

FIA Motorsport Games
LMP3 Endurance Cup
2021 Sporting Regulations

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1. GENERAL PROVISIONS

1.1. Foreword

The LMP3 Endurance Cup (hereinafter "the Cup"), reserved for cars is the result of cooperation between the Automobile Club de l'Ouest (ACO) and the FIA within the framework of the FIA Motorsport Games.

The Cup is governed by the FIA International Sporting Code and its appendices (hereinafter "the Code" (with the exception of Article 251 of Appendix J – Classification and definitions of cars) those clauses of the Circuit General Prescriptions that are not contrary to the present regulations, the present Sporting Regulations specific to the Cup, the applicable Technical Regulations and their appendices (LMP3), and the specific regulations applicable to the Competitions.

All the participating parties (FIA, SRO, ACO, LMEM, ASN, organisers, competitors and circuits) undertake to apply as well as observe the rules governing the Cup.

1.2. Regulations

1.2.1 Reference version

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

1.2.2 Interpretive clause for officials enforcing these Regulations

What is not expressly permitted by these Regulations is forbidden.

No Competitor, driver, participant, tyre manufacturer, or chassis manufacturer may demand the literal application of these Regulations if its behaviour is deemed contrary to good sportsmanship and fair competition.

The same principles apply to the interpretation of the Technical Regulations in effect.

1.2.3 Date of application

These Sporting Regulations come into force at the moment of their publication on the FIA website and replace all previous Sporting Regulations.

1.3 General conditions

1.3.1 General responsibility of the Competitor

It is the Competitor's obligation, as per Article 9.15.1 of the Code, to:

- ensure that all persons and participants concerned by his entry observe all the requirements of the Code, the Circuit General Prescriptions, the applicable Technical Regulations, the present Sporting Regulations, and Appendix 1 of each Competition.
- ensure that all measures and decisions have been taken internally in relation to the safety of the drivers and of the personnel when sporting services are provided.

1.3.2 Competitor's representative

Each Competitor must nominate his representative in writing at the time of entering the Cup (see Article 2.6.4 of the Code). Throughout the duration of the Competition, a person having charge of an entered car during any part of the

Competition is, at all times during the Competition, responsible jointly and severally with the Competitor for ensuring that the requirements are observed.

1.3.3 Responsibility for the conformity and safety of the cars

Competitors must ensure that their cars satisfy the conditions of eligibility, compliance with the technical regulations, and safety throughout the Competition. The presentation of a car for scrutineering will be deemed an implicit statement by the Competitor of the conformity of the car.

1.3.4 Considered as Competitor

For the purposes of these Sporting Regulations, the tyre manufacturers, LMP3 chassis and cars manufacturers, fuel and lubricant suppliers and powertrain suppliers are considered as Competition participants in accordance with Article 1.3 of the Code and, as such, must adhere to the obligations imposed on them and abide by the decisions of the sporting authority.

1.3.5 Format

Subject to the provisions of Appendix 1 (see Article 2.2), the format is as follows:

- 2 x Free Practice (60 min) + 1x Free Practice reserved for Bronze drivers (30 min)
- 1 x Quali (15 min)
- 1 x Race (120 min)

2. ORGANISATION

2.1 Organiser

Any application to organise a Competition must be made, by the entity (Organiser) that has obtained the exclusive and necessary rights to organise the Competition on the circuit concerned, to the ASN of the country in which the Competition is to take place, which will forward the application to the FIA and LMEM.

2.2 Organisation of the Competition

The Organiser, shall supply to the FIA, at least in French and in English, the information set out in Appendix 1 to the present Regulations, at least one month before the Competition. The Competition must be organised in strict compliance with these documents.

A visa is issued by the FIA for the Competition, provided that all the documents required by the present regulations have been duly sent and that they are in conformity with the regulations applicable to the Cup.

2.3 Insurance

2.3.1 Obligations and procedures regarding coverage

The organiser of a Competition must ensure that all Competitors, their personnel and drivers are covered by third party insurance.

Third party insurance arranged by the organiser shall be in addition and without prejudice to any personal insurance policy held by a Competitor or by any other natural person or legal entity taking part in the Competition.

Drivers taking part in the Competition are not considered third parties with respect to one another.

2.3.2 Mandatory administrative formalities

Thirty days before the Competition, the Organiser, via its ASN, must send to LMEM at least in English, details of the risks covered by the insurance (see Appendix 1 – Part E), which must comply with the national laws in force. This insurance certificate shall be made available to the Competitors in English.

2.4 Officials and Delegates

2.4.1 Officials

They will be nominated in accordance with the Code, in consultation with the ACO.

2.4.2 Adviser to the Stewards

The Adviser to the Stewards is necessarily an experienced former endurance driver. His role is to assist the Panel in its decisions by providing advice on all questions pertaining to motor sport in general and in particular those relating to:

- The behaviour of the drivers and the Competitors on the track,
- The categorisation of the drivers when the Panel is required to give a decision on this point.

The Adviser may attend the meetings of the Panel of Stewards, without having the right to vote.

2.4.3 Technical Delegate

The Technical Delegate will be responsible for scrutineering and will have full authority over the National Scrutineers.

2.4.4 Relations between the Clerk of the Course and the Race Director

The Clerk of the Course shall work in permanent liaison with the Race Director. Subject to the powers conferred upon the Stewards by the Code, 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 his express agreement:

- The control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations,
- The stopping of any car in accordance with the Code or Sporting Regulations,
- The stopping of practice,
- The starting procedure,
- The use of the Safety Car,
- The use of the Full Course Yellow,
- The suspending and resuming of the race,
- The definitive stopping of the race.

2.4.5 General obligations of the officials

The Race Director, the Clerk of the Course, the Technical Delegate and the chief Scrutineer must be present at the circuit at the latest from the beginning of the Competition, and the FIA Stewards before the end of scrutineering.

The Race Director must be in permanent radio contact with the Clerk of the Course, the Technical Delegate and the Chairman of the Panel of Stewards when cars are permitted to run on the track. Additionally, the Clerk of the Course must be at Race Control and in radio contact with all the marshal posts during these times.

3. ENTRIES, CATEGORISATION, CREWS

3.1 General provisions

3.1.1 Entry conditions

The entry procedure is placed under the aegis and the responsibility of the FIA.

The entry fee is 12,000€ (excluding VAT)

Further details will be communicated in an updated version of the regulations.

3.1.3 Licences

All drivers, Competitors and officials participating in the Cup must hold valid licences. For drivers, the licence must comply with Article 2 of Chapter I of Appendix L of the Code and, if necessary, valid authorisations issued by their ASN (see Article 3.9.4 of the Code).

Driver's licence

Minimum FIA Grade C Internationale Driver's Licence.

3.2 Categorisation of drivers

3.2.1 General provisions relating to the categorisation of the drivers

Drivers wishing to compete in the Cup must be categorised by the FIA. At the latest 15 days before the start of the first Competition in which he intends to take part, each driver must send his record of achievements to the FIA Drivers' Categorisation Committee using the FIA drivers categorisation form available from the FIA website on the following link:

<http://www.fia.com/fia-driver-categorisation>

All decisions concerning the categorisations are taken under the authority of the FIA Drivers' Categorisation Committee.

The FIA Drivers' Categorisation Committee mandates the Panel of Stewards of the Competition concerned to categorise those drivers who announce themselves with their record of achievements after the Competition has started.

A fee of 150€ will be payable to LMEM for any request for late categorization. Any such provisional categorisation will not constitute a FIA Categorisation.

Uncategorised drivers may take part in a Competition only where the regulations authorise them to do so.

The list of drivers categorised according to the definitions set in the FIA driver categorisations regulations will be published on the FIA website at the latest 48 hours before the start of the Competition concerned (i.e. before the start of scrutineering).

3.2.2 Regulations in reference to the categorisation of the drivers

Refer to the FIA drivers' categorisation regulations (<http://www.fia.com/sport/competitors-area/fia-driver-categorisation>).

4. GENERAL DISCIPLINE AND COMPETITORS' OBLIGATIONS

4.1 General discipline

4.1.1 Unsporting conduct

The Race Director and/or the Clerk of the Course may bring before the Panel of Stewards any unsporting behaviour on the part of a manufacturer, Competitor or driver that is deemed contrary to the spirit of sport and fair play, even if the person concerned demands the literal application of the present regulations.

Any person holder of a FIA international Licence and any participant of the Cup commit to respect the Appendix B of the CSI.

4.1.2 Passes and accreditations

As defined in Article 3.21 of the Code, any participant as defined in Article 20 of the Code, present in any capacity whatsoever in the reserved areas (see Article 20 of the Code), must wear his or her pass in such a way that it is clearly visible.

SRO and LMEME are empowered to issue (and remove) passes.

A pass may be used only by the person and for the purpose for which it was issued.

4.1.3 Mandatory equipment for drivers

During practice and the race, the drivers must always wear equipment (overalls, undergarments, full-face helmets and frontal head restraint device) in conformity with the safety standards established by the FIA for international Competitions on circuits, in the conditions defined by Appendix L to the Code.

The wearing of helmets homologated to the FIA standard 8860 – Advanced Helmet Test Specification (Technical Lists n°33 and n°69) is mandatory, and they must be full-face helmets.

A location dedicated for the equipment approval sticker (30 mm x 30 mm) must be available as shown in the diagram below.



4.1.4 Mandatory equipment for personnel in the pit lane

Minimum safety clothing for Competitors' personnel in the pit lane (the limit is the line in front of the pit shutter) during all practice sessions and the race:

The refueller, vent, fire extinguisher and the cut off valve attendant must wear the following FIA homologated gear:

- FIA 8856 homologated fireproof overalls
- FIA 8856 homologated fireproof gloves
- FIA 8856 homologated fireproof balaclava
- FIA 8856 homologated fireproof long underwear (shirt, trousers and socks)
- FIA 8856 homologated fireproof shoes
- FIA homologated (as listed in FIA Technical List 25) full face helmets of a uniform colour without decoration, with closed full visors (the visor may be opened before the car enters the pit lane)

Personnel allowed on the pit wall (see Article: 12.3.1):

- FIA 8856 homologated fireproof overalls

Any other operator:

- FIA 8856 homologated fireproof overalls

- FIA 8856 homologated fireproof gloves
- FIA 8856 homologated fireproof balaclava that protects the whole face
- fireproof goggles
- FIA 8856 homologated fireproof long underwear (shirt, trousers and socks)
- FIA 8856 homologated fireproof shoes
- Helmet

In exceptional circumstances a mechanic may remove the FIA homologated fireproof gloves if absolutely necessary, on pain of penalty.

4.1.5 Fire extinguishers

Each competitor must be in possession, per car entered, of a minimum of two fire extinguishers (at least one of them under the awning). The minimum accepted capacity is 5 kg / 6 litres. Powder-based and CO2 extinguishers are accepted, water-based extinguishers are recommended.

4.1.6 Race Control Radio

Race Control Radio is also referred to in these Sporting Regulations as "Pit-wall radio".

Listening to the Race Control Radio channel is mandatory for all Competitors entered in each Competition of the Cup.

Unless instructed otherwise, from 10 minutes before the cars are allowed on track until 10 minutes after the last car has crossed Safety Car Line 1 after a session or has entered the "Parc Fermé" after the race, the radio frequency will be active.

Each Competitor must ensure that for every car entered, someone is listening to the Race Control Radio during the periods detailed above.

Competitors must ensure that safety information is passed on to the drivers immediately.

Solely at the Stewards' discretion (whose decision cannot be appealed), failure to adhere to instructions given via Race Control Radio may be considered an infringement of Article 12.1.1.i of the Code.

Teams must immediately inform Race Control of any problems with the reception of this radio channel by any means available to them.

4.1.7 Electronic means of communication

The officials and the Promoter may use electronic means of written communication

The Competitors must be connected to these means of communication at all times and signal any malfunction.

When they receive a communication, Competitors must immediately acknowledge receipt.

4.1.8 Medical control

The Clerk of the Course and the Chief Medical Officer may require a driver or an official to undergo a medical examination at any time during the Competition.

5. CHECKS AND CONTROLS

5.1 Administrative checks and scrutineering

Competitors must declare all required information on the Cup technical platform in an accurate and timely manner and keep it updated throughout a Competition, as well as, if required, and following the instructions of the Technical Delegates, their assistants and Scrutineers.

5.1.1 Administrative checks

Each Competitor and each driver must present valid Competitor and driver's licences, as defined in Article 3.1.3.

The drivers must also be in possession of a current medical certificate of aptitude which accompanies the international licence.

For drivers and Competitors whose licences do not grant permanent authorisation to take part in the international Competitions registered on the FIA calendar: authorisation to race in the country of the Competition, issued by the National Sporting Authority (ASN).

During the administrative checks, the Competitors must confirm in writing their official representative(s) specified in Article 1.3.2 of the present Regulations and their assistant(s).

They must also proceed to nominate the official crews, comprising a maximum of 2 drivers per car, knowing that:

- A driver cannot be assigned to more than one car;
- Any driver must be at least 16 years old (sixteenth year completed at the beginning of the Competition) to take part in any Competition of the Cup;
- Substitute drivers are not accepted;
- Modification of a crew: (see Article 13.2 of these Regulations).

A Competitor may be penalised by the Stewards if he does not report on time for the administrative checks for a Competition for any reason other than:

- A case of force majeure (poor weather conditions, social unrest, etc.);
- An accident during the previous Competition in the Cup, as a result of which the car sustained damage, noted by the Cup Technical Delegate, that could not be repaired within the given time.

5.1.2 Scrutineering

A maximum of four people of a team is authorised per car during scrutineering. Pre-race scrutineering involves a number of checks, decided at the discretion of the Scrutineers, and focusing primarily on safety.

No car can take part in the Competition unless it has been approved following the initial scrutineering. This approval is shown by a dedicated sticker.

The fact that a car, part or Competitor has satisfied its obligations concerning pre-race scrutineering does not imply its conformity to the applicable Technical Regulations, which is of the exclusive responsibility of the Competitor (see Article 1.3.3).

Pre-race scrutineering concerns a minima:

- Documents, such as (non-exhaustive): the equipment declaration online forms (which must be continually updated during the Competition), the Homologation Form of the cars.
- Safety features and devices of the cars.

- Safety features and devices of the drivers, such as (non-exhaustive): the homologation of the overalls, helmets and frontal head restraint devices (in the conditions defined in Appendix L to the Code). No modification to the helmet and frontal head restraint device is authorised apart from those homologated.

5.2 Competences of the Scrutineers

5.2.1 General competence clause

At any time, the Scrutineers may:

- Check the conformity of a car, part, item of equipment (and its correct functioning) or Competitor with the applicable Regulations;
- During scrutineering, require a car to be dismantled by the Competitor;
- Require a Competitor to pay the expenses resulting from the exercise of the above powers, or to provide any samples deemed necessary to their exercise;
- Draw up an infringement report, which the Technical Delegates will forward to the Stewards.

5.2.2 Conducting of the technical checks

Checks will be carried out by the Scrutineers at the request of the Race Director and/or the Stewards. They are in charge of operations in the Parc Fermé and are empowered to give instructions to the Competitors and to the drivers.

5.3 Specific technical checks and controls

5.3.1 Random checks

At any time during the Competition, the Scrutineers may select a car at random and carry out checks.

5.3.2 Change of chassis

Any change of chassis on a car, during the Competition, will entail a new inspection by the Scrutineers.

Any car which, after being passed by the Scrutineers, is modified in a way which 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.

6. TECHNICAL REGULATIONS

6.1 Eligible cars

The Competitions are reserved exclusively for "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

6.1.1 Appeal

The decision of the FIA, like that of the ACO, as to the validation (or not) of the homologation form, is a technical decision taken in the last resort, and consequently cannot be appealed by any party before any jurisdiction whatsoever.

6.2 Fuel

6.2.1 Fuel supply

Only the fuel designated for each category and provided by the Organiser must be used by all the competitors during the Competitions. The specifications may be provided on request to the organiser.

6.2.2 Installations

Concerning the installations: refer to the applicable Technical Regulations.

6.2.3 Fuel Sampling

Before the start of the race during the assembly area procedure, until 4 minutes before access to the pit lane, fuel samples may be requested by the technical delegate.

To provide these samples competitors must:

- Be on time in the assembly area,
- Have mechanics wearing their overalls, equipped with tools required to remove the engine cover,
- Have a clean, transparent hose to connect to the quick disconnect before the fuel rail.

The fuel thus collected (0.4L maximum) will not give rise to the possibility of refilling the fuel tank before the start of the race.

6.3 Systems and equipment imposed by the Regulations and bulletins:

See Appendix 3

6.3.1 Data recorder

All cars must be equipped with the data recorder homologated by the ACO. It must be installed and successfully tested before the car reports for scrutineering. For each car, the supplier of the data recorder must provide a document certifying that the system, installed in accordance with the diagram in the homologation form, has been successfully tested in the car.

Each Competitor must make sure:

- That his system works correctly throughout the Competition: for that, he will have the same information as the organiser and at the same time.
- At all times when a car is moving in the fast lane or on the track, it must carry a multifrequency transponder of the "Le Mans" type (allowing the identification of the drivers) supplied by the official timekeepers and in perfect working order. Each Competitor is responsible himself for obtaining this transponder, at his own expense, and for the installation and functioning thereof. This transponder must be installed in strict compliance with the relevant instructions.
- It is the team manager's responsibility to ensure at all times that the driver's name shown on the timing screens is the name of the driver who is inside the car. If the name displayed on the monitors is not that of the driver who is inside the car, the team manager must inform Race Control immediately.

6.3.2 Accident Data Recorder (ADR)

This unit must be used by each LMP3 Competitor taking part in a Competition. This unit must be installed in strict compliance with the relevant instructions and must work at all times during the Competition.

All Competitors are themselves responsible for obtaining this system from the Technical Delegate, and for the correct installation and functioning thereof.

The weight of the unit and its equipment is included in the minimum weight of the car.

6.3.3 Mandatory systems and equipment

Mandatory systems and equipment provided for in the regulations applicable to the Cup:

- These systems and equipment must be used by all Competitors entered in the Cup, in all the Competitions featuring on the calendar of the said Cup.
- These systems and equipment must be installed in strict compliance with the relevant instructions and must work at all times during the Competition.
- It is the responsibility of each Competitor to obtain the systems or equipment from nominated suppliers, to install them and to make them work correctly.

6.5 Tyres

6.5.1 Definitions and general conditions

Each tire must be identified barcode (Technical list n°54). Competitors are responsible of getting the equipment needed to read these identification labels. All references must be declared to the Technical Delegate at least 48 hours before the start of the Competition. This list of designated tires will be notified to the Stewards at the beginning of the Competition. The list must comply with list according to Appendix 4.

All tires must be identifiable at any time (including when tires are fitted on the car). When tires are fitted on the car, barcodes must be on the outer side of the tire.

During and directly after the practice and race, after a tire change the Competitor must leave the complete wheels that have just been removed from the car in his pit, at the disposal of the officials. The wheels may be withdrawn only with the agreement of an official.

6.5.2 Designated suppliers

XXXXXXX has been appointed as the single tire supplier of the Cup.

6.5.3 Specifications

The tire manufacturers are contractually committed with the Promoter to provide a limited number of tire specifications for dry and wet weather.

6.5.4 Allocations

During the competition, tires will be counted for each session and must not exceed the following quantities:

	Free practice	Qualifying + Race**
LMP3		16

The number of wet-weather tires usable during an event is not limited. Wet weather tyres may be used only after the track has been declared wet by the Clerk of the Course / Race Director.

6.5.5 Modification of tires

Any chemical and/or mechanical treatment of the tires is prohibited with the exception of the removal of debris collected on track.

6.5.6 Equipment for maintaining the temperature of the tires

No device for warming the tires or keeping them up to temperature is allowed.

6.5.7 Applicable Penalties

Penalty for breaching the tire rule:

- Declaration infringement (list not declared, list declared late): 1000 € per infringement.
- Eligibility infringement (tire used but not declared): € 1000 per tire.
- Infringement of the tire allowance: Stop and Go of 2 minutes per tire.

Any other violation at the discretion of the Stewards.

6.6 Lights

6.6.1 Main headlights

Two main headlights (as indicated on the homologation form) and rear lights must be switched on permanently, both by day and by night, when the car is in motion on the track or on the pit lane.

None of the headlights are allowed to flash when the car is in motion on the pit lane.

Each sequence of flashing headlights on the track needs to be individually activated by the driver without any assistance. A sequence cannot last more than 2 seconds and cannot have more than 4 flashes.

6.6.2 Rain light

The rear rain light must be switched on permanently when the track has been declared wet, unless the Race Director gives instructions to the contrary.

All LMP3 cars must be regulated in such a way that if a car is running in the fast lane at less than 55kph, the rear rain light will flash.

6.6.3 In case of malfunction

In case of malfunction of a car's lighting and light signalling system, whether on the track or in the pit lane, the Race Director shall immediately inform the Competitor, who must remedy the situation during the next pit stop, unless the Race Director, for safety reasons at his own discretion, decides to order the immediate stopping of the car in order for repairs to be carried out.

7. MANDATORY SIGNAGE AND ADVERTISING

7.1 General Provisions

Before the start of scrutineering, Competitors must put the advertising imposed by the Organiser, as well as the race numbers and the identification stickers on their car (see the sizes and locations according to the diagram in the Appendix 5 of the Sporting Regulations).

Also, Competitors shall leave at the disposal of the Organiser of the Competition some areas which are exclusively reserved for him (see diagram in Appendix 5 to the present Regulations).

8. TESTING

8.1 Applicable restrictions

Private testing is not regulated in for the Cup, except for those provisions listed under this Article 8.

9. GENERAL PRESCRIPTIONS CONCERNING THE COMPETITIONS

9.1 Discipline and what to do in case of a problem with the car

9.1.1 Driving direction

It is prohibited to drive a car in the opposite direction to that of the race (disqualification), unless, and only unless, it is in order to move the car from a dangerous position and following the instructions of the track marshals.

9.1.2 Race track

The drivers must imperatively keep to the racetrack and must respect at all times the requirements detailed in Article 2 c) of Chapter IV of Appendix L to the Code.

Penalties in case of infringement:

- During practice: at the Stewards' discretion: penalty that may go as far as disqualification of the driver.
- During the race: at the Stewards' discretion: penalty that may go as far as disqualification of the driver.

These penalties are not subject to appeal.

9.1.3 Clearing a stopped car

During all sessions, any car that is stopped will be cleared from the track by the marshals so as not to constitute a danger or hamper the running of the session in question:

- If the driver is unable to move his car from a dangerous position by himself, the marshals will assist him;
- The driver must not benefit from that assistance to restart the engine: Penalty: at the Stewards' discretion: disqualification of the Competitor is possible;
- If the driver strays more than 10 metres from his car, the car may be considered as having retired from the session (at the Stewards' discretion);
- Nobody except the marshals may come within 10 metres of the car and/or driver;
- Whenever a driver leaves his car on the track, he must leave it in neutral or with the driveline disengaged, the hybrid system secured and the steering wheel in place. This provision also applies to the Parc Fermé. Penalty: at the Stewards' discretion: disqualification of the Competitor is possible.
- In the event of failure of the towing system, the track marshals will pull the car into a safe position using any part whatsoever of the chassis or the bodywork that they judge strong enough.

9.1.4 Pushing of the car by the driver

Under no circumstances may the driver push his car, including in the pit lane.

Penalty: disqualification of the Competitor.

9.1.5 Replenishment on the track

Any replenishment of any energy or liquid on the track is prohibited.

Penalty: disqualification of the Competitor.

9.1.6 Operations on a stopped car

Save as specifically authorised by the Code or the present Regulations, only the driver may touch a stopped car unless it is in front of its garage or on the starting grid.

Penalty: disqualification of the Competitor.

9.1.7 Human presence on the track

As soon as the grid is clear and until the cars have entered the Parc Fermé after the finish, nobody may be on the track with the exception of the marshals in the exercise of their duties or drivers either racing or under the orders of the marshals.

9.1.8 Restarting the engine during the race

During the race, if a car stops, the engine must be restarted with the starter or any other on-board equipment by the driver alone.

An external starting system is authorised only during a pit stop and within the limits established in Appendix 6.

9.1.9 Car presenting a potential danger

Any car presenting a potential danger (excessive deterioration or deterioration of a safety component) must be stopped for repairs.

The car may not re-join the race without the consent of the Scrutineers.

9.1.10 Withdrawal during the Competition

Any competitor whose car(s) is(are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Race Director or the Technical Delegate accordingly at the earliest opportunity.

The entry fee will not be refunded.

9.1.11 Penalty for infringement to general discipline and safety rules

Any infringement to the provisions of the International Sporting Code or of the present regulations concerning general discipline and safety will be liable to sanction:

Possible exclusion of the car and/or the driver concerned, at the discretion of the Panel of Stewards.

In any case,

- In case of non-observance of flags and/or unsporting conduct during practice, cancellation of the times since the start of the session up to the time of the infringement.
- During the race, in case of:
 - a jumped start,
 - practice starts during the formation lap,
 - non-observance of the imposed distances during the formation lap preceding a start,
 - overtaking on the formation lap preceding the rolling start or under the safety car,

- non-observance of flags,
- collision caused by the driver,
- unsporting conduct.

Penalty, not subject to appeal, left to the Panel of Stewards' discretion.

9.1.12 Temperature in the interior of the cockpit

If the temperature around the driver exceeds the value stipulated in the Technical Regulations, or if the sensor is disconnected, the car shall be stopped until the problem is resolved.

A driver who at the end of a stint presents signs of considerable fatigue can be examined by the Chief Medical Officer of the Competition. If it is discovered that this is due to heat stress, the driver will not be authorised to continue to participate in the race.

9.1.13 Discipline regarding the chequered flag

At the end of a practice session, a car cannot cross the finish line again once having been shown the chequered flag, on pain of a sanction at the discretion of the Panel of the Stewards.

At the end of the race, a car cannot cross the finish line again after having been shown the chequered flag, on pain of a sanction at the discretion of the Panel of the Stewards.

9.1.14 General discipline during practice

During practice, the discipline applicable in the pits and on the track, as well as all the safety measures, are the identical to those applicable during the race.

9.2 General Prescriptions concerning Safety Cars

9.2.1 Number of Safety Cars

For the Competitions of the Cup, there will be 1 Safety Car, unless other provisions are stipulated in the Appendix 1 of the Competition.

9.2.2 Article 2.10 of Appendix H to Code in effect

Regarding Safety Cars, Article 2.10 from Appendix H of the International Sporting Code is applied, complemented or modified by those clauses listed under Article 14 of these Regulations.

9.3 Briefings and Track Walks

9.3.1 Drivers' briefing

A Drivers' Briefing held by the Race Director will take place preferably before the first free practice. All drivers entered in the Competition, and their Team Manager or the official representative of the team, must be present throughout the Briefing.

Any absence may result in a penalty up to the disqualification from the Competition.

If the Race Director considers that another briefing is necessary, this will be held at a time and place defined by him in agreement with the Stewards. The drivers and the Team Manager or the official representative of the Team will be informed accordingly.

9.3.2 Team Managers' briefing

A Team Managers' briefing held by the Race Director will take place immediately after the Drivers' Briefing. All Team Managers must be present throughout the Briefing.

Penalty: at the Stewards' discretion, up to disqualification from the Competition.

9.3.3 Track Walk

At each Competition, LMEM will make its best endeavours to allocate a time window when drivers and team members are allowed on track. This will be communicated to all teams for each Competition and detailed as "track walk" on the official timetable.

The track is part of the reserved areas defined in Article 20 of the Code.

Only during the above-mentioned time window will drivers and team members be authorised on the track, provided that they are using a non-motorised means of locomotion.

Any other means of transport are prohibited unless expressly authorised.

10. FREE PRACTICE AND QUALIFYING PRACTICE

10.1 General provisions

10.1.1 Drivers and cars eligible

Only drivers and cars that have passed the administrative checks and scrutineering are authorised to take part in free practice and qualifying practice.

At the end of free practice and qualifying, on the proposal of the Race Director, the Stewards may prohibit a driver from taking part in the rest of the Competition for safety reasons.

10.1.2 Drivers' obligations

Drivers must, on pain of not being permitted to take part in the race:

- Take part in free practice or qualifying practice;
- Set the minimum qualifying time as defined in Article 10.2.1;
- Cover at least three laps of practice by night and cross the start/finish line at least once when the race takes place partly at night.
- Drivers must drive only the car for which they have been designated, unless prior and express dispensation has been granted by the Stewards in a case of force majeure.

10.2 Qualifying practice

10.2.1 Specific provisions for qualifying practice

- For all categories, the drivers must set, during one of the official practice sessions, a time at least equal to 110% of the best time set by the fastest car in their category. The panels of the stewards, with the agreement of the Race Director, may derogate this rule if they deem necessary.
- During the qualifying practice session, it is prohibited for a car to go into its garage (or awning); it must stay on the pit lane (on pain of cancellation of the times set before the car entered its garage). Refuelling is not allowed.
- At the end of the qualifying practice session, the cars must go under their awning, except those which must proceed to scrutineering. Those cars that have to go for scrutineering at the end of the practice session will not be authorised to change wheels, unless instructed otherwise by an official.
- It is strictly forbidden to lift their car to go under their awning or to go into the scrutineering area.

- At the end of the qualifying session, only for the cars which are under Parc Fermé conditions in their awning, teams are allowed only to check tyre pressure, tyre temperature and remove the data logger USB sticks, and the driver may exit the car. No other checks may be completed.
- Lifting of the Parc Fermé rules will be confirmed to the Competitors on the orders of Race Control.

10.2.2 Special cases

Any car that does not set times during qualifying will be placed at the back of the starting grid (full grid, in terms of general classification). The fastest driver of the crew must then take the start.

10.2.3 Exceptional circumstances during qualifying

In case of exceptional circumstances during qualifying practice, the Panel of Stewards, at the request of the Race Director, may, for safety reasons, disregard the result of qualifying to establish the starting grid.

A Stewards' decision that is made for safety reasons will be applicable notwithstanding any form of recourse.

11. START OF THE RACE

11.1 Starting grid

11.1.1 Drivers at the start

For the Competitors in all the categories: the name of the driver who will take the start must be declared on the occasion of the administrative checks by filling in the appropriate form.

Unless a notification of a change of driver is made in writing to the Stewards at the latest 30 minutes after the end of second free practice session, the driver who will take the start must be the one declared during the administrative checks.

Penalty: at the Stewards' discretion.

11.1.2 Starting grid

The starting grid is established after the end of qualifying.

In case of a warm-up, a provisional starting grid is drawn up and the definitive starting grid will be established 1 hour after the end of the warm-up.

It is set out in a 2 x 2 formation in the order of the times set by the fastest drivers (bronze drivers only) in each crew during qualifying practice

If two or more crews set identical times, priority is given to the one who set it first.

11.1.3 Pole Position

Pole Position, reserved for the car that set the best time in qualifying, determined in application of the rule mentioned above, is situated on each circuit according to the FIA homologation.

11.1.4 Cars missing from the starting grid

Cars which, for whatever reason, cannot take the start from the place reserved for them on the starting grid must, on pain of disqualification at the Stewards' discretion, inform the Stewards of this in writing.

If one or more cars are missing from the grid, the gaps will be closed up, if the Stewards have considered that a new starting grid can be established.

This procedure will also apply to Competitors whose cars have suffered a mechanical incident during the grid procedure. In all cases, cars starting from the pit lane will follow the instructions of the Officials.

In the cases mentioned above, the driver and the car must leave their position in the pit lane and proceed to the pit lane exit under their own power.

11.1.5 Starting the engine on the grid

It is strictly prohibited to start the engine of a car during the national anthems, on pain of a fine of €1000 per infringement.

When a car is on the starting grid with its wheels fitted, it is strictly prohibited to start the car's engine if nobody is at the steering wheel.

11.1.6 Access to the grid

Access to the grid closes 10 minutes before the scheduled time for the start of the formation lap*.

Any car that is not in its place on the grid may no longer go there and must take the start from the pits.

At the time of the start, nobody is allowed in the "Signalling Area" except for officials and fire marshals wearing their passes in full view.

After the "5 minutes" board is shown, any unoccupied places on the grid shall remain vacant.

** The details shall be specified in Appendix 1 of each Competition.*

11.2 Starting procedure

11.2.1 General procedure

From the moment indicated during the briefing, drivers must assume their relative grid positions on track.

Drivers in their cars must keep the formation as tight as possible maintaining the distance from the cars in front until they have crossed the start line after the start signal has been given, following one or more formation laps.

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

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

There will be a rolling start, given by means of lights.

The cars must start the race from the starting grid.

Any car not starting from the starting grid, and any car that does not cross the start line on track at the end of the formation lap, cannot join the race until the last car in the field has completed its first lap.

11.2.2 Reconnaissance lap(s)

At least 10 minutes before the start of the formation lap, the cars will leave their pits to cover one or more reconnaissance laps. The times for the opening and closing of the pit lane before the start of the formation lap will be specified in the Starting Timetable of each Competition.

After the closing of the pit lane exit, any car that is still in the pits will start the race from the pit lane exit.

At the end of the reconnaissance lap(s), the cars must take up their place on the starting grid, the drivers remaining under the marshals' orders.

It is prohibited to use the grid on pain of a one-minute Stop & Go penalty.

Any car which does not complete the reconnaissance lap and does not reach the grid or the pit lane under its own power will not be permitted to start the race from the grid.

11.2.3 Countdown

The approach of the start will be announced by boards reading "5 minutes", "3 minutes", "1 minute" and "30 seconds", accompanied by an audible warning.

These boards mean:

- "5 minutes" board: start of the countdown: drivers on board, no further work allowed on the cars except for tyre changes.
- "3 minutes" board: tyre change is forbidden, cars must be resting on their wheels and everyone except the drivers, team members and officials must leave the grid. However, a member of the team may remain in place.
- "1 minute" board: the doors of cars must be closed, and the team personnel must leave the grid. The engines are started by the drivers without external assistance.
- "30 seconds" board: only 30 seconds remaining before the formation lap.
- Showing of the green flag: start of the formation lap behind the Leading Car: the cars must maintain their grid positions.
- The details will be specified at each Competition.

11.2.4 Late start of a car

A car cannot present itself at the pit lane exit more than one hour after the start:

Penalty: disqualification by the Stewards.

11.2.5 Assisted start

A driver who is unable to start the formation lap must indicate this to the marshals. When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any personnel standing beside the track.

Marshals will be instructed to push any car(s) remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

Once the car is in the pit lane, it may be worked on. If the driver is then able to join the race, he will do so after all the other Competitors have completed their first racing lap.

11.2.6 Leading Car and Medical Intervention Car

During the formation lap, the cars will be preceded by a Leading Car and followed by a Medical Intervention Car.

11.2.7 Driver delayed on the formation lap

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

Any driver who is delayed leaving his starting position may only join the formation lap once the last car has left its starting position and crossed pole position. At this point, the delayed driver may overtake the Medical Intervention Car and/or drivers ahead of him in order to regain his correct starting position, on condition that this occurs before his car has crossed the Intermediate Line 2.

If the driver is unable to regain his position before his car has crossed the Intermediate Line 2, he must start the race from the back of the grid. He must drop back to the rear of the grid immediately by allowing all cars behind to pass him.

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

Any driver who is unable to be ahead of the Intervention Car before it reaches the Intermediate Line 2 before the end of the formation lap, must enter the pit lane and start from the end of the pit lane after all the other Competitors have completed their first racing lap.

11.2.8 Additional formation lap

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

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

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

The Race Director will suspend the race and all cars will stop behind the Leading Car. Once stopped behind the Leading Car, all cars will turn off their engines.

Once the problems that caused the race suspension are solved and it is safe to do so, the Race Director will order that the race be resumed following the principles in Article 14.4.

11.2.9 Start delayed by the Race Director

If for an unforeseen reason or because the amount of water on the track makes it unsafe to start, the Race Director will delay the start by presenting a "Start Delayed" board.

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

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

From 5 minutes before the start of the formation lap, Article 11.2.3 will apply.

11.3 Starting the race behind the Safety Car

11.3.1 General procedure

In exceptional circumstances, the race may be started behind the Safety Car. In this case, at any time before the one-minute signal, its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the Safety Car. When the green lights are illuminated, the Safety Car will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and the race will start when the green lights are illuminated.

A Safety Car may be used as the official car for a rolling start in conformity with Article 8.3 of the Code and Article 2.10.19 from Appendix H: in this case, the Supplementary Regulations governing the start will apply to it until it resumes its Safety Car function after the start has been given.

11.3.2 Overtaking

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

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

11.3.3 Starting from the pit lane

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

12. PIT LANE, PIT STOPS AND INTERVENTIONS ON THE CAR

12.1 General prescriptions concerning safety

12.1.1 Competitor installations in the pit and the pit lane

The Competitor must ensure that the installations in the pit and the pit lane:

- Are safe;
- Respect the prescriptions stated by the Promoter and the Officials;
- Do not obstruct the other Competitors.

These elements are left to the sole discretion of the pit lane Officials and are not subject to appeal before the Sporting Power.

Cars may not enter or leave their pit stop position in a way that could endanger pit lane personnel or another car and driver.

Cars may not be released in an unsafe condition. An additional penalty may be assessed if, in the opinion of the stewards, a driver continues to drive a car knowing it to have been released in an unsafe condition.

12.1.2 Pit lane areas

When the circuit allows, the pit lane is to be divided into three areas:

- The fast lane: this is the lane closest to the pit lane wall. A car can access the fast lane only under its own power.
- The acceleration and deceleration lane (or blending lane): this is the central lane.
- The working area: this is the part closest to the garages, where work on the cars is allowed. It has a wall or a painted line in front of the pit shutter on one side and a line separating it from the central lane on the other. The presence of people is only authorised during interventions on the car.

- Cars in the fast lane have priority over those leaving the working area.
- Cars in the fast lane have priority over cars in the acceleration lane or working area

12.1.3 Pushing the car in the pit lane

A car can be pushed by a maximum of four persons only under the following circumstances:

- From the positions indicated by the Race Director during the briefing as far as its pit;
- When it overruns the location of its pit or working area (the use of the reverse gear is prohibited).

12.1.4 Speeding in the pit lane

Speed (rounded to the higher kph) is limited to 60 kph in the pit lane.

Any infringement will be penalised as indicated in the table below.

Speed (s)	Practice and Warm-Up	Race (1 st infringement)	Race (2 nd infringement)	Race (3 rd infringement)
60 kph < V < 70 kph	Fine of €100 for each kph over the limit and cancellation of the times set by the driver in question during the practice session up to the time of the infringement.	Drive through penalty	Drive through penalty	Penalty at the Stewards' discretion, disqualification possible (Article 16.2.9)
V ≥ 70 kph		Stop & Go of 5 seconds per kph in excess of 70 kph (Article 16.2.2)	Stop & Go of 10 seconds per kph in excess of 70 kph (Article 16.2.2)	

12.2 Pit stops

12.2.1 General obligations regarding pit stops

During a pit stop, the only places where work can be carried on the cars are either its allocated working area. The same principle applies for driver changes.

For personnel working on the car: the presence of equipment and personnel (excluding the official(s) in charge of inspecting the cars) in the working area is only authorised when the car is stopped, and its engine is off.

Drivers are prohibited from undoing the safety elements (harness, headrest and, where applicable, safety net), except when the car is stopped in the working area and its engine is off. Before leaving the working area, the driver must restart the engine and the lights without external assistance. He may only do so when the car is resting on its wheels.

Skates can be used to move a car parallel to the line only when both adjacent working areas are occupied by stopped cars. The use of skates to position the car for release will only be allowed under the same conditions.

If only one of the two adjacent working areas is occupied when a car stops or leaves its working area, persons with the appropriated armbands are allowed to push the car back.

12.2.2 Pit stop procedure

A Driver change may be completed at any time during a pit stop. Drivers may not take part in any other intervention than directly related to the drivers' change.

The persons who intervene in the working area must wear, where applicable, the coloured armbands distributed by the Promoter.

A car controller is responsible for the safety of the whole pit stop.

a) Arrival of the car in the working area

Only one person, the car controller, is responsible for stopping the car safely (notably: parallel to the 2,5m line and at least at 50 cm from it) in its working area and is permitted in the working area before the car stops. This person may remain in the pit lane throughout the stop and supervise but may perform no other function.

b) Refuelling

A refueller can intervene to put fuel into the car (which must, during this time, be resting on its wheels) only when:

- The deadman valve attendant is in position and operating the valve;
- The fire extinguisher attendant is equipped with an extinguisher.

During this phase:

A maximum of three persons, without any tools except for those for manual cleaning or tyre/brake checking, may perform operations, and ground the car, provided that no bodywork panel is removed, and no part of any sort is brought to the working area.

A maximum of two industry representatives and/or technicians are permitted to check the tires and/or the brakes but may not perform any other function.

All other operations are forbidden during this phase; only the person(s) mentioned above are authorised in the working area.

c) Intervention

A maximum of three persons are authorised to intervene on the car, to conduct any type of operations.

A maximum of two industry representatives and/or technicians are permitted to check the tires and/or the brakes, but may not perform any other function

At any time during tyre changing operations, wheels cannot be left unattended. Detached wheels must always be either carried by a person(s) or laid flat on the ground.

d) Departure of the car from the working area

A car controller is responsible for allowing the car to leave the working area safely.

12.2.1 Repairs that can be carried out by the driver

During the race, apart from in those areas situated in front of or inside the garage and on the starting grid, repairs must be carried out by the driver alone with the tools and components transported on board his car.

12.4.2 Pit stop reference time

A reference Pit Stop Time for two mandatory (2) pit stops during the race, will be established, taking into account the time driven with a maximum speed of 60 kph in the pit lane from the entry timing loop to the exit timing loop and the calculated standard times for refuelling and tire changing.

At the latest, for the first one of the two pit stops, the car must cross the pit entry loop before 59 minutes and 59.999 seconds of the race time elapsed. The reference pit stop time will be:

(Distance from "pit in loop" to "pit exit loop" at 60Kph) + (refuelling time) + (tyre change time).

This pit stop must comprise the following operations:

- Refuelling
- Tyre change
- Driver change

At the earliest, for the other one of the two pit stops, the car must cross the pit entry loop after 100 minutes and 00.000 seconds of the race time elapsed the reference pit stop time will be:

(Distance from "pit in loop" to "pit exit loop" at 60Kph) + (refuelling time)

The only allowed operations for this pit stop are:

- Refuelling
- Cleaning & tear-off removal (no tools allowed: spray and cleaning liquid only)
- Tyre temperature & pressure management (air may not be added)
- Drink bottle change

The "Pit Stop Reference Times" will be published in the Briefing Notes of each Competition. The pit stop must be carried out in front of the designated pit or area of each team under the responsibility of the designated Team Manager.

The Reference Pit Stop Time will not be considered if a car/driver is stopping in its allocated working area for the purpose of abiding to a Stop & Go penalty.

12.4.3 Case of a pit stop shorter than the reference time

In case the pit stop time of a car during the race, is under the "Reference Pit Stop Time", the car will receive a Stop & Go penalty, equivalent to the missing time (this will be rounded up to the next whole second).

12.4.4 After the end of the pit stop(s)

After the Pit Stop(s), all stopping outside of the boundaries of the cars allocated working area will entail a "Stop & Go" penalty.

After the Pit Stop(s), driving at abnormally slow speed and or, being juggled for obstructing other drivers will entail a "Stop & Go" penalty.

13. DRIVING TIME DURING A RACE

13.1 General principles

13.1.1 Lap count

Driving time will be measured without taking pit times into account:

First stint: Green start light – loop to pit lane entry

Following stints: Loop from pit lane exit – loop to the pit lane entry

Last stint: Loop from pit lane exit – finish line

If the Safety Car has to bring all cars through the pit lane, the time spent driving through the pit lane will be counted towards the driving time, except for the cars performing a pit stop.

13.1.2 Possible adjustments of driving times

If the circumstances so require, the Stewards may adjust minimum and maximum driving times at their discretion at any time during any Competition.

These decisions are not subject to appeal.

13.1.3 Penalties

If a driver does not drive at all during a race, the car will be disqualified, except in cases of force majeure acknowledged as such by the Stewards.

If a driver does not achieve his/her minimum driving time, a penalty will be imposed by the Stewards, up to disqualification.

13.1.4 Driving times – General case

Minimum driving time for a driver in the race: 55 minutes.

13.1.5 Minimum driving time

Minimum driving time for a driver in the race: 50 minutes.

13.2 Composition of the crews

13.2.1 Rules governing the composition of the crews

Each crew must be composed of 1 Silver and 1 Bronze driver.

The definitive list of Competitors and drivers admitted to take part in the Competition will be published by the Stewards.

14. STOPPING AND NEUTRALISATION OF A SESSION

14.1 General provisions concerning the red flag procedure

14.1.1 Responsibility

The decision to stop practice or the race lies with the Race Director.

14.2 Stopping of practice (red flag procedure)

14.2.1 Procedure

The Race Director:

- Will order the red flag to be shown simultaneously at the start line and at all marshal posts;
- Will order the red lights (if there are any) switched on around the circuit.
- All drivers must reduce the speed of their car to a maximum of 80 kph whenever a red flag is deployed during a Bronze test, free practice, qualifying or warm-up session.
- Drivers are reminded that once a red flag is deployed, they must proceed with extreme caution to the pits (or any other place indicated by the Race Director).

14.2.2 Prolongation of an interrupted session

The Race Director, in agreement with the Stewards, is not obliged to prolong a practice session that has been interrupted.

14.2.3 Protests

If a practice session is interrupted, no protest will be admitted as to the possible consequences on the qualification of the drivers and cars.

14.2.4 Lap count

With the exception of a lap during which a red flag is shown, each time that a car crosses the start/finish line it will be considered as having covered a lap.

14.3 Suspension of the race (red flag procedure)

14.3.1 General provisions and conduct to adopt

Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the start line.

When the signal to suspend the race is given, overtaking is prohibited, the pit entry and exit will be closed, and all drivers must drive their cars slowly to the red flag line (the location of which will be confirmed by the Race Director in the Drivers' Briefing), where they will line up in single file.

If the leading car is not in the first row, the cars between it and the red flag line will be waved off to complete one lap 3 minutes before the race resumes.

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

While the race is suspended:

- Neither the race nor the timekeeping will be halted.
- Driving time during a red flag period will not be counted and the Stewards will confirm the updated driving times before the restart of the race.
- If the circumstances so require, the Stewards may take the decision to stop and/or modify the race time set. This may not exceed the time of the Competition provided for in Appendix 1 of the Competition.
- Only officials are allowed on the grid.
- The drivers are allowed to leave their cars (but must not move away from them) and remove their helmets and gloves.
- Driver changes are prohibited.
- The drivers must obey the marshals' instructions at all times.
- As Parc Fermé rules apply to all the cars, no repairs are authorised in the pits.

14.3.2 Interventions allowed on the cars

All interventions on the cars are prohibited on the grid and in the pit lane, except with authorisation from Race Control and under the supervision of a Scrutineer solely for:

- connection of an external battery
- engine start for temperature control
- if it is raining, covering the car.

These interventions may be carried out by only 1 team member per car, wearing the appropriate red armband.

14.3.3 Change of tyres for safety reasons

The Race Director, for safety reasons, may decide to authorise a tyre change.

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

At the 5-minute indication to resume the race, all cars must be resting on their wheels.

14.4 Resuming a suspended race (end of the red flag procedure)

14.4.1 General provisions

The delay for resuming the race will be as short as possible and, as soon as a resumption time is known, the teams will be informed via the timing monitors in the pits. In any case, ten minutes' audible warning will be given prior to resumption.

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

14.4.2 Procedure concerning cars present on the grid

- As from the "10 minutes" board, a maximum of 4 team personnel per car, wearing the appropriate armbands, will be allowed to access the grid to carry out EXCLUSIVELY the following tasks:
 - Assisting the driver,
 - Helping to start the car with an external battery,
 - Checking the tyres (air may not be added) and brakes,
 - Changing the tyres if allowed by the Race Director (before the "5 minutes" board),
 - Removing the cover from the car (before the "5 minutes" board),
 - Demisting the windscreen.
- At the "3 minutes" board, cars must be resting on their wheels.
- At the "1 minute" board, engines must be started and the team, tyre and brake technicians must withdraw from the grid. If a driver needs assistance after the "30 seconds" board is shown, this shall be signalled by the marshals with the yellow flags.

14.4.3 Procedure concerning cars in the pit lane:

- As from the "10 minutes" board, a maximum of 4 team personnel per car, wearing the appropriate armbands, will be allowed to access the grid to carry out EXCLUSIVELY the following tasks:
 - Assisting the driver,
 - Helping to start the car with an external battery,
 - Checking the tyres and brakes,
 - Changing the tyres if allowed by the Race Director (before the "5 minutes" board),
 - Removing the cover from the car (before the "5 minutes" board),
 - Demisting the windscreen.

At the "3 minutes" board, work on the cars may resume and the car may go to the end of the pit lane.

14.4.4 Concerning all cars, at the resumption of the race

- When the green lights are switched on, the Safety Car will leave the grid, followed by all the cars in the order in which they stopped behind the red flag line.
- Soon after the last car in line behind the safety car passes the end of the pit lane, the pit exit light will turn green; any car in the pit lane may then enter the track and join the line of cars behind the safety car

- The Safety Car will then enter the pits, unless repairs still need to be made (guardrails, tyre barriers, etc.). The Clerk of the Course may decide to keep the Safety Car out until the work has been completed or because of weather conditions.
- During these laps, Article 2.10, Chapter II of Appendix H to the Code will apply.
- If the race cannot be resumed, the results will be taken as they stood at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

14.5 Neutralisation of the race: Full Course Yellow (FCY)

14.5.1 Placing the race under FCY

- The Race Director may declare a Full Course Yellow period if he decides that this is necessary for safety reasons.
- The FCY message will be displayed on the monitors and the FCY instruction will be announced to the competitors by Race Control radio after countdown.
- Once the message Full Course Yellow is displayed on the monitors, all cars must immediately slow down to 80 kph, in single file, and maintain this maximum speed during the whole FCY procedure and maintain their distance to the car in front and the car behind.
- Overtaking is strictly prohibited under the FCY, except if a car slows down because of an obvious problem.
- All marshal posts will display a waved yellow flag and a board with the indication FCY.
- Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the FCY is in use, will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry road or the pit lane exit road.

14.5.2 Access to the pit lane under the FCY

- The pit lane entry and exit remain open and cars are free to pit.
- Cars going into the pit lane may overtake cars that are on the track once they cross Safety Car Line 1.
- Cars exiting the pit lane may overtake other cars until they reach Safety Car Line 2.
- On the pit lane entry and exit roads, the maximum speed is also limited to 80 kph.

14.5.3 End of the FCY period

- Once the problem(s) is/are solved, the Race Director will return the track to green; this is done by posting a message on the monitors and by radio.
- At this stage, all marshal posts will replace the yellow flags and FCY boards with waved green flags. Racing and overtaking will normally resume without restrictions, regardless of the positions of the cars relative to one another and to the Line.

14.5.4 FCY and Safety Car

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

14.5.5 Stop & Go, penalty in the pit lane under the FCY

Unless the driver was already in the pit entry for the purpose of serving his drive through and/or Stop & Go penalty when the FCY procedure was deployed, he may not serve the penalty until the race has been resumed.

14.6 Neutralising the race: Safety Car procedure

14.6.1 General provisions and conduct to adopt

- Article 2.10 of Appendix H of the Code applies, except for the provisions listed below.
- For Cup Competitions, there will be one Safety Car, except if other provisions are specified in the Appendix 1 of the Competition.
- When the order is given to deploy the Safety Car, all marshal posts will display waved yellow flags and "SC" boards and the orange lights at the Line will be illuminated, for the duration of the intervention.
- The Safety Car will start from the pit lane with its orange lights illuminated and will join the track regardless of where the race leader is.
- The safety car shall be used at least until the car in the lead is behind it, and all remaining cars are lined up behind the leader (or, when there is more than one safety car, all the cars in that safety car's sector).
- Once behind the safety car, the race leader (or leader of that sector) must keep within 5 car lengths of it (except as under Article 14.6.10) and all remaining cars must keep the formation as tight as possible.
- All the competing cars must then form up in line behind the Safety Car no more than five car lengths apart, and overtaking, with the following exceptions, is absolutely forbidden until the cars reach the Line (or the next race neutralisation end point) after the Safety Car has returned to the pits.
- Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the Safety Car is deployed will be reported to the Stewards. This will apply whether any such car is being driven on the track, the pit entry road or the pit lane.

14.6.2 Overtaking allowed under the Safety Car

Overtaking will be permitted under the following circumstances:

- if a car is signalled to do so from the Safety Car;
- under Article 11.3.2;
- any car entering the pits may pass another car or the Safety Car after it has crossed the first Safety Car line, as defined under Article 10.2 of Appendix H;
- any car leaving the pits may be overtaken by another car on the track before it crosses the second Safety Car line, as defined under Article 10.2 of Appendix H;
- when the Safety Car is returning to the pits or its intermediate position, it may be overtaken by cars on the track once it has crossed the Safety Car line;

- any car stopping in its designated garage area whilst the Safety Car is using the pit lane (see Article 14.6.9 may be overtaken;
- if any car slows down with an obvious problem.

14.6.3 Overtaking signal given by the Safety Car

When ordered to do so by the Clerk of the Course, the observer in the Safety 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.

The safety car may also have an electrically controlled rear panel which will show the race leader's number. When it is illuminated, cars up to but excluding the race leader, whose number is displayed, will pass the safety car.

14.6.4 Access to pit lane under 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.

A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car.

14.6.5 Lap count

Each lap completed while the Safety Car is deployed will be counted as a race lap.

14.6.6 If the Safety Car is deployed or on the track during the final lap

If the Safety Car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pit lane at the end of the lap and the cars will take the chequered flag as normal without overtaking.

14.6.7 If the Safety Car has to use the pit lane

- Under certain circumstances, the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- If the Safety Car is using the pit lane, any car that is in its working area cannot leave its position once the pit exit light turns red. In this case, a car may only leave its working area once the last car in line behind the Safety Car has passed in front of its garage.

14.6.8 End of the Safety Car procedure

- When the Clerk of the Course calls in the Safety Car, its orange lights will be extinguished; this will be the signal that it will be entering the pit lane at the end of that lap. At this point, the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than 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 extinguished, drivers must proceed at a pace which involves no erratic acceleration, 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 at the marshal posts will be withdrawn and replaced by waved green flags with green lights at the Line and at the Intermediate race neutralisation end point(s). These flags will be displayed until the last car crosses the Line.
- The pit lane exit will be closed from when the Safety Car crosses Safety Car Line 1 until the last car of the line of cars crosses Safety Car Line 2.
- In the case of more than one Safety Car, their withdrawal must be precisely synchronised.

15. FINISH, CLASSIFICATIONS, TITLES AND POINTS

15.1 Finish of a Competition

15.1.1 Finish procedure

Chequered flag: when the scheduled time for the race has elapsed or the full race distance has been covered, the chequered flag will be shown to the car that is leading the general classification when it crosses the finish line on the racetrack. If for any reason the chequered flag is shown late, the race will be deemed to have finished at the scheduled time.

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

15.1.2 Early or late finish

If for any reason the chequered flag is shown before the scheduled time for the race has elapsed (unless the race was suspended under Article 15.3.4), the race will be deemed to have finished when the leading car crossed the finish line for the last time before the chequered flag was shown.

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

15.1.3 Parc Fermé after the finish

- After the finish, the cars will go to the Parc Fermé under the supervision of the officials. A car that does not go immediately and directly to the Parc Fermé may be disqualified from the classifications by the Panel of Stewards.
- A person from each team must be present at the entrance to the Parc Fermé to be informed of any measures to be taken in case of scrutineering.

15.1.4 Conditions required in order for a car to be classified

To be classified, a car must:

- Cross the finish line on the racetrack when the chequered flag is shown, except in a case of force majeure at the Stewards' discretion. It is prohibited to stop on the racetrack pending the showing of the chequered flag;
- Have covered at least 70% of the distance covered by the car classified in first place in the overall classification.
- The official number of laps will be rounded down to the nearest whole number.

15.1.5 Car placed first

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

15.1.6 General criteria for classification

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

15.1.7 Official results and classifications

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

15.2 Cup classifications, Prizes

15.2.1 FIA Motorsport Games: LMP3 Endurance Cup title

The title of FIA Motorsport Games: LMP3 Endurance Cup for Drivers will be awarded to the driver who has finished the main race in first position. In the event that the Main Race is unable to take place, the award will be presented to the Driver of the Car which finished first in the Qualifying race.

If requested by the FIA, the winning driver must be present at the annual FIA Prize-Giving ceremony. All competitors shall use their best endeavours to ensure that their driver attends as previously mentioned.

The FIA Motorsport Games: LMP3 Endurance Cup will contribute one Gold, one Silver and one Bronze medal towards the overall FIA Motorsport Games medal table.

15.2.1 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.

Following the above, 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.

16. POWERS OF THE STEWARDS AND PENALTIES

16.1 General provisions

16.1.1 General competence of the Stewards

The competence of the Stewards is as defined by the Code.

16.1.2 Penalisation of drivers

It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, whether a driver or drivers involved in an incident should be penalised.

16.1.3 Instigation of an investigation

If an incident is under investigation by the Stewards, a message informing all teams as to which car or cars are involved shall be displayed on the official messaging system.

16.1.4 Drivers under investigation prohibited from leaving the circuit

Provided that such a message is displayed no later than five minutes after the race has finished, or notified in any other way, the driver or drivers concerned may not leave the circuit without the consent of the Stewards.

16.1.5 Notification of decisions

Decisions from the Stewards are given to the Competitors in writing.

- Competitors must acknowledge receipt: the signature of the Competitor or of his designated representative is mandatory. This also applies to cases in which decisions are sent to the Competitor in electronic format. Any decision sent electronically which has not received an acknowledgement of receipt will be deemed to have been received 30 minutes after transmission
- Officials' notifications and decisions and the results (practice and race) will be posted on the official notice board and/or its virtual equivalent.

16.1.6 Payment of fines

TBA

16.2 Type of the penalties in force

16.2.1 General principles

The penalties applicable are those provided for under Article 12 of the Code, together with the provisions of these Regulations and their appendices.

The Stewards will be able to adapt at their discretion the penalties provided for by these Regulations and their appendices.

16.2.2 Drive-Through

Once the Drive-Through penalty has been notified on the monitors, the car cannot cross the Line more than four times, except if provided for under these Regulations.

Drive-Through penalties are not subject to appeal.

16.2.3 Stop & Go

Once the Stop & Go penalty has been notified on the monitors, the car cannot cross the Line more than four times, except if provided for under these Regulations.

The Stop & Go is completed in the working area, under the sole responsibility of the car controller. The car must come to a complete stop and may be released either immediately, or if a Stop & Go with time penalty is specified, the car must remain motionless for this time. The engine can be kept running (unless otherwise stated in the decision), but no operation is authorized on the car, and the driver must remain on board.

After the Stop & Go, the car must leave the working area to rejoin the track.

Stop & Go penalties are not subject to appeal.

16.2.4 Time added to the pit stop

Time (specified in the decision) will be added at the start of the pit stop. No operation is authorised, the driver must remain on board and the time will be counted from the moment the car is immobilised in its working area.

Unless otherwise indicated in the decision, the penalty must be served the next time the car makes a pit stop after the notification of the penalty on the monitors

If the penalty is attributed after a practice session (free or qualifying), it must be observed the first time the car pits in the race.

Pit lane time penalties are not subject to appeal.

16.2.5 Stop & Hold

A Stop & Hold penalty is a Stop & Go penalty that must be served at the start of a session. In this case, the car must remain in its garage for the duration of time indicated in the decision. The engine may be kept running. The driver is not obligated to be on board and may enter or exit the car. No other operation is authorized.

Stop and Hold penalties are not subject to appeal.

16.2.6 Time, lap penalties and removal of lap(s) penalties – Penalties not subject to appeal.

In addition to those penalties specified as not be subject to appeal under the Code, penalties of time, penalties of lap(s), penalties of Time Added to the Pit Stop, Stop and Hold penalties, Grid Penalties, Deletion of Lap times, Reprimands and Warnings are also not subject to Appeal. Penalty points imposed in addition to any of the aforementioned penalties are also not subject to appeal as per Article 12.3.4 of the International Sporting Code.

16.2.7 Conversion of Time Penalties.

Time penalties applied after a race which are longer than the time of a lap may be converted to a penalty of deleting a number of whole laps (Lap Penalty), as determined by the Stewards, plus the remaining time applied as a Time penalty.

16.3 Special cases for application of penalties

16.3.1 Pit lane penalties

Penalties that have to be served in the pit lane can only be done so after they have been displayed on the monitors.

Furthermore, they may not be served:

if the Safety Car is on track.

if the track is under FCY.

Unless the car was already in the pit entry road when the neutralisation was declared, the number of laps covered by the neutralisation will be added to the number of times the car may cross the Line on track, after the driver has been notified on the timing monitors.

16.3.2 For penalties notified at the end of the race

If a penalty is notified on the timing screens during the last 5 laps of the race, and the car does not fulfil the penalty, the latter shall be converted into a time or lap penalty and can be revised upwards.

ANNEXE 1 / APPENDIX 1

RENSEIGNEMENTS EXIGES PAR LE REGLEMENT SPORTIF INFORMATION REQUIRED BY THE SPORTING REGULATIONS

PARTIE A (cf. Article 2.2)

1. **Nom et adresse de l'Autorité Sportive Nationale (ASN).**
2. **Nom et adresse de l'organisateur.**
3. **Date et lieu de l'épreuve.**
4. **Début des vérifications sportives et techniques.**
5. **Heure de départ de la course.**
6. **Adresse, numéro de téléphone, fax et e-mail auxquels la correspondance peut être adressée.**
7. **Détails sur le circuit.**
 - Localisation et moyens d'accès,
 - Longueur d'un tour,
 - Durée de la course,
 - Direction (dans le sens des aiguilles d'une montre ou dans le sens opposé),
 - Localisation de la sortie des stands par rapport à la Ligne.
8. **Localisation précise sur le circuit.**
 - Bureau des Commissaires Sportifs,
 - Bureau du Directeur d'Epreuve,
 - Local des vérifications sportives,
 - Local des vérifications techniques, aire plane et pesées,
 - Parc Fermé,
 - Briefing des pilotes et concurrents, Briefing pilotes : Heure et jour. Briefing team managers : Heure et jour.
 - Panneau d'affichage officiel. Tous les classements seront affichés 20 minutes après la fin des séances d'essais ou de la course.
 - Conférence de presse du vainqueur,
 - Centre presse,
 - Centre d'accréditation des médias.
9. **Liste des trophées supplémentaires et récompenses spéciales (en plus de ceux prévus par le Règlement Sportif de la Série).**
10. **Nom des officiels de l'Epreuve suivants, désignés par l'ASN.**
 - Commissaire Sportif :
 - Directeur de Course :

PART A (cf. Article 2.2)

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 of the sporting checks and scrutineering.**
5. **Start time of the race.**
6. **Address and telephone, fax number and E-mail to which enquiries can be addressed.**
7. **Details of the circuit.**
 - Location and how to get there,
 - Length of one lap,
 - Race duration,
 - Direction (clockwise or anti-clockwise),
 - Location of pit exit in relation to Line.
8. **Precise location at the circuit.**
 - Stewards' office,
 - Race Director's office,
 - sporting checks,
 - scrutineering, flat area and weighing,
 - Parc Fermé,
 - drivers' and competitors' briefing, drivers Briefing: date and time. team managers briefing: date and time.
 - official notice board. All classifications will be displayed 20 minutes after the end of the sessions or the race.
 - winner's press conference,
 - press centre,
 - media accreditation centre.
9. **List of any supplementary trophies and special awards (in addition to those specified in the Sporting Regulations of the Cup).**
10. **The names of the following officials of the Event appointed by the ASN.**
 - Steward of the meeting
 - Clerk of the Course:

- Directeur de Course adjoint :
- Secrétaire du meeting :
- Commissaire Technique National en Chef :
- Responsable Médical National :

- Assistant Clerk of the Course:
- Secretary of the meeting:
- Chief National Scrutineer:
- Chief National Medical Officer:

11. Autres points spécifiques

Cf. Art 4.1

Cf. Art 1.4.1

2 séances d'essais chronométrés seront organisées comme suit :

- 2 séances de 60 minutes

1 séance d'essais qualificatifs déterminant la grille de départ aura lieu le date 2020 et sera organisée comme suit :

- Une séance de 15 minutes réservée aux voitures de la catégorie LMP3 – hh:mm – hh:mm

Cf. Art 1.4.1

Aucun warm-up ne sera organisé.

Cf. Art 11.1.3

La « Pole Position » se situe sur le côté (droit/gauche à préciser) de la première ligne en accord avec l'homologation FIA du circuit.

Cf. Art 11.2.2

Le ou les tour(s) de formation débutera(ont) à hh:mm.

12. La caution de réclamation fixée par l'ASN est de XXX€.
13. La caution d'Appel fixée par la FFSA est de XXX€.

PARTIE B (Réservée à la Michelin Le Mans Cup) - cf. Article 2.4.1

1. Président Commissaires Sportifs :
2. Commissaire Sportif International :
3. Directeur d'Epreuve :
4. Délégué Technique :
5. Délégué presse :
6. Chronométrateur en chef :
7. Commissaires Pit Lane :

PARTIE C - Programme détaillé de la Compétition

A envoyer à l'ASN avec l'Annexe 1 dûment complétée.

PARTIE E - Assurance (Cf. Article 2.3.2)

11. Any other specific item

Cf. Art 4.1

Cf. Art 1.4.1

2 timed practice sessions will be organized as follows:

- 2 practices of 60 minutes

1 qualifying session determining the starting grid will be on date 2020 and will be organized as follows:

- One session of 15 minutes reserved for cars of category LMP3 – hh:mm – hh:mm

Cf. Art 1.4.1

There is no warm-up.

Cf. Art 11.1.3

The "Pole Position" is on the (right/left-hand side to be confirmed) of the front row according to circuit homologation by the FIA.

Cf. Art 11.2.2

Formation lap(s) will start(s) at hh:mm.

12. The protest fee set by the ASN is XXX€.
13. The national Appeal fee set by the FFSA is XXX€.

PART B (Reserved for the Michelin Le Mans Cup) - cf. Article 2.4.1

1. Steward of the meeting Chairman:
2. International Steward:
3. Race Director:
4. Technical Delegate:
5. Press delegate:
6. Chief timekeeper:
7. Pit Lane Marshals:

PART C - Detailed timetable of the Competition

To be sent to the ASN together with the duly completed Appendix 1.

PART E - Insurance (cf. Article 2.3.2)

**ANNEXE 2 – BULLETIN D'ENGAGEMENT
APPENDIX 2 – ENTRY FORM**

TBA

**ANNEXE 3 – LISTES DES SYSTÈMES ET ÉQUIPEMENTS TECHNIQUES OBLIGATOIRES
APPENDIX 3 – LIST OF MANDATORY SYSTEMS AND EQUIPMENTS**

SOMMAIRE / SUMMARY

- 1 – TRANSPONDEUR / TRANSPONDER - 38 -
2 – ENREGISTREUR DE DONNÉES / DATA RECORDER - 38 -
3 – ACCIDENT DATA RECORDER (ADR) - 39 -
4 – LISTE DES FOURNISSEURS - LIST OF SUPPLIERS - 39 -
5 – FILETS DE COURSE / RACING NETS

Seule la version française fera foi pour l'application et l'interprétation de cette Annexe.

The French version is the only one valid regarding the implementation and interpretation of that Appendix.

Pour toute question, veuillez contacter :

For any questions, please contact:

d.hache@lemans.org

m.read@lemans.org

1 – TRANSPONDEUR / TRANSPONDER

Obligatoire / Mandatory

1/ Les transpondeurs obligatoires en LMP3 Endurance Cup sont les suivants (LMP3) :

1 transpondeur MyLaps Pro Dp-I ou OR 1 X2 Pro Plus
& 1 transpondeur de secours (Mylaps Tranx 260 OU X2)

Main = X2 Pro Plus avec MoTec «IMSA Michelin
Driver ID Box avec ASL106-05PN connector
conversion» (RG.DV.PV0176ACO)

OU

Mylaps Pro DPI

Secours = Mylaps Tranx 260 ou Mylaps X2 Car suivant
disponibilité

1/ The mandatory transponders for LMP3 Endurance Cup are the following (LMP3):

1 MyLaps Pro Dp-I OR 1 X2 Pro Plus
& 1 spare transponder (Mylaps Tranx 260 OR X2)

Main = X2 Pro Plus with MoTec IMSA Michelin
Driver ID Box with ASL106-05PN connector
conversion (RG.DV.PV0176ACO)

OR

Mylaps Pro DPI

Spare = Mylaps Tranx 260 or Mylaps X2 Car
depending on availability

2 – ENREGISTREUR DE DONNÉES / DATA RECORDER

1/ LMP3

Pas de système d'enregistrement de données supplémentaire.
Par contre, les équipes devront fournir leurs données issues de
l'ECU.

1/LMP3

There is no mandatory additional logger.

However teams will have to provide their logged ECU data.

3/ Il est rappelé aux concurrents que les données doivent être transmises à l'organisation selon l'Art 7.5.1 du règlement sportif.

3/ Competitors are reminded that they must provide their data to the organizer according to Art 7.5.1 of the Sporting Regulations.

3 – ACCIDENT DATA RECORDER (ADR)

Obligatoire pour LMP3 / Mandatory for LMP3

1/ LMP3

Le μ ADR EM Motorsport est obligatoire, il doit être monté conformément aux indications de la documentation « ADR Installation in WEC ». Conformément au bulletin technique TECH_17_18_LMP3_ADR and GPS.

1/ LMP3

The EM Motorsport μ ADR is mandatory, it must be installed according to the guidelines in the document entitled "ADR Installation in WEC". According to the technical bulletin TECH_17_18_LMP3_ADR and GPS.

4 – ANTENNE GPS – GPS ANTENNA

Obligatoire pour LMP3 / Mandatory for LMP3

1/ LMP3

Seulement l'antenne décrite et issue du fournisseur précisé dans le bulletin technique est autorisée. Conformément au bulletin technique TECH_17_18_LMP3_ADR and GPS.

1/ LMP3

Only the GPS antenna described and from the supplier precised in the technical bulletin is allowed. According to the technical bulletin TECH_17_18_LMP3_ADR and GPS.

5 – LISTE DES FOURNISSEURS - LIST OF SUPPLIERS

Equipement / Système Equipment / System	Fournisseur Supplier	Document Technique Technical Document
Acquisition de données ACO ACO Datal Logger	MAGNETI MARELLI S.P.A Viale Aldo Borletti 61/63 20011 Corbetta (MI) (ITALY) lemanscup@magnetimarelli.com	Magneti Marelli User Guide
Enregistreur de données d'Accident Accident Data Recorder	SSP ACO Circuit des 24 Heures 72019 LE MANS CEDEX 2 sport2@lemans.org	User Manual

**ANNEXE 4 – SPECIFICATION POUR LA DECLARATION DES LISTES DE PNEUMATIQUES
APPENDIX 4 – SPECIFICATION FOR DECLARATION OF TIRE LIST**

Les listes de pneus doivent être au format Excel (.xls).

Tire list must be an Excel file (.xls).

Un fichier unique doit être fourni en incluant une page par catégorie :

- LMP3
-

A unique file must be provided including one sheet per category:

- LMP3
-

Pour chaque page, la structure doit être la suivante :

For each sheet, the frame must be as follow:

Tire Brand	Car Type	Teams	Tire Type	Position	Barcode	TID	UII

Tire brand: code du fabricant pneumatique

-

Tire brand: code of the tire manufacturer

-

Car type: catégorie

- LMP3

Car type: category

- LMP3

Teams: nom du constructeur si pneumatiques dédiés (cellule vierge si non dédié)

Teams: name of the car manufacturer if dedicated tires (blank cell if not dedicated)

Tire type: spécification du pneumatique

- "A" pour pneumatique de spécification A
- "B" pour pneumatique de spécification B
- "C" pour pneumatique de spécification C
- "D" pour pneumatique de spécification D
- "I" pour pneumatique de spécification Intermédiaire
- "W" pour pneumatique de spécification Pluie
- "FW" pour pneumatique de spécification Grosse Pluie

Tire type: specification of the tire

- "A" for tire spec A
- "B" for tire spec B
- "C" for tire spec C
- "D" for tire spec D
- "I" for tire spec Intermediate
- "W" for tire spec Wet
- "FW" for tire spec Full Wet

Position: "Arrière" or "Avant" (Cellule vierge si multi positions)

Position: "Rear" or "Front" (Blank cell if all positions)

Barcode: numéro de code à barres

Barcode: barcode number

TID: référence TID

TID: TID reference

UII: référence UII

UII: UII reference

Dans tous les cas, une cellule vierge ne doit jamais être remplacée par un caractère.

In all cases, a blank cell must never be replaced by any character.

ANNEXE 5 - EMBLACEMENT DE LA PUBLICITE SUR LES VOITURES
APPENDIX 5 - LOCATION OF THE ADVERTISING ON THE CARS

TBA

**ANNEXE 6 – CONSIGNES GENERALES DE SECURITE
APPENDIX 6 – GENERAL SAFETY GUIDELINES**

<p>A. Recommandations générales de sécurité</p>	<p>A. General safety recommendations</p>
<p>Il est de l'obligation des équipes d'effectuer un arrêt au stand et d'effectuer toute opération dans le garage en toute sécurité et à tout moment, y compris, mais sans s'y limiter, les obligations suivantes:</p> <ul style="list-style-type: none"> - Les bouteilles d'air doivent être solidement ancrées. - L'utilisation d'outillages pouvant provoquer des étincelles est interdite - Aucun outil ne peut se trouver dans la zone de travail sauf lors d'une intervention. - Les installations sur le mur de signalisation ne doivent pas dépasser dans la voie des stands ou la piste, sauf pour effectuer des signalisations au pilote lors de son passage. Les signaux peuvent ne pas clignoter. - Doit suivre les instructions des officiels concernant la sécurité. Ces instructions concernant la sécurité ne sont pas sujettes à réclamation ou appel. 	<p>It is the obligation of the teams to complete a pit stop and operate the garage in a safe manner at all times, including but not limited to the following obligations:</p> <ul style="list-style-type: none"> - Air bottles must be firmly anchored. - Tools that cause sparks are prohibited in the working area and garage. - No tools may be in the working area except during an intervention. - Installations on the signaling wall may not protrude into the pit lane or track except to signal the driver when passing. Signals may not flash. - Must follow the instructions of the officials regarding safety. These instructions regarding safety are not subject to protest or appeal.
<p>A.1. Eclairages et installations électriques dans les stands</p>	<p>A.1. Lighting and electrical installations in the pits</p>
<p>Le faisceau des éclairages doit être dirigé vers l'aval de la piste ou vers les stands afin de ne pas constituer une gêne pour les pilotes sur la piste.</p> <p>Toute installation électrique située à moins de 3 mètres du réservoir de carburant autonome et des canalisations de carburant doit être antidéflagrante.</p> <p>Seules les lampes à basse température et antidéflagrantes sont autorisées. Les lampes halogènes sont interdites.</p>	<p>The beam of the lighting must be directed down the track in the direction of the race or towards the pits so as not to be a nuisance to the drivers on the track.</p> <p>Any electrical installation situated less than 3 metres from the autonomous fuel tank and the fuel lines must be spark-proof.</p> <p>Only low temperature and spark-proof lamps are allowed. Halogen lamps are prohibited.</p>
<p>A.2. Equipement pour la mise en température des pneumatiques</p>	<p>A.2. Equipment for maintaining the temperature of the tyres</p>
<p>Tout équipement pour le chauffage des pneumatiques est interdit.</p>	<p>Any equipment for warming the tyres is forbidden.</p>
<p>A.3. Bouteilles d'air</p>	<p>A.3. Air Bottles</p>
<p>Les bouteilles d'air doivent être solidement attachées ou ancrées une fois leur chapeau protecteur enlevé. Une protection autour des vannes et du détendeur doit être mise en place en permanence.</p> <p>La conformité des installations et les dates de validité des bouteilles d'air pourront être contrôlées à tout moment.</p> <p>Les Concurrents de la Michelin Le Mans Cup devront uniquement utiliser leurs bouteilles d'air autonomes fixées solidement sur un support sécurisé et stable sur ses roues, qui les protège ainsi que les détendeurs de tout dommage.</p> <p>Ces bouteilles ne devront à aucun moment franchir la ligne blanche des 2,5m devant les stands.</p>	<p>Air bottles must be firmly attached or anchored once their protective lid is removed. Protection around the valves and regulator must be permanently in place.</p> <p>The conformity of the installations and the dates of validity of the air bottles may be checked at any moment.</p> <p>Michelin Le Mans Cup Competitors must only use their own autonomous air bottles strongly fastened on a secure, stable rack with wheels to protect them and pressure regulators from damage.</p> <p>At no time, these air bottles must cross the 2,5m white line in front of the pits.</p>

<p>Les tuyaux d'air et les pistolets devront être retirés de l'aire de travail avant que le moteur soit remis en route et la voiture reparte (pénalité en cas d'infraction). Les règles mentionnées ci-dessus doivent respecter l'Article 12.3.</p> <p>Pénalité : à l'appréciation des Commissaires Sportifs.</p>	<p>Air hoses and air guns must be removed from the working area before the engine is re-started and the car leaves the pit (penalty in case of infringement). The above must be done in full compliance with Article 12.3.</p> <p>Penalty: at the Stewards' discretion.</p>
<p>A.4. Zone de panneautage</p>	<p>A.4. Signalling area</p>
<p>La « zone de panneautage » est clairement délimitée, pour chaque Concurrent, sur le mur des stands.</p> <p>Les panneaux utilisés pour renseigner les pilotes :</p> <ul style="list-style-type: none"> ○ Doivent être coulissants ou pivotant ○ Le fond ne peut pas être coloré (doit être noir, gris ou blanc). ○ La couleur du lettrage à l'intérieur du panneau est libre mais il ne peut pas clignoter. ○ Les panneaux doivent être sortis et présentés au pilote concerné uniquement lorsque la voiture passe sur la piste à proximité de la zone de panneautage. <p>Les ombrelles, parasols ou parapluies sont interdits.</p>	<p>The "signalling area" is clearly delimited, for each Competitor, on the pit wall.</p> <p>The boards used for informing the drivers:</p> <ul style="list-style-type: none"> ○ must be sliding or pivoting. ○ The background cannot be coloured (must be black, grey or white). ○ The colour of the lettering inside the board is at the teams' choice but it cannot flash. ○ The boards must be taken out and shown to the driver concerned only when the car is in the vicinity of the signalling area while driving past on the track. <p>Sunshades, parasols and umbrellas are prohibited.</p>
<p>A.5. Panneau utilisé par le préposé au contrôle des voitures</p>	<p>A.5. Sign used by the car controller</p>
<p>Afin de garantir une libération sans danger de leur voiture après un arrêt au stand, les Concurrents sont autorisés à apposer sur la rambarde arrière du mur des stands une marque ou un panneau pour permettre au préposé au contrôle des voitures chargé de libérer la voiture de le faire en toute sécurité.</p> <ul style="list-style-type: none"> ○ La forme du panneau est libre. ○ Ce panneau doit s'inscrire dans la surface d'une page de papier A4. ○ S'il est fait en plastique, il ne doit pas comporter de bords tranchants en cas de rupture. ○ Il peut être réfléchissant mais peut ne pas contenir de source de lumière. ○ Il ne doit en aucun cas gêner la visibilité du pilote. ○ Il ne doit pas gêner les personnes travaillant sur le mur des stands. ○ Le bord du panneau du côté de la voie rapide ne peut pas faire saillie au-delà de la verticale de la partie interne de la ligne blanche sur le côté du mur des stands ○ Sa fixation ne devra pas nécessiter le perçage d'une infrastructure du circuit. ○ Les inscriptions sur le panneau se limitent au numéro de la voiture et à l'identification visuelle de l'équipe. ○ Tout panneau jugé offensif, provocateur ou dommageable à l'image de toute personne impliquée dans la Série sera enlevé. <p>Un commissaire technique ACO peut, à sa seule appréciation, faire enlever un panneau s'il est jugé dangereux, s'il gêne des tiers ou viole un quelconque des points ci-dessus.</p>	<p>In order to ensure the safe release of their car after a pit stop, Competitors are allowed to affix a mark or sign to the rear handrail on the pit wall to allow the car controller responsible for releasing the car to do so safely.</p> <ul style="list-style-type: none"> ○ The shape of the sign is free. ○ This sign must fit on the surface of an A4 page of paper. ○ If it is made of plastic, in case of breakage it must not have any sharp edges. ○ It may be reflective but may not have any source of light within it. ○ It must not affect drivers' visibility in any way. ○ It must not be a hindrance to people working on the pit wall. ○ The edge of the sign on the fast lane side cannot protrude beyond the vertical of the internal wall of the white line on the pit wall side. ○ The fixation will not involve drilling on any of the circuit infrastructure. ○ The inscriptions on the sign are limited to the number of the car and the visual identification of the team. ○ Any sign judged to be offensive, provocative or damaging to the image of any person involved in the Cup will be removed. <p>An ACO scrutineer may, at his sole discretion, have any sign removed if it is found to be dangerous or disturbing to third parties or in violation of any of the above points.</p>

<p>Lors d'une séance, ce panneau ne peut pas être remplacé ou enlevé par l'équipe.</p> <p>Toute équipe gênée par le positionnement d'un panneau d'une autre équipe, ne peut, en aucune circonstance, y toucher.</p> <p>Si une équipe est gênée par un panneau placé proche d'elle, elle devra appeler un officiel pour y remédier.</p>	<p>During a session, this sign cannot be replaced or removed by the team.</p> <p>Any team that is dissatisfied with the positioning of another team's sign cannot touch that sign under any circumstances.</p> <p>If a sign placed near a team is the cause of hindrance, the relevant team must call an official to deal with it.</p>
<p>B. Sécurité et obligations durant le ravitaillement</p>	<p>B. Safety and obligations during refuelling</p>
<p>B.1. Autorisations et obligations générales lors du ravitaillement</p>	<p>B.1. General authorisations and obligations during refuelling</p>
<p>Pendant le ravitaillement, depuis la ligne peinte devant le rideau du stand :</p> <ul style="list-style-type: none"> ○ Le pilote peut rester à bord de la voiture. ○ Le préposé à la vanne de sécurité est à son poste. ○ La voiture est connectée électriquement à la terre avant et pendant la connexion des raccords de remplissage et d'évent. ○ Le branchement extérieur d'un enregistreur de données électroniques est autorisé avant, pendant ou après le ravitaillement. ○ La voiture doit reposer sur ses pneus. <p>Pénalité : à l'appréciation des Commissaires Sportifs.</p>	<p>During refuelling, from the painted line in front of the pit shutter:</p> <ul style="list-style-type: none"> ○ The driver may remain on board the car. ○ The cut off valve attendant is at his post. ○ The car is grounded electrically before and during the connection of the filling and venting couplings. ○ The external connection of an electronic data recorder is authorised before, during or after refuelling. ○ The car must rest on its tyres. <p>Penalty: at the Stewards' discretion.</p>
<p>B.2. Cas où le ravitaillement est autorisé</p>	<p>B.2. Where refuelling is allowed</p>
<p>Uniquement pendant la course, le ravitaillement en carburant est autorisé au début d'un arrêt au stand et exclusivement sur la « zone de travail ». La voiture doit être parkée devant son stand et parallèle à la ligne des 2.5m.</p> <p>Toutes les autres opérations de ravitaillement doivent être effectuées dans le paddock sous l'auvent de chaque concurrent.</p> <p>Pénalité : à l'appréciation des Commissaires Sportifs.</p>	<p>Only during the race, refuelling is authorised at the beginning of a pit stop and exclusively in the "working area". The car must be parked in front of its garage and parallel to the 2.5m line.</p> <p>All others refuelling operation must be carried in the paddock only in the respective competitor area.</p> <p>Penalty: at the Stewards' discretion.</p>
<p>B.3. Présence d'appareils électroniques lors du ravitaillement</p>	<p>B.3. Presence of electronic devices during refuelling</p>
<p>Les ordinateurs portables ou tout autre appareil électronique sont interdits sur la zone de travail pendant le ravitaillement en carburant et le changement des roues.</p> <p>Pénalité : à l'appréciation des Commissaires Sportifs</p>	<p>Laptops or any other electronic apparatus are prohibited in the working area during refuelling and wheel changes.</p> <p>Penalty: at the Stewards' discretion.</p>

<p>C. Sécurité et obligations durant les changements de pneus/roues</p>	<p>C. Safety and obligations during wheel/tyre changes</p>
<p>C.1. Restrictions concernant le matériel</p>	<p>C.1. Restrictions concerning equipment</p>
<p>Est interdit tout matériel :</p> <ul style="list-style-type: none"> ○ Permettant d'accélérer le démontage des roues. Une clé chocs pneumatiques ou une clé dynamométrique seulement sont autorisées par voiture sur la "zone de travail" à n'importe quel moment. Un maximum de 2 clés à chocs pneumatiques différentes peut être utilisé pendant un changement de roue pour changer les pneus. ○ Permettant le chauffage et/ou le maintien en température des pneumatiques sur la « zone de travail », dans les stands et sur la grille de départ. (Voir l'Article 12.1.2) Pénalité en cas d'infraction : à l'appréciation des Commissaires Sportifs. ○ Utilisant une source d'énergie externe à l'outil (électrique, pneumatique, etc.), à l'exception des deux clés à chocs et du connecteur des vérins pneumatiques. 	<p>It is prohibited to have any equipment:</p> <ul style="list-style-type: none"> ○ For speeding up the removal of the wheels. Only one-wheel gun or one pneumatic torque wrenches are authorised per car in the working area at any given time. A maximum of 2 different pneumatic wheel guns can be used during a wheel change to change the tyres. ○ For warming the tyres and/or keeping them at constant temperature in the working area, in the garage and on the starting grid. (see Article 12.1.2) Penalty in case of infringement: at the Stewards' discretion. ○ Which is operated using an external power source (electrical, pneumatic, etc.), with the exception of the two-wheel guns and the air-jack coupling.