their consideration and subject to a penalty of € 500 (five hundred euros).

28) TYRE LIMITATION DURING THE EVENT

28.1 The FIA will register reference dry- and wet-weather tyres for the Competition. This list of reference tyres will be published before the start of scrutineering.

Only the tyres as supplied by the Manufacturer appointed by the FIA may be used. The tyres must be used according to the instructions supplied by the Manufacturer appointed by the FIA. Any chemical and/or mechanical treatment of the tyres is prohibited, except the use of water and detergents for washing and the removal of debris picked up from the track (only after the end of the session in which the tyres have been used). The original tyre tread and profile may not be modified or cut.

All tyres must be collected during the Competition from the tyre Manufacturer designated by the FIA.

A set of tyres must comprise two front tyres and two rear tyres.

28.2 Tyre limitation during the Competition:

- a) Dry-weather tyres: no car may use more than 5 sets of dry-weather tyres.
- b) Wet-weather tyres: no limitation.

28.3 Control of tyres:

- a) The control of the tyres will be carried out according to a process defined by the FIA.
- b) Both sidewalls of all tyres which are to be used during the Competition must be marked with a unique identification.
- c) Other than in cases of force majeure (accepted as such by the Stewards), all tyres intended for use during the Competition must be presented to the FIA Technical Delegate for allocation prior to the end of initial scrutineering.
- d) The Organisers reserve the right to enforce Parc Fermé conditions on tyres at any time, details of which will be published in a Stewards' bulletin.
- e) Competitors must allow free access to check tyres by duly appointed scrutineers or marshals at any time during the Event.

28.4 Use of tyres:

- a) The use of tyres without appropriate identification is strictly forbidden during the entire Competition (including the starting procedure, the pre-grid and the grid).
- b) Wet-weather tyres may be used only after the track has been declared wet by the Race Director for the practice session (Free Practice, Qualifying) and the race.
- c) Tyres may only be inflated with air or nitrogen.
- d) All tyres, when under the control of a competitor, must remain visible within the competitor's designated garage area at all times.

28.5 The use of tyre-heating, heat retaining and/or cooling devices as well as pre-heating/cooling is forbidden.

29) WEIGHING

29.1

- a) During and after each qualifying practice session and race cars may be weighed.
- b) All drivers entered in the Cup must be weighed, wearing their complete racing apparel, no later than the end of scrutineering. The weights of the drivers will then be entered into a list which is under the control of the FIA Technical Delegate. The average weight of the drivers in the car will be calculated and rounded up to the nearest integer (W). If this is under 85 kg, then the driver ballast to be carried by the car will be 85-W. Driver Ballast must be installed in the ballast box and sealed before qualifying.
- c) The relevant car may be disqualified should its weight be less than that specified in the Technical Regulations when weighed under a) or b) above, save where the deficiency in weight results from the accidental loss of a component of the car.

d) No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the post-race scrutineering or during the weighing procedure. (Except by a scrutineer when acting in his official capacity.)

e) Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.

29.2 In the event of any breach of these provisions for the weighing of cars the Stewards may penalise the driver such number of grid positions as they consider appropriate or disqualify him from the race.

29.3 Should a competitor damage the weighing scales through negligence sufficiently to render them unusable for the remainder of the session, then their times from that session will be disallowed and the competitor will be liable to the cost of any necessary repairs.

30) GENERAL CAR REQUIREMENTS

30.1 No signal of any kind may pass between a moving car and anyone connected with the car's competitor or driver save for lap timing purposes, legible messages on a pit board, body movement by the driver and verbal communication between a driver and his team by radio.

30.2 Competitors must ensure that all chassis and engine data from each qualifying session or race is available, directly from the car, at any time after a session or race and until the cars are released from post-qualifying or post-race Parc Fermé.

30.3 During the Event, it is forbidden to replace the following parts on pain of a sanction which may go as far as disqualification:

a) Engine:

i. No car may use more than one engine during the Competition.

ii. An engine will be considered as having been used once the car's timing transponder has indicated that it has left the pit lane.

iii. Each engine must be sealed by the FIA Technical Delegate before being used by the competitor for the first time. It will be sealed so as to prevent the dismantling of the cylinder head and oil sump. Any breaking of one or more seals must be approved beforehand by the FIA Technical Delegate on pain of a sanction which may go as far as disqualification. The breaking of any seal will be considered as a change of engine.

iv. The replacing of an engine by a competitor must be requested in writing to the FIA Technical Delegate. Any change of engine will entail a penalty, except in a case of force majeure recognised as such by the Stewards, the onus of proof being on the competitor.

b) Chassis:

i. No car may use more than one chassis during the Competition.

ii. A chassis will be considered as having been used once the car's timing transponder has indicated that it has left the pit lane.

iii. Each chassis must be sealed by the FIA Technical Delegate before being used by the competitor for the first time. The breaking of any seal will be considered as a change of chassis.

iv. The replacing of a chassis by a competitor must be requested in writing to the FIA Technical Delegate. Any change of chassis will entail a penalty, except in a case of force majeure recognised as such by the Stewards, the onus of proof being on the competitor.

31) SPARE CARS

Spare cars are not permitted.

32) GENERAL SAFETY

32.1 Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar in any way whatsoever to these.

32.2 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

- 32.3** Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.
- 32.4**
- a) During free practice sessions, qualifying sessions and the races, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.
 - b) Other than by driving on the track, competitors are not permitted to attempt to alter the grip of any part of the track surface.
- 32.5**
- a) If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. The car may also be moved with help other than that of the marshals (eg any equipment such as a tractor) and re-join the session.
 - b) A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 32.6**
- a) Repairs to a car may be carried out only in the paddock, pits and on the grid.
 - b) Competitors must ensure that when not in use, their cars remain in the garage or paddock space specifically allocated to them by the Organiser for the particular car, and that any work on or repairs to the vehicle is also carried out in the allocated garage or paddock space only. Breach of this requirement may entail disqualification.
- 32.7** The Organiser must make two fire extinguishers of 5kg capacity available at each pit and ensure that they work properly.
- 32.8** The replenishment of any liquids is forbidden following the start of the race until after post-race scrutineering. All orifices for oil filling must be designed in such a way that the scrutineers can seal them.
- 32.9** Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the teams designated garage area, the pit lane or on the starting grid.
- 32.10** At no time may a car be reversed in the pit lane under its own power.
- 32.11** At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry, the pit lane or pit exit.
- 32.12** During the periods commencing five minutes prior to and ending five minutes after every practice session and the periods between the commencement of the formation lap which immediately precedes each race and the time when the last car enters the Parc Fermé, no one is allowed on the track, the pit entry or the pit exit with the exception of:
- a) Marshals or other authorised personnel in the execution of their duty.
 - b) Drivers when driving or on foot, having first received permission to do so from a marshal.
 - c) Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
 - d) Team personnel when assisting marshals to remove a car from the grid after the start of the race.
- 32.13** During a race, the engine may only be started with the starter except in the pit lane or the teams designated garage area where the use of an external starting device is allowed.
- 32.14** Drivers taking part in free practice sessions, qualifying sessions and the races must always wear the clothes and helmet specified in the Code. (See Appendix L, Chapter III of the Code.)
A driver coming into the pits cannot unfasten his safety harness or racing net until his car is completely stopped in front of the pit garage. After a pit stop, the car can only start moving after the driver's safety harness and racing net have been fastened. It is the car controller's

responsibility to ensure that a driver is properly buckled in before the car leaves its working area to enter the track.

32.15 A speed limit of 50.0 kph will be enforced in the pit lane. Except in the race, any driver who exceeds the limit will be fined €50 (fifty Euros) for each kph above the limit. During the race, the Stewards may impose the penalties under Article 16.3 on any driver who exceeds the limit.

32.16 If a car has serious mechanical difficulties during a practice session or a race the driver must leave the track as soon as it is safe to do so.

32.17 The car's white headlights, red rear lights and rear fog lights must be illuminated at all times when it is running on a track that has been declared a "wet track".

It shall be at the discretion of the Race Director to decide if a driver should be stopped because the lights are not working. Should a car be stopped in this way, it may re-join the Competition when the fault has been remedied.

32.18 Only two team members per participating car (both of whom shall have been issued with special identification which they must be wearing) are allowed in the signalling area during practice sessions and the races.

People under 16 years of age are not allowed in the pits, pit lane, on the pit wall and on the starting grid except during scheduled activities such as track walks.

32.19 Animals, except those which may have been expressly authorised by the Organiser for use by security services, are forbidden in the pit area and on the track and in any spectator area.

32.20 The Race Director, the Clerk of the Course, the Medical Delegate or the Chief Medical Officer can require a driver to have a medical examination at any time during an Event; this medical examination may include an anti-doping test (ISC – Appendix L, Chapter II, Art. 4). The Stewards may require anti-alcohol testing to take place in accordance with ISC App C.

A Bulletin concerning the appropriate procedures of the anti-doping test will be issued at the commencing of the scrutineering of the event.

32.21 Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the disqualification of the car and driver(s) concerned from the Competition.

33) PRACTICE SESSIONS

33.1 Save when these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the race.

33.2 No driver may start in the race without taking part in the qualifying practice session unless the Stewards agree to take free practice times into consideration.

33.3 During all practice sessions there will be a green light and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag or flashing blue light will be shown at the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.

33.4 If a car stops during a practice and qualifying session it must be removed from the track as quickly as possible so that its presence does not constitute a danger to, or hinder, other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.

If technical means are used by the marshals the driver may re-join the session.

33.5 In the event of a driving infringement during any practice session, the Stewards may penalize the driver as they consider appropriate. Unless it is completely clear that a driver committed a driving infringement, any such incident will normally be investigated

after the relevant session; any penalty imposed or the reason for the penalty shall not be subject to appeal. Where appropriate, regard will also be given to the provisions of Article 18.

33.6 The Race Director or Clerk of the Course may interrupt a practice session as often and for as long as he thinks necessary to clear the track or to allow the removal of a car. Whenever possible, the time lost by the suspension of a practice and qualifying session shall be recovered so that the minimum scheduled period for the session may be accomplished. However, it is not compulsory to resume the session or re-run the session to achieve the time criteria. The decision of the Race Director in this matter shall be final. Any driver taking part in any practice session who, in the opinion of the Stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 33.5.

33.7 Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

33.8 All laps covered during each qualifying practice will be timed to determine the driver's position at the start in accordance with Article 36.

33.9 If any qualifying practice session is stopped with less than four minutes remaining, it will not be restarted.

33.10 Qualifying will take place as follows:

Five minutes before the start of the session, all cars must be in the working lane, at 45 degrees, nose towards pit exit.

a) From 0.00 to 0.15 (Q1) all cars driven by 'Drivers 1' will be permitted on the track using the tyres nominated as S1. The best time for each Driver, which must be within 120% of the best time of the Q1 period, will be considered as T1.

b) From 0.22 to 0.37 (Q2) all cars driven by 'Drivers 2' or by the Bronze driver in the case of two-drivers' line-up will be permitted on the track using the tyres nominated as S2. The best time for each Driver, which must be within 120% of the best time of the Q2 period, will be considered as T2.

c) From 0.45 to 1.00 (Q3) all cars driven by 'Drivers 3' will be permitted on the track using the tyres nominated as S3. The best time for each Driver, which must be within 120% of the best time of the Q3 period, will be considered as T3.

Important : Driver 1, Driver 2 and Driver 3 must be in accordance with the driver order declared.

For cars which set qualifying times in all three periods, their qualifying time will be the average of T1, T2 and T3 and their qualifying Ranking (QR) will be 1.

For two-drivers' line-up cars which the best qualifying time on the Bronze driver will be used to calculate the average time and their qualifying Ranking (QR) will be 1.

For cars where drivers fail to set a qualifying time in one of the periods, the qualifying time will be the average of the two remaining times and the car's qualifying Ranking (QR) will be 2

For cars where drivers fail to set a qualifying time in two of the periods, the qualifying time will be the remaining time (T1, T2 or T3) and their qualifying Ranking (QR) will be 3.

For cars which fail to set a time in any of the periods, their qualifying Ranking (QR) will be 4 and they will be subject to receiving permission to start from the Stewards, with their respective order determined by the Stewards.

The overall results of the qualifying Session will be determined first by QR, and then by the average time set by each car as listed above.

In cases where two or more cars with the same QR set the same average time, the order will be determined by the faster individual time between the cars, set in Q1, Q2 or Q3.

From the start of the Q1 until the end of Q3, the following principles will apply:

- no fuel may be added to or removed from the cars.

- Cars may only leave their working area according to the procedure in Article 24.5.
- No computers can be connected to the cars, including adding and removing data sticks, adding or removing data cards or the use of wireless connections of any kind.
- Should a car require repairs deemed necessary for safety prior to starting Q2 or Q3 they can request to do so in writing to the FIA Technical Delegate, and, if approved, permitted repairs must be carried out under the supervision of the Technical Delegate and completed within the window.

After the end of Q3, all cars will be under parc fermé regulations. Except for the cars selected for scrutineering by the FIA Technical Delegate, they will be placed on their wheels in their pit garages with the nose towards the pit lane. The FIA Technical Delegate may seal the doors and bonnet.

34) STOPPING THE PRACTICE

a) Should it become necessary to stop a practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director shall order a red flag and the abort lights to be shown at the Line. Simultaneously, red flags will be shown at all marshal posts. When the signal is given to stop, all cars must immediately reduce speed down to a maximum of 80 kph within 10 secs after the abort signals has been shown and proceed slowly back to their respective pits, and all cars abandoned on the track will be removed to a safe place.

b) At the end of each practice session no driver may cross the Line more than once.

35) PRESS CONFERENCES

After the qualifying session, all drivers are required to make themselves available to attend a press conference in the media centre. This will normally take place 15 minutes after the end of the qualifying practice session.

36) THE GRID

36.1 At the end of the qualifying practice, the average time calculated according to the times set by each car in Q1, Q2 and Q3 will be published Officially.

36.2

The starting grid for the Race will be drawn up according to Article 33.10

Once the grid has been established in accordance with the Articles above, grid position penalties (if any) will be applied to the drivers in question in the order in which the related offences were committed.

Should, for any reason, it be impossible to hold the qualifying session, or the qualifying session is curtailed before times have been set, the results of the free practice 2 session, which will be considered a pre-qualifying session, will be used to set the starting grid.

If any one of the periods Q1, Q2 or Q3 cannot take place, the qualifying results will be based on the average time from each car based on the periods which have taken place. The drivers from the missing session will be qualified to take part in the race as long as they have set a time in free practice or pre-qualifying according to Article 41.2.

If two of the periods Q1, Q2 or Q3 cannot take place, qualifying will be based on the results of the remaining session. Drivers from the other periods would be qualified to take part in the race as long as they have set a qualifying time in free practice or pre-qualifying according to Article 41.2.

The provisional starting grid for the Race will be published no less than two hours before the start of the formation lap. Competitors whose cars are unable to start for any reason whatsoever (or who has good reason to believe that their cars will not be ready to start) must inform the Clerk of the Course accordingly at the earliest opportunity and in any case, no later than one hour and fifteen minutes before the start of the respective formation lap.

If one or more cars are withdrawn, the starting grid will be closed up accordingly and the final starting grid confirmed one hour before the start of the respective formation lap.

36.3 Before the deadline specified on the Official Timetable, the Team Manager of each Competitor must inform the Promoter of the name of the driver who will take the start of the race.

Any request to change the starting driver after the deadline must be submitted to the Stewards, who will decide if the request can be accepted and who may impose a penalty.

The car with the fastest average time will start the race from the position on the grid which was the pole position according to the track licence for rolling starts.

36.4

Any driver whose best qualifying lap exceeds 120% of the pole position time will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous free practice session, the Stewards may permit the car to start the race.

Any driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied.

Should there be more than one driver accepted in this manner their order will be determined by the Stewards. In either case, no Competition will be able to appeal against the Stewards' decision.

36.5 The grid will be in a 2 x 2 formation and the rows on the grid will be separated by 7.2 metres.

36.6 Any car which has not taken up its position on the grid by the time the five minutes' signal is shown will not be permitted to do so and must start from the pits in accordance with Article 37.3.

37) STARTING PROCEDURE / ROLLING START

37.1 Each race will use a rolling start.

37.2 A minimum of 25 minutes before the time for the start of the formation lap, the cars will leave the pit lane to cover one or more reconnaissance laps. After the completion of the reconnaissance laps they will stop on the grid in starting order with their engines stopped. Only the nominated starting driver may drive the car for the reconnaissance laps.

Should they wish to cover more than one reconnaissance lap, this must be done by driving down the pit lane observing the pit lane speed limit between each of the laps.

Any car which has not left the pit lane to take up its position on the grid by the time the pit lane closes will not be permitted to do so and must start from the pit lane in accordance with Art. 37.3.

37.3 15 minutes after the pit lane opens, the pit lane will close. A warning signal announcing the closing of the pit lane exit will be given two minutes beforehand.

Any car which is still in the pits can start from the pit lane, provided it reached the end of the pit lane under its own power. If more than one car is affected, they must line up in the order in which they reached the end of the pit lane.

All such cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start.

The remainder of the starting procedure will take place in accordance with the Official Timetable of the Event until the 10-minute board.

37.4 The approach of the start will be announced by light signals shown ten minutes, five minutes, three minutes, one minute and finally fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

After the ten minute signal has been shown, everybody except drivers, officials and team technical staff must leave the grid.

37.5 When the five minute signal is shown, all cars must have their wheels fitted, after this signal wheels may only be removed in the pit lane, or if the car has been moved out of the fast lane during a race suspension.

At the three-minute signal, the cars must be resting on their wheels and the wheels must have been tightened.

The Penalty under Article 16.3 a) will be imposed on any driver whose car did not have all its wheels fully fitted at the five-minute signal or was not resting on its wheels at the three-minute signal.

37.6 When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 second signal is given, taking all equipment with them. If any team personnel or team equipment remain on the grid after the 15 second signal has been shown, the driver of the car concerned must start the race from the pit lane as specified in Article 37.3. A penalty under Article 16.3 a) will be imposed on any driver who fails to start the race from the pit lane. If any driver needs assistance after the 15 second signal he must indicate this to the marshals, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

37.7 When the green lights are illuminated, the cars will begin the formation lap with the Organiser's Official Leading Car leading, maintaining their starting order. When leaving the grid, all drivers must respect the pit lane speed limit until they pass pole position. Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane by the fastest route immediately after the cars able to do so have left the grid, the mechanics may then work on the car again. If successful the car may then start from the pit lane.

Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

37.8 During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.

37.9 Overtaking during the formation lap is permitted only if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver delayed in this way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and start from the end of the pit lane as specified in Article 37.3.

A penalty under Article 16.3 will be imposed on any driver who fails to enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

37.10 The speed of the Organiser's Official Leading Car must be around 80 kph during the formation lap. The Official Leading Car will pull off at the end of the formation lap. From that moment, the car on pole position will be in charge of the speed. The leader must then slowly increase his speed to a maximum of 110 Km/h by the moment of the start.

During the formation lap the red light will be on. No car may overtake another one before the starting signal is given.

The starting signal will be given by extinguishing all red lights. There will be a rolling start as described in the Code. Race timing will commence at the point that the race start signal is given. Should an additional formation lap be carried out, Article 37.11 c) will apply.

37.11

a) During the start of a race, the pit wall must be kept free of all people, with the exception of properly authorized officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

b) If a problem arises when the cars reach the Start/Finish Line at the end of the formation lap, the red light will stay on. Yellow flags will be displayed at all observation posts. The cars, with the pole position leading, will complete a new formation lap that will follow the same rules as above; as the Official leading car will no longer be on the track, the driver in pole will be responsible for the speed, which must comply with the regulations governing speeds in the presence of the Official leading car.

c) If additional formation laps are necessary, only the first formation lap will not count toward the total distance of the race. The start of the race will be considered to have been given at the end of the first formation lap. The Race Starter will be the judge of fact.

All cars starting from the pit lane must be stopped by the marshals at the pit lane exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be observed strictly. Cars starting from the pit lane will have completed their first lap as soon as they cross the Start/Finish line for the first time.

37.12 Only in the following cases will any variation in the starting procedure is allowed:

- a) If it starts to rain after the five minute signal but before the race is started and, in the opinion of the Clerk of the Course, Teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the ten minute point.
- b) If the start of the race is imminent and, in the opinion of the Clerk of the Course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the timing monitors. Once the start time is known at least ten minutes warning will be given.
- c) If the race is started behind the safety car, Article 39.15 will apply.

37.13 The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to the starting procedure may result in the disqualification of the car and driver concerned from the Event.

38) THE RACE

38.1 During the race, drivers leaving the pit lane may only do so when the light at the end of the pit lane is green and on their own responsibility. A marshal with a blue flag, and/or a flashing blue light, will also warn the driver if cars are approaching on the track.

38.2 If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If any such mechanical assistance (for example tow, crane, snatch vehicle, telescopic handler or the like) results in the engine starting, the driver may rejoin the race.

38.3 There will be two mandatory pit stops.

During each mandatory pit stop the car must be refuelled. At one of the two mandatory pit stops, all four tyres must be changed.

At each mandatory pit stop, there must be a change of driver in the case of three-drivers' line-up.

A minimum time for the mandatory pit stop will be established, taking into account the time driven with a maximum speed of 50 kph in the pit lane from the entry timing loop to the exit timing loop, the minimum refuelling time, and the time to change tyres. This total time will be published in a Bulletin before the beginning of the Event. The pit stop must be carried out in front of the designated pit area of each team under the responsibility of the designated Car Controller.

Should the mandatory pit stop be under the given time, a penalty may be imposed by the Stewards of the Meeting. There will be a one-second tolerance, which may be used once in the three-hour race.

The length of any other pit stops will be free. Teams must notify Race Control via the Team Messaging if a pit stop is not to be considered their mandatory pit stop.

The maximum stint length from any driver is 65 minutes (one hour and five minutes). This will be extended to 70 minutes if the safety car or a Full Course Yellow intervention is on track during the final lap of a driver's stint. The stint time will be rounded down to the nearest second. In the case of a two-drivers line-up, the Bronze driver will have to perform two stints.

Any failure to complete two mandatory pit stops including fuel, change of all four tyres and driver during the Race, or failure to abide by the minimum pit stop time in either or both of the mandatory pit stops, will be reported to the Stewards of the Meeting. The minimum penalty for any such infractions will be a Penalty under Article 16.3 a).

39) ASSISTANCE IN THE PIT LANE

39.1 No work can be carried out on the car and no change of driver can take place until the car has come to a complete stop at its designated working area, and its engine is switched off. Except when work is being carried out on the car, all personnel must remain behind the line.

39.2 For any pit stop, cars must stop a minimum of 50 cm from the line designating the start of the working area. Should a car overshoot its pit garage, it may be pushed back to its location by the mechanics, wearing red or orange armbands, under supervision of the marshals.

39.3 Only the car controller and the replacing driver are allowed in the working area a maximum of one lap before the pit stop of the car.

39.4 No equipment may be in the working area before the car has stopped in front of the pit garage. No personnel may hold panels on the working lane, or stand behind stationary panels. Team personnel may use lollipops to indicate to the cars from the working zone. Team personnel and equipment must withdraw as soon as the work is complete.

39.5 Personnel

No more than four mechanics may be in the working lane at any one time.

A car controller (the 5th member), wearing a white armband, may stand at the front of the car and oversee the work of the mechanics. He may walk around the car, but must not touch the car in any way and may only make visual checks.

Each Competitor must ensure that its mechanics and car controller wear flame-resistant overalls, long underwear including balaclava, gloves, socks and shoes and suitable helmets while they are working on the pit lane. Flame-resistant shoes are mandatory for those wearing red armbands. Eye protection in the form of visors or safety glasses is highly recommended for all personnel in the working lane, and mandatory for those wearing red armbands.

39.6 Carry-on / backpack compressed air bottles for tyre changes are not permitted. Air bottles must be solidly fixed to the gantry. Hoses, cables etc must not be attached to the mechanics' overalls by any means. No autonomous equipment may operate without its mechanic.

39.7 During any pit stop, whatever the reason, the driver is obliged to turn off his engine. For any tuning or regulating, the engine may be started with the help of an auxiliary source of energy.

However, before the car is ready to rejoin the track, the engine must be switched off and the driver must start the engine from his seat, using only those means available on board. Other than for tuning or regulating, the car's engine may be restarted only when the car is about to join the track and is in contact with the ground, on all four wheels. The car must leave the working area with no external assistance.

39.8 Any breach of the provisions of the Code or these Sporting Regulations relating to pit lane assistance will entail penalties at the discretion of the Stewards, up to the disqualification of the car and driver(s) concerned from the Competition. The Organiser must ensure that a sufficient number of marshals have been designated to carry out all the work and controls necessary in the pit lane.

39.9 During sessions, cars may be placed on skates in the working lane when they need to be moved, with the exception of during the Qualifying session.

39.10 All personnel in the working lane during pit stops must wear an armband. If not specified in the regulations, this will be an orange armband. This does not include personnel crossing between the pit wall and the garage.

40) REFUELLING

40.1 Fuel Rigs

Fuel rigs are defined by drawing 252-7 of ISC Appendix J Article 257A and described in article 6 of ISC Appendix J Article 257 A.

Further to Article 6.1.2 of ISC Appendix J Article 257A, the tank must have a simple cylindrical internal shape and must not have any additional internal parts that could improve the flow. The tolerance on bottom flatness must be less than 3mm inside the tank. The connectors and couplers must stay as they were supplied by the suppliers.

40.2 From the start of Free Practice 1, and with the sole exception of the Qualifying session, refuelling is allowed from the green light or flag at the start of any session only in the designated working area on the pit lane and may be carried out only at the beginning of a pit stop.

Refuelling in the pit lane may only take place using the fuel rig as outlined in Article 40.1. Refuelling is allowed in the pit lane by means of a refuelling tower with a maximum of one independent tank per car entered in the event and a maximum of two independent tanks per garage. These tanks must not move, either independently or through any other means, during any sessions, with the sole exception of allowing a car to be pushed into the garage.

40.3 Before and during any refuelling operation, the car must be electrically earthed by means of an independent copper wire, whose only purpose is to earth the car and which may not be combined with the air jack. This must be placed by a mechanic wearing a red or orange armband, which may be the mechanic charged with helping the driver. It must be removed by one of the people authorised to be working on the car at the point once refuelling is finished and the earthing wire can be removed.

40.4 While refuelling is being carried out, the driver may stay in the car but the engine must be switched off.

40.5 The refuelling of the tower is prohibited while the car is being refuelled.

40.6. Personnel for refuelling:

a. One Car Controller with a white armband.

b. A maximum of four working mechanics, to include:

a) The fuel attendant, identified with a red armband, wearing a helmet with a visor, incapable of being confused with drivers' helmets and homologated to one of the standards recognised by the FIA in Technical List n°25.

b) 1 mechanic who may wash/clean the windscreen and lights, remove dirt or grass from the radiator grille, change the water bottle or assist the drivers during the driver change.

As well as the following who are not counted among the four working mechanics:

c) 1 fire attendant, whose presence is compulsory, standing behind the line throughout refuelling and holding an extinguisher of a minimum capacity of 5 kg ready for use. He is not considered to be one of the four mechanics and as such does not wear an armband. He cannot perform any other activity.

d) The so-called dead man controlling the fuel flow shut-off valve at the refuelling tower, whose presence is compulsory and who will not be considered as one of the four working mechanics. He may not undertake any other task. However, he must be suitably attired in fireproof overalls and with a helmet homologated to one of the standards recognised by the FIA in Technical List n°25.

e) Note: for cars which have the vent valve and the refuelling valve on opposite sides of the car, if a vent man is required he may enter the pit lane shortly before the arrival of the car. Once his task is finished, the vent man will be considered a second dead man. The vent man should wear a blue or green armband and is not considered as one of the four working mechanics.

c. The driver exiting the car may assist the driver replacing him.

d. All other Team members standing in the working area (working lane, Article 34.4), as defined in the briefing notes at the event and separating the pit from the fast lane, will be considered as working on the car and as such will be counted as mechanics, as will a driver if he performs any work on the car.

e. 1 tyre technician and 1 brake technician external to the Team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They will wear an armband in accordance with Article 14

40.6 After refuelling, the fuel contained in the overflow pipe must be poured into a container provided by the Competitor which must be capable of holding 5 litres at least, graduated and fitted with a coupling.

41) TYRE CHANGES

41.1 Tyre changes may be carried out on the car in the pits/working area of the pit lane and parallel to the pit lane, after refuelling, if applicable, has finished and the personnel in charge of refuelling have cleared the working area. Only ambient pressurised air can be used to fill the tyres or operate the air guns.

41.2 Personnel authorised in the pit lane working area for tyre changes:

- 1 Car Controller with a white armband.
- A maximum of 2 tyre mechanics
- The driver exiting the car may assist the driver replacing him.
- Any other Team members standing in the working area (working lane, Article 34.4) will be considered as mechanics and working on the car, as will a driver if he performs any work on the car.
- One mechanic may wash/clean the windscreen and lights, remove dirt or grass from the radiator grille, change the water bottle or assist the drivers during the driver change or place the air jack
- A data technician may download data from the car by cable, card or data stick, without performing any other task
- 1 'tyre' technician and 1 'brake' technician external to the Team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They will wear an armband in accordance with Article 14.

41.3 Tyre Change Operations

Either one of the tyre mechanics with a red armband, or the mechanic listed above with an orange armband, may bring and connect the air hose to the air jacks. Once the wheels have been changed, either the hose must be removed in order to bring the car down, or the car may be released via releasing the in-car non-return valve. No other systems may be used to bring the car down onto its wheels. For cars using a nonreturn valve, the air hose may be disconnected as soon as this is in place.

The two tyre mechanics, clearly identified for the whole procedure wearing red armbands (the same two mechanics must carry out the whole operation, having no possibility to swap their tabard or armband) are allowed to carry out any operations needed to change the tyres, using only one pneumatic wheel gun or torque wrench.

These two people may come into the working area and start these operations only once the car has stopped in front of the pit garage, with the engine off and once refuelling has finished and the refuellers and their equipment have left the area.

- They must:

- o bring only one gun onto the working area, unless an additional gun has been authorised as above
- o take the new wheels and put the replaced ones inside the pit,
- o carry permanently the detached wheels when they are outside the pit. However, in order to facilitate the wheel changes, it is possible to lay them flat on the ground near the car. A mechanic may carry two tyres at a time.
- o not throw the wheels, roll them or drop them,
- o take the equipment back inside the pit.

41.4 The car cannot leave the pit working area until all personnel and equipment are no longer in the working area. Personnel includes the tyre and refueling and other pit stop personnel, but does not include the Car Controller (who has to be in the working zone for the release of the car) or the exiting driver.

42) OTHER OPERATIONS IN THE PITS

42.1 Other operations, including replenishment of lubricants and various fluids, may be carried out on the car when the refuelling has finished and personnel undertaking refuelling and/or the mechanics in charge of the wheel changes and their equipment are no longer in the working area.

Personnel authorised in the pit lane working area after refuelling and tyre changes, for maintenance, repairs and driver changes:

- 1 Car Controller.
- A maximum of 4 mechanics carrying out maintenance operations, topping up liquids (other than fuel), making repairs or any other operation whatsoever (other than tyre changes).
- A data technician may download data from the car by cable, card or data stick without performing any other task
- The driver exiting the car may assist the driver replacing him.
- Any other Team members standing in the working area (working lane, Article 34.4) will be considered as mechanics and working on the car, as will a driver if he performs any work on the car.
- 1 'tyre' technician and 1 'brake' technician external to the Team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They will wear an armband in accordance with Article 14

43) SAFETY CAR

43.1 The safety car will be driven by an FIA-approved driver and an FIA-approved observer capable of recognising all the competing cars, who is in permanent radio contact with race control.

43.2 Five minutes before the pit lane opens, the safety car will take up position at the front of the grid and remain there until the five minute signal is given. At this point (except under 45.5 below) it will cover a whole lap of the circuit and take up position.

43.3 The safety car may be brought into operation to neutralize a race upon the order of the Race Director / Clerk of the Course. It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate suspending the race.

43.4 When the order is given to deploy the safety car, all marshals' posts will display waved yellow flags and "SC" boards for the duration of the intervention.

43.5 No car may be driven unnecessarily slowly, erratically or in a manner which is deemed potentially dangerous to other drivers or any other person at any time whilst the safety car is deployed. This will apply whether any such car is being driven on the track, the pit entry, the pit lane or the pit exit.

43.6 The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.

43.7 All competing cars must then reduce speed and form up in line behind the safety car no more than five car lengths apart.

43.8 With the exceptions of the cases listed under a) to h) below, no driver may overtake another car on track, including the safety car, until he passes the Line for the first time when the safety car is returning to the pits. However, if the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, Article 43.14 will apply.

The exceptions are:

- a) If a driver is signalled to do so from the safety car.
- b) Under Article 43.15 below.
- c) When entering the pits a driver may pass another car including the safety car remaining on the track after he has reached the first safety car line.

- d) When leaving the pits a driver, including the safety car may overtake or be overtaken by another car on the track before he reaches the second safety car line.
- e) When the safety car is returning to the pits it may be overtaken by cars on the track once it has crossed the first safety car line.
- f) Whilst in the pit lane or pit exit a driver may overtake another car which is also in one of these three areas.
- g) Any car stopping in its designated garage whilst the safety car is using the pit lane (see Article 39.11 below) may be overtaken.
- h) If any car slows with an obvious problem.

43.9 When ordered to do so by the Race Director, the observer in the car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.

43.10 The safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind the Leader.

Once behind the safety car, the race leader must keep within five car lengths of it (except under Article 43.15 below) and all remaining cars must keep the formation as tight as possible.

However, due to pit stops during the procedure, the Race Director may decide to restart without having all cars lined up behind the Safety Car.

While the Safety Car is in operation, competing cars may enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane is on. It will be on at all times except when the Safety Car and the line of cars following it are about to pass or are passing the pit exit.

43.11 Under certain circumstances the Race Director may ask the safety car to use the pit lane. In these cases, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

43.12 When the Race Director decides that it is safe to call in the safety car, it must extinguish its orange lights; this will be the signal to the drivers that it will be entering the pit lane at the end of that lap.

At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than five car lengths behind it.

In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking or any other manoeuvre which is likely to endanger other drivers or impede the restart.

As the safety car is approaching the pit entry the yellow flags and SC boards will be withdrawn and, other than on the last lap of the race, replaced by waved green flags with green lights at the Line. These will be displayed until the last car crosses the line.

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

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

43.15 Under certain circumstances the race may be started behind the safety car or resumed in accordance with Article 45. In either case, at the ten-minute signal its orange lights will be illuminated, this being the signal to the drivers that the race will be started or resumed behind the safety car.

When the green lights are illuminated, the safety car will leave the grid and all drivers must follow in grid order, no more than five car lengths apart, and must respect the pit lane speed limit until they pass pole position. During a race start there will be no formation lap and the race will start when the green lights are illuminated.

Overtaking is only permitted if:

- a) A car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or,
- b) There is more than one car starting from the pit lane and one of them is unduly delayed.

In either case drivers may only overtake to re-establish the original starting order or the order the cars at the pit exit were in when the race was started.

Any driver delayed in either way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and may only join (or rejoin) the race once the whole field has passed the end of the pit lane.

A penalty under Article 16.3 a) will be imposed on any driver who fails to enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

44) SUSPENDING A RACE

44.1 If competitors or officials are placed in immediate physical danger by cars running on the track and the Race Director deems circumstances are such that the track cannot be negotiated safely, even behind the safety car, the race will be suspended. Should it become necessary to suspend the race, the Race Director or the Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

44.2 When the signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly into the pit lane. The first car to arrive in the pit lane should proceed directly to the pit exit staying in the fast lane. All the other cars should form up in a line behind the first car.

44.3 Any cars unable to return to the pit lane as a result of the track being blocked will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended.

Additionally, any cars in the pit lane or pit entry at the time the race was suspended will be arranged in the order they occupied before the race was suspended.

In all cases the order will be taken at the last point at which it was possible to determine the position of all cars. All such cars will then be permitted to resume the race.

The safety car will then be driven to the front of the line of cars in the fast lane.

40.4 Whilst the race is suspended:

- neither the race nor the timekeeping system will stop;
- The Race Director may extend the total racing time to any time he considers appropriate, after gaining the agreement of the organiser.
- cars may be worked on once they have stopped in the fast lane but any such work must not impede the resumption of the race;
- refuelling is forbidden;
- only team members and officials will be permitted in the pit lane.

44.5 Unless asked to do so by the officials, cars may not be moved from the fast lane while the race is suspended. A penalty under Article 16.3 a) will be imposed on drivers whose car is moved from the fast lane to any other part of the pit lane without permission. Any car which was in the pit entry or pit lane at the time the race was suspended will not incur a penalty. However, a penalty will be imposed on drivers whose car is moved from the fast lane to any other part of the pit lane.

All cars in the pit lane will be permitted to leave the pits once the race has been resumed, and subject to the above any car intending to resume the race from the pit exit may do so in the order in which they arrived under their own power, unless another car was unduly delayed.

At all times drivers must follow the directions of the marshals.

45) RESUMING A RACE

45.1 The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors, in all cases at least five minutes warning will be given.

45.2 Signals will be shown five minutes, three minutes, one minute and finally fifteen seconds before the resumption and each of these will be accompanied by an audible warning.

45.3 When the three minute signal is shown all cars must have their wheels fitted and the car must be resting on their wheels, after this signal wheels may only be removed if the car has been moved out of the fast lane or during a further race suspension.

The penalty under Article 16.3 a) will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal or has any of its wheels changed before it leaves the pit lane after the race has been resumed.

When indicated to do so by the Race Director or one of his delegates, before the race resumes, any cars between the safety car and the leader, in addition to any cars that had been lapped by the leader at the time the race was suspended will be allowed to leave the pit lane and complete a further lap, without overtaking and join the line of cars behind the safety car which left the pit lane when the race was resumed.

45.4 When the one minute signal is shown, engines should be started and all team personnel must leave the fast lane by the time the 15 second signal is given taking all equipment with them. If any driver needs assistance after the 15 second signal he must signal to marshals and, when the remainder of the cars able to do so have left the pit lane, marshals will be instructed to push the car into the slow lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned, in order to warn the drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.

45.5 The race will be resumed behind the safety car when the green lights are illuminated. The safety car will enter the pits after one lap unless:

- a) The race is being resumed in wet conditions and the Race Director or the Clerk of the Course deems more than one lap necessary, in which case see Article 39.15.
- b) All cars are not yet in a line behind the safety car.
- c) Team personnel are still clearing the grid.
- d) A further incident occurs necessitating another intervention.
- e) The Race Director or Clerk of the Course decides it is unsafe to resume the race.

When the green lights are illuminated the safety car will leave the pit lane and all drivers must follow no more than five car lengths apart.

45.6 Overtaking behind the safety car is only permitted if a car is delayed when leaving its position in the fast lane and cars behind cannot avoid passing it without unduly delaying the remainder of the field.

Drivers may only overtake to re-establish the order before the race was suspended.

Any driver delayed in this way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must re-enter the pit lane and may only rejoin the race once the whole field has passed the end of the pit lane.

45.7 A Penalty under Article 16.3 a) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap. During this lap Articles 39.10, 39.11, 39.12 and 39.15 will apply.

45.8 If the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given except in the case when the race was stopped during the mandatory pit window, when the results will be taken at the end of the final lap before the pit window opened.

46) FINISH

46.1 The leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the lap during which the prescribed period ends. If the leader is stopped, the chequered flag is presented to the next-best placed car running on the track.

46.2 Should for any reason the end-of-race signal be given before the leading car completes the prescribed time, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

46.3 After receiving the end-of-race signal all cars must proceed on the circuit directly to the Parc Fermé without any unnecessary delay without overtaking (unless clearly necessary) without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary).

Any classified car which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the Parc Fermé.

47) PARC FERMÉ

47.1 Only those officials charged with supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials.

47.2 When the Parc Fermé is in use, Parc Fermé regulations will apply in the area between the Line and the Parc Fermé entrance.

47.3 The Parc Fermé shall be properly secured or supervised so that no unauthorised persons can gain access to the cars. Cars may be sealed during this period.

48) CLASSIFICATION

48.1 The winner in each category will be the car which completes the Race in the shortest time. There will be one winner in LMP3 and one winner in GT3

48.2 Cars having covered less than 70% of the number of laps covered by the winner will not be classified.

48.3 The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

49) PODIUM CEREMONY

The drivers finishing the races in 1st, 2nd or 3rd positions in the LMP3 category and in 1st, 2nd or 3rd positions in the GT3 category must attend the prize-giving ceremony on the podium and abide by the podium procedure as directed by the Organiser and immediately thereafter make themselves available for a period of 90 minutes for the purpose of television interviews and the press conference in the media centre situated on the first floor of the pit building.

50) AWARDS

Medals will be awarded to the first three finishers in LMP3 and to the first three finishers in GT3 in the 2022 FIA Motorsport Games: Endurance Cup for Drivers.

The 2022 FIA Motorsport Games will be awarded as defined in Articles 7 and 8 of these sporting regulations.

51) ADVERTISING AND RIGHTS

51.1 All advertising on/in cars, drivers and teams must comply with the legal requirements of the country in which the race is taking place and must also comply with any national restrictions required in order to permit the host broadcaster to transmit the event. If required by the Organiser, all cars must have the official sticker on the dashboard, visible to a forward facing camera. These restrictions preclude the use of any content or website of alcohol, cigarette, pornography, betting, gambling and the word 'Casino' and casino-related logos etc. The sponsors name and type of operation must be noted on the entry form. Any advertising on cars not complying with the legal requirements/regulations may result in a decision by the Organiser for disqualification of the car and driver concerned from the Event.

The Organisers reserve the right to place advertising strips across the top width of the front windshield. The decision for the positioning of this sticker rests solely with the Organiser. No other sticker will be allowed on the front windshield.

Any other in-car advertising, including on the driver's helmet and overalls, will only be allowed at the discretion of the Organiser. In the event of a dispute, the final decision rests with the Organiser.

All competitors give the Organiser the right to fit an on-board camera to any car, provided that this meets the requirements of Article 4.4. All cars must provide space for the Organiser's stickers to be attached representing the tyre and fuel Suppliers and Organiser's sponsors. Any conflicting tyre company identification must be removed.

In accordance with Article 21.3, the official logos of the Event must not be used by a team or a driver unless prior permission has been given by the Organisers.

51.2 All audio/visual rights in accordance with the FIA Regulations and trademarks and copyrights relating the Event are the property of the respective Event's Organiser.

51.3 All cars must have the starting numbers fitted as required by the Organiser and without modification unless agreed by the Organiser. No additional material or advertising may be added to the start number panels.

51.4 Any identification of a conflicting company to the appointed official company must be removed from the car and from the drivers' overalls.

APPENDIX 1
INFORMATION REQUIRED UNDER ARTICLE 10.1

PART A

1. NAME AND ADDRESS OF THE NATIONAL SPORTING AUTHORITY (ASN).
2. NAME AND ADDRESS OF THE ORGANISER.
3. DATE AND PLACE OF THE EVENT.
4. START TIME OF THE RACES.
5. ADDRESS AND TELEPHONE, FAX AND TELEX NUMBERS TO WHICH ENQUIRIES CAN BE ADDRESSED.
6. DETAILS OF THE CIRCUIT, WHICH MUST INCLUDE :
 - LOCATION AND HOW TO GAIN ACCESS.
 - LENGTH OF ONE LAP.
 - NUMBER OF LAPS FOR EACH RACE.
 - DIRECTION (CLOCKWISE OR ANTI-CLOCKWISE).
 - LOCATION OF END OF THE PIT LANE IN RELATION TO LINE.

7. PRECISE LOCATION AT THE CIRCUIT OF :
 - STEWARDS' OFFICE.
 - RACE DIRECTOR'S OFFICE.
 - FIA OFFICE.
 - PARC FERMÉ.
 - DRIVERS' AND COMPETITORS' BRIEFING.
 - OFFICIAL NOTICE BOARD.
 - WINNER'S PRESS CONFERENCE.
8. LIST OF ANY TROPHIES AND SPECIAL AWARDS.
9. THE NAMES OF THE FOLLOWING OFFICIALS OF THE EVENT APPOINTED BY THE ASN :
 - ONE STEWARD.
 - CHIEF MEDICAL OFFICER.
 - CLERK OF THE COURSE.
 - CHIEF SCRUTINEER.

PART B.

THE NAMES OF THE FOLLOWING OFFICIALS OF THE EVENT APPOINTED BY THE FIA:

1. TWO STEWARDS OF THE MEETING, ONE OF WHOM BEING THE CHAIRMAN.
2. FIA RACE DIRECTOR.
3. DEPUTY RACE DIRECTOR.
4. FIA TECHNICAL DELEGATE.
5. ASSISTANT TECHNICAL DELEGATE.
6. MEDIA DELEGATE.
7. SAFETY CAR DRIVER
8. FIA COORDINATOR.
9. FIA OBSERVER.
10. FIA MEDICAL DELEGATE

**APPENDIX 2
GRAPHICAL CHARTER**

In accordance with article 20.3, all cars and drivers must adhere to the Graphical Charter in terms of the decoration of the car, driver overalls, pit garage and team clothing, as well as any restrictions. Any infractions will be reported to the Stewards.

Car Decoration

All cars must follow the individual country decoration guidelines in accordance with the model below, showing country name and flag, and with Pirelli stickers on all four corners.

Please note that the Pirelli stickers below are merely to illustrate where the logos of the chosen tyre provider will be placed (after they are appointed via a tender). Any stickers will be provided and may not be produced by the Entrant.



