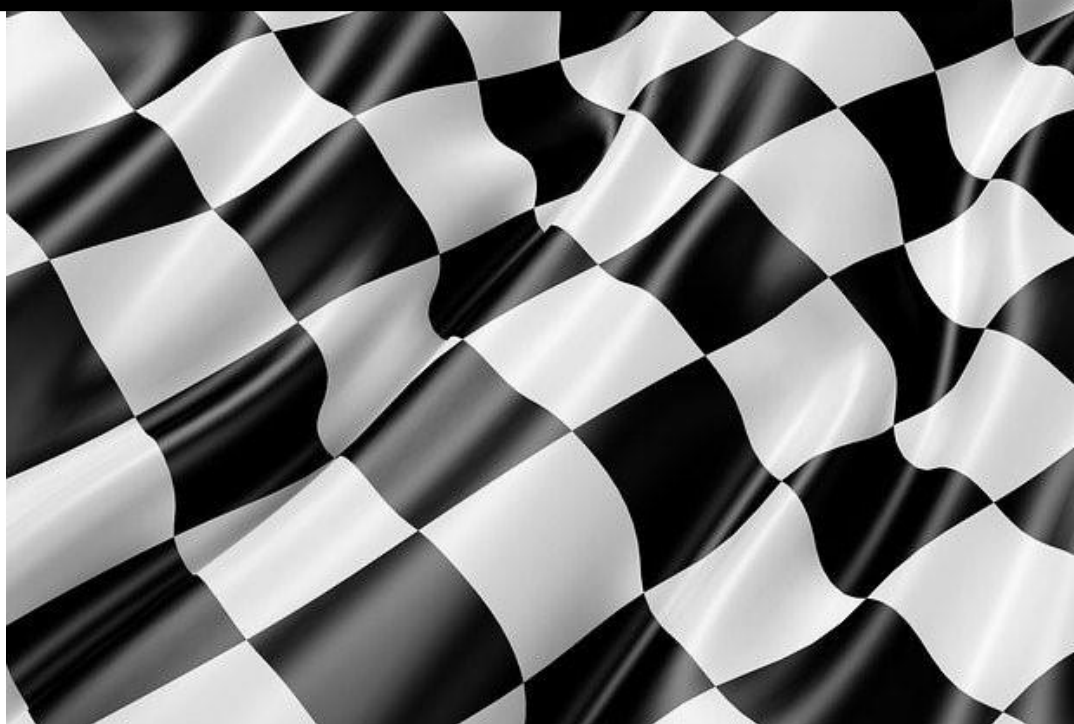




2022

Standing Supplementary Regulations

SA GT Racing Association National Championship Series



Version 4

23 June 2022

162739



REVIEW AND AMENDMENTS

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment.

AMENDMENT RECORD

| <i>Modified SSR / ART</i> | <i>Date applicable</i> | <i>Date of Publication</i> | <i>Clarifications</i> |
|-----------------------------------|------------------------|----------------------------|-----------------------|
| ART 6.1 & 6.3 | 23.06.2022 | 23.06.2022 | Regulation amendments |
| ART 12.3 & 12.4 | 23.06.2022 | 23.06.2022 | Regulation amendments |
| ART 14.5 | 23.06.2022 | 23.06.2022 | Regulation amendment |
| ART 15.3, 15.5, 15.7, 15.8 & 15.9 | 23.06.2022 | 23.06.2022 | Regulation amendments |
| ART 17.6 & 17.8 | 23.06.2022 | 23.06.2022 | Regulation amendments |
| ART 23.3 | 23.06.2022 | 23.06.2022 | Regulation amendment |
| ART 25.9 | 23.06.2022 | 23.06.2022 | Regulation amendment |
| ART 25.10 e | 23.06.2022 | 23.06.2022 | Regulation amendment |
| ART 31.3 e & c | 23.06.2022 | 23.06.2022 | Regulation amendment |
| ART 31.5 | 23.06.2022 | 23.06.2022 | Regulation amendment |
| ART 48.4.1 | 23.06.2022 | 23.06.2022 | Regulation added |
| ART 21.5 | 06.05.2022 | 06.05.2022 | Regulation deleted |
| ART 21.6 | 06.05.2022 | 06.05.2022 | Regulation amendment |
| ART 48.6 | 06.05.2022 | 06.05.2022 | Regulation amendment |
| ART 48.12 | 06.05.2022 | 06.05.2022 | Regulation amendment |

| | | | |
|-----------------|-------------------|-------------------|-----------------------------|
| <i>ART 6.4</i> | <i>25.03.2022</i> | <i>25.03.2022</i> | <i>Regulation deleted</i> |
| <i>ART 17.7</i> | <i>25.03.2022</i> | <i>25.03.2022</i> | <i>Regulation amendment</i> |

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ART. 1 ORGANISATION

- 1.1 SAGTRA (South African GT Racing Association) is the organiser of the MSA 2022 South African National GT Series. The aim of the Series is to declare a 2022 MSA South African GT Drivers Champion and other class winners as determined by SAGTRA from time to time.
- 1.2 SAGTRA remains the sole determination of the 2022 SAGTRA Sporting and Technical Regulations as approved by MSA.

ART. 2 GENERAL CONDITIONS

- 2.1 Each Team entering the series must nominate a responsible person (The Entrant) in writing before commencement of their first race and failing that, the first registered driver of the car will be considered the representative (Entrant) for a period of one race only. The responsible person is responsible for the team's adherence to the regulations.
- 2.2 The Responsible person must ensure that their car always complies with the SA GT regulations.
- 2.3 The use of the images of the Series on behalf of any of the participants, teams, drivers etc., for commercial use, social networks, or any other use, must have the consent of the SAGTRA Exco or their nominated representative, who own the Commercial Rights to all material produced by the Series. The SAGTRA Exco will not be responsible of the incorrect use of the images made by entrants, drivers, teams, etc.
- 2.4 SAGTRA has full rights to any footage created by teams and accredited journalists in any format. All footage must be available for transfer to SAGTRA at the end of any practice, qualifying sessions, and races.

ART. 3 LICENCES

- 3.1 All Entrants must hold an MSA Entrants Licence to manage a team in the 2022 Series.
- 3.2 All Drivers must hold an MSA National Licence to partake in the 2022 Series.

ART. 4 ELIGIBLE CARS & CLASSES

- 4.1 Cars eligible for the SA GT Series are those defined only by the FIA as GT3, GT4 & GTO (GT cars not complying to the original HTP (Historical Technical Passport) of the above plus single make type GT including but not limited to Cup, Trofeo & Challenge or as determined by these regulations).
- 4.2 At each event, a driver may only use one car and the SA GT Technical Delegate will identify the car to ensure compliance with SA GT Regulations.
- 4.3 The series is divided into 3 classes namely, PRO, PRO-AM & AM
 - 4.3.1 **PRO** – Is for driver's (irrespective of age of the GT car) who attain a lap time within 103.5% of the Pole Position / Fastest Lap Time of the class on the day.
 - 4.3.2 **PRO - AM** – Is for driver's (irrespective of age of the GT car) who attain a lap time within 107% of the Pole Position / Fastest Lap Time of the class on the day.
 - 4.3.2 **AM** – Is for driver's (irrespective of age of the GT car) who attain a lap time outside of a 107% but inside of 120% of the Pole Position / Fastest Lap Time of the class on the day.

- 4.4 When more than one driver forms part of the team, the combined average of the 2 drivers will determine in which class they will score in.
- 4.5 For **AM** drivers who fail to attain the prescribed 120% of the Pole Position / Fastest Lap Time of the class on the day, must make written application to the CoC for permission to take the start of the race. Such decision made by the CoC will be final and may not be protested or appealed.
- 4.5 When determining lap times percentages for classification, the CoC reserves the right to take historical times set by the driver/s in the determination of establishing the correct class.

ART. 5 REGISTRATION

Entry Application to an event. The Entry Form must contain at least:

- 5.1 SA GT Membership confirmation from the SAGTRA Exco.
- 5.2 The make of the car to be used.
- 5.3 The name and license of the entrant.
- 5.4 The name/s of the driver/s, license/s number/s, and contact/s information.
- 5.5 The change of an Entrant is prohibited after the entry closing date. After this registration period, the Entrant may replace the driver until the Friday of the event, as well as the car if of the same category. All these possible changes will have to have the consent of the CoC, the Stewards of the event and the SAGTRA Exco.
- 5.6 The entry fee rights are R3500.00 per each advertised event.
- 5.7 The non-attendance to an event must be justified to the SAGTRA Exco in writing.
- 5.8 The SAGTRA Exco may authorise the entry of a car which albeit not complying with the technical specifications valid for the Series, they may consider the entry opportune and sufficient according to their criteria. These cars will neither block nor score points.
- 5.9 The SAGTRA Exco may reject any entry form.
- 5.10 The drivers who enter for the first time at the last event of the season will neither score nor block the points of that event. The decision of the SAGTRA Exco remains final and not subject to appeal.

ART.6 RACE CALENDAR

- 6.1 The MSA SA GT 2022 National GT Championship Series is comprised of TWELVE races, two per race weekend (unless indicated otherwise), to be held at six events as follows:

Events

| Circuit | Domicile | Distance | Date |
|-----------------------------------|------------------------------------|--------------------------------|-----------------------------------|
| 1. Red Star Raceway | Delmas - Mpumalanga | 2 x 1 Hour | 2 nd April |
| 2. Aldo Scribante Raceway | Gqeberha – Eastern Cape | 2 x 1 Hour | 14 th May |
| 3. Phakisa Raceway | Welkom – Free State | 2 x 1 Hour | 18th June |
| 4. East London GP Circuit | East London – Eastern Cape | 3 x 1 Hour | 23 rd July |
| 5. Phakisa Raceway-TBA | Welkom – Free State-TBA | 3 2 x 1 Hour | 1st October |
| 6. Killarney Raceway | Cape Town – Western Cape | 2 x 1 Hour | 10 th December |

- 6.2 The SAGTRA Exco reserves the right to modify the date and place of one or more calendar events via official notice issued by MSA.
- 6.3 The number of rounds to score the championship is **9 (Nine)** ~~10 (Ten)~~ of the 12 (Twelve). A competitor's worst **3 (Three)** ~~2 (Two)~~ scoring races will be dropped for scoring purposes.

ART.7 EVENT PROGRAM & RACE DISTANCE TO COVER

- 7.1 Each race weekend will be comprised of 2 x 1 Hour (60-minute) races each scoring as a separate event. The number of races may be amended by the SAGTRA Exco.
- 7.2 If due to event program necessities the races must be run at a different schedule or of a different duration (in the case of force major), either or one of the races may be split in different heats. This fact will be communicated in the Supplementary Regulations of the event and/or during the event drivers briefing or by the event race officials.

ART. 8 SCORING

- 8.1 Points will be awarded according to the following scale for drivers in each race:

| | | |
|-----------------------|-----------------------|----------------------|
| 1st..... 35 points, | 2nd..... 32 points, | 3rd..... 30 points, |
| 4th..... 29 points, | 5th..... 28 points, | 6th..... 27 points, |
| 7th..... 26 points, | 8th..... 25 points, | 9th..... 24 points, |
| 10th 23 points, | 11th..... 22 points, | 12th..... 21 points, |
| 13th..... 20 points, | 14th.....19 points, | 15th..... 18 points, |
| 16th..... 17 points, | 17th..... 16 points, | 18th..... 15 points, |
| 19th..... 14 points, | 20th 13 points, | 21st..... 12 points, |
| 22nd..... 11 points, | 23rd..... 10 points, | 24th..... 9 points, |
| 25th..... 8 points, | 26th..... 7 points, | 27th..... 6 points, |
| 28th 5 points, | 29th..... 4 points, | 30th..... 3 points, |

Non-Finishers (more than 39 minutes – 2 Points and less than 40 minutes completed – 1 Point)

- 8.2 If a race is suspended under provisions of Art. 37 – Art. 39 or for any other reason, and cannot be resumed, no points will be awarded if the leader has completed less than 2 laps, half points will be awarded if the leader has completed more than 2 laps but less than 40 minutes of the original race distance, and full points will be awarded if the leader has completed more than 40 minutes of the original race distance.

ART.9 FINAL RESULTS

- 9.1 Results become final 30 minutes after the cars are released from parc ferme following post-race inspections.

ART. 10 PODIUM CEREMONY

- 10.1 At each race event an awards ceremony will be held subject to applicable Regulations.
- 10.2 All the drivers who have won a Trophy must participate in the Awards Ceremony at the podium.
- 10.3 A “Parc Fermé” close to the podium will be provided for the first three overall positions of the race with direct access to the podium.
- 10.4 The access to the podium is forbidden to people not involved in the ceremony, including hostesses, family members or persons identified with trademarks that are not strictly those belonging to the sponsor or sponsors of the Series.
- 10.5 The drivers must attend the podium ceremony wearing their overall, which will carry the mandatory advertising, and the cap of the tyre supplier, which will be delivered by the Organisation.
- 10.6 The trophies to be presented at the Podium ceremony and in the order that is mentioned will be the following:
- Overall** – 1st, 2nd & 3rd.
 - Team** – 1st place only.
 - PRO-AM** – 1st, 2nd & 3rd.
 - AM** – 1st, 2nd & 3rd.

ART. 11 COMPETITION NUMBERS

- 11.1 Each car will have a competition number assigned on a list issued by the SAGTRA Exco. The numbers appointed by the SAGTRA Exco will not be modified in any way.
The name of the driver/s is compulsory and must be shown in white or black letters of a minimum height of 5 cm. Characters must be in "Helvetica" and they will be placed on both sides over the door arch of the car.
The competition numbers, the name/s of the drivers and compulsory advertising material must be fitted on a car before event qualifying and must remain on the car during the whole event.
- 11.2 The letter of the class (**PRO, PRO-AM or AM**) entered must be placed on all 4 sides of the car. The Class of the driver/s is compulsory and must be shown in white or black letters of a minimum height of 10 cm. Characters must be in "Helvetica" in the following positions.
- 1 on the front bonnet, placed on the top left of the racing number.
 - 1 on the read bumper clearly visible when standing 1,5 meter's away from the car.
 - 1 on each door (2 in total), placed on the top left of the racing number.
- 11.3 The teams may include on the clothing, as well as on the car, commercial advertising, provided that:
- a) It is in accordance with the provisions of the rules on advertising of MSA and SAGTRA regulations.
 - b) Comply with the placement provided in the Regulations for mandatory advertising.
- Any advertising contrary to that established or that appears in places other than those indicated in the Regulations must be expressly authorised by the SAGTRA Exco.
- 11.4 The SAGTRA Exco reserves the right to decide, if necessary, and under reasonable request, the place where the name of the driver must be located, the number and the compulsory advertising must be placed if it is not possible to place them in the places indicated in the regulations.
- 11.5 Entrants who have any conflict between the advertising of their sponsors and the mandatory advertisers of the Series, may request an exception from the SAGTRA Exco. The SAGTRA Exco may agree, at its sole discretion, for the Competitor to place said conflicting advertising on a car at a fee to be determined by the SAGTRA Exco.
- 11.6 Entrants registered for any event of the Series authorise the SAGTRA Exco to freely disclose, without limitation of time and in the manner, they deem appropriate, the Entrants participation and their results obtained, as well as the transfer to third parties of these rights.
- 11.7 The advertising on the part of the Entrant, or any other person, of the results, records, etc., obtained in the Series may be done with the permission of the SAGTRA Exco. The advertising must respect the general image of both competitors and cars and must always show the mandatory advertising in the respective places.

ART. 12 OFFICIALS

- 12.1 The SAGTRA Exco will appoint a Technical Delegate/s.
- 12.2 The rest of the officials will be designated by the relevant Race Organisers.
- 12.3 The Clerk of the Course shall work in permanent consultancy with the Race Director. The Race Director will have overriding authority in the subjects which are described below, from which the Clerk of the Course will order, providing that they have the express approval of the Race Director:
- a) To control the development of the practices and race, the fulfilment of the timetables, **the starting procedure**, and if they consider necessary the proposal to the Stewards of the modification of timetables according to the Code or to the Sporting regulations.
 - ~~b) To stop any entrant in respect of noncompliance with the Regulations.~~
 - ~~c) To stop the practices or race if they consider that it would be dangerous to continue and to ensure that a new start, if possible, is carried out according to normal procedures.~~
 - ~~d) The starting procedure.~~
 - ~~e) The use of Safety and Course Cars.~~
 - ~~f) The suspension and resuming of a race.~~

- 12.4 The Stewards/**COC/Race Director** may use all available video or electronic equipment to assist them in deciding. In such circumstances, the Stewards may overrule a Judge of Fact.

ART. 13 INSTRUCTIONS AND COMMUNICATIONS TO THE ENTRANTS

- 13.1 The CoC and Stewards give instructions to the Entrants by means of Bulletins in accordance with the MSA / FIA International Sporting Code. These instructions must be distributed to all the Entrants and published on an Official Notice Board. Such official Notice Board may be a Virtual Notice Board established by the organisers from time to time on a platform of their choosing.
- 13.2 All results of the practices and races, as well as any instructions given, or decisions made by the CoC and or the Stewards will be placed on the Official Notice Board.
- 13.3 Any decision or communication of the Stewards, the Technical Delegate, the Race Director, or the Clerk of the Course, which affects a particular participant, will be immediately communicated in writing to the relevant participant, by making use of the Virtual Notice Board.
- 13.4 The results of the scrutineering or of any checked car will be published by the Stewards. Except for the fuel analysis and or when a car is found in non - conformity with the technical Regulations, these results may not contain any data.
- 13.5 The Entrants or their representatives must be available during the whole event.
- 13.6 Official instructions will be transmitted to the drivers by means of the flags and signals. The CoC may instruct an Entrant or Team representative to issue a driver an instruction via the team's ship to shore communication with the driver. Such instruction will be deemed to be official.

ART. 14 RADIOS, TIMING DEVICES & CAMERAS

- 14.1 Automatic timekeeping for non-official times is allowed only for a team's information. If a team needs to install a measuring device and its relevant power supply on the signalling wall, this power supply and measuring device must be placed on the wall at a distance greater than 10 meters from any of the events official timing systems.
- 14.2 The use of a data acquisition system from a stationary car is permitted and this must operate always from the race car to the data acquisition equipment and not in the opposite direction.
- 14.3 Intercommunication between the driver inside their moving car and the team members is allowed using radio systems whose exclusive function is the transmission of the human voice.
- 14.4 Timekeeping will be carried out via a transponder-based timing system supplied by the Entrant / Competitors. Entrants must be in possession of a Transponder per driver or a switchable transponder unit for a minimum of 3 drivers compatible with the Events timing system. The preservation of the official timing devices installed in cars is always the responsibility of the Entrant.
- 14.5 It is mandatory for all competitors to purchase and instal a MOTEC CDI3 Dash / Logger, as it will always be used as the series BOP Logger. Failure to have this system installed will result in the car not complying with eligibility to participate in the event. **All data downloaded from the car is deemed to be that of the competitor and is non-protestable as to its authenticity at a later stage.**

ART. 15 INCIDENTS AND PENALTIES

- 15.1 "Incident" means any occurrence or Series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the Race Director or Clerk of the Course or noted by the Stewards and referred to the Race Director for investigation which:
- a) Necessitates the stopping of a practice (free or qualifying) session or the suspension of a race.
 - b) Constitutes a breach of the applicable sporting regulations.
 - c) Causes a false start of one or more cars.
 - d) Causes a collision.
 - e) Forces another driver off the track.
 - f) Illegitimately obstruct or impede any correct overtaking manoeuvre of another driver.
 - g) Illegitimately overtakes another driver.

- h) Disobey or ignore the indications, instructions or communications of the officials or organising staff of the event.
 - i) In general, any conduct that by action or omission attempts against the good sporting order that should govern the sport of the automobile and its competitions.
- 15.2 It will be at the CoC's control, under a report or at the request of the Race Director, to determine if an "Incident" has occurred, as well as which driver(s) is (are) involved and if they should be sanctioned.
- 15.3 If the CoC is investigating an "Incident", he must inform the team or teams that are involved, by means of a message posted on the timing monitors if the facilities available allow it, or on the official virtual notice board.
If a driver is involved in a collision or in an "Incident" and has been informed by the **CoC Stewards** of an ongoing or pending investigation, within 60 minutes since the end of the race, they must not leave the circuit without the prior agreement of the Stewards.
- 15.4 The Stewards may inflict the penalties written in the Regulation or other applicable regulations. Likewise, they may apply the same relevant penalties at the request of the Clerk of the Course or Race Director.
- 15.5 The **Stewards**, CoC **or the Race Director**, when specifically provided for in these Sporting Regulations, may inflict on any driver involved in an incident, one or more of the following sanctions:
- a) A written warning
 - b) A written reprimand
 - c) A fine (as prescribed in the GCR's for the relevant offences)
 - d) A Time penalty via:
 - 1) Drive Through.
 - 2) Stop & Go.
 - 3) Adding of time to time scored in practices or race.
 - 4) 5 seconds time penalty to be added to the elapsed race time of the driver concerned.
 - 5) 10 seconds to be added to the elapsed race time of the driver concerned.
 - 6) Cancellation of practice time(s).
 - 7) Compulsory race start from pit lane.
 - 8) Loss of positions in the results.
 - e) Loss of positions on the starting grid.
 - f) Lap penalties
 - g) Exclusion / preclusion. The penalties of reprimand and Time Penalty (cases 1 – 8 above) including the cases where these are imposed in the last 5 minutes (or 3 laps) of the end of a race or qualifying and loss of positions on the starting grid, **can not** be protested and appealed.
- 15.6 In addition, the Stewards shall transfer a disciplinary record of a licensee involved in an "Incident" to MSA.
- 15.7 As a general rule, infractions committed in official practices will lead to the cancellation of as much lap time as deemed appropriate or the loss of positions on the starting grid. Incidents deemed as Serious by the CoC or Stewards which happen during qualifying, or Practice may lead to exclusion. The CoC **or Stewards** may defer penalties from qualifying to the race, the following penalties in time:
- a) A time penalty to be added to the total race time.
 - b) A Drive Through penalty.
 - c) A Stop & Go penalty.
- The last two penalties, b & c, must be taken in the first **3 normal** laps of the race.
- 15.8 In the race, the incidents likely to be sanctioned with a penalty may be solved initially, as a general rule, with a penalty of Drive Through, or failing that, if the CoC **or Stewards** considers it insufficient, with a Stop & Go of as many seconds as they deem appropriate and may eventually raise it to exclusion in those cases whose severity requires it. On the other hand, in those incidents whose circumstances require so, the application of the corresponding sanction may be deferred to the next

race of the same Event (in the case of more than one), or transfer it to races to be held in the following Event.

- 15.9 If the CoC **or Stewards** decide to impose an immediate time penalty (Drive Through or Stop & Go) the following procedure will be applied:
- a) The CoC will indicate to Race Control to notify the penalised competitor by means of a black flag accompanied by a black board with the race number and the imposed penalty. At the same time and whenever possible, a written notification of the imposed penalty will be delivered to the Team Manager or team representative, and they will ensure, if possible, that this information is displayed on the timing monitors. It is the responsibility of the Team to make sure that the driver complies.
 - b) From the moment the decision is communicated through the timing screens or Race Control signalling post or from the moment the Team receives notification the relevant driver may not cover more than **two three** full laps before entering the Pit Lane.
 - c) Any breach of the provisions of art. 15.9a or 15.9b may result in exclusion.
 - d) Definitions:
 - 1) Drive Through: enter the Pit Lane, drive at the applicable Pit Lane speed limit its total length without stopping and rejoin the track.
 - 2) Stop & Go: enter the Pit Lane, drive to the designated penalty area where the driver will completely stop the car at the place where they will be shown a red signboard with the word "Stop" in white.
When the car is stopped, the official in charge will begin the countdown of the imposed penalty, at the end of which they will authorise the driver to re-start by replacing the red circular panel with a green one with the word "Go" written in white. Stop & Go's may also be served in the competitors PIT BOX if there is no designated penalty area. (The affected competitor's Team Manager/ Crew Chief will be informed by the COC as detailed in Articles 15.9 a) and 15.9 b) to ensure a scrutineer confirms the penalty is served correctly).
 - e) In cases of a Drive Through or Stop & Go penalty, the car concerned cannot stop at its box to carry out any work, nor to receive assistance when it is stopped in the penalty area. However, if the engine stops, and the driver cannot start it again, the use of an external means to start it is authorised.
 - f) A Drive Through or Stop and Go penalty cannot be carried out once the Safety Car **is on track has been called** or the red flag has been shown for the suspension of the race. All the laps that are made behind the Safety Car, will not be considered for the calculation of the 3 laps in 15.9b.
 - g) If one of these penalties must be applied during the last 5 minutes (or in the last three laps) or at the end of the race, the corresponding seconds will be added to the race time of the driver involved:
 - h) Drive Through: 20 seconds
- 15.10 Should the CoC or Stewards decide to impose a time penalty during Qualifying or the Race, this will be displayed on the timing monitors, if this is possible, as well as be included in the provisional results. Written notice will be delivered to the competitor if possible.

ART. 16 PROTESTS AND APPEALS

- 16.1 Any protest must be made in accordance with-in the provisions of the MSA GCR Handbook.
- 16.2 All competitors have the right to appeal the decisions of the Stewards of the event, in the manner and deadlines as where and as allowed in the MSA GCR Handbook.
- 16.3 Certain sanctions cannot be appealed:
- a) Sanctions of "Drive Through" or "Stop & Go", including those imposed during the last 5 laps or applied after the race.

- b) The sanctions that imply the cancellation of qualification lap times being applied by the Stewards or by the Race Director during or at the end of the qualifying session as provided in the Regulations.
- c) The sanctions that imply positions on the starting grid.
- d) Penalties in time added to race time.

ART. 17 GENERAL SAFETY DISCIPLINE

- 17.1 Any breach committed against the Regulations applicable to the Series, relating to the general discipline of safety, both in practice and in the race, will be penalised by the CoC or Stewards.
- 17.2 It is totally forbidden for drivers to drive or push their cars in the opposite direction of the race. The penalty is exclusion from the Event. A car can be pushed under the instructions of Marshals in the opposite direction to move it from any dangerous position.
- 17.3 The official instructions will be transmitted to the drivers through the flags and signals provided by the regulations. The signals transmitted to the drivers through the flags and signs of the Code and its Annexes must be respected without delay.
Presenting one or more yellow flags at the signalling posts indicates the existence of a danger of any kind on or near the track. Drivers must slow down and be prepared to change direction and even stop. Overtaking, as well as improving lap times, is prohibited under these circumstances.
When the Red flag is deployed, all drivers must reduce their speed substantially and immediately and must be prepared to stop if necessary. If not stopped on the circuit by Officials, drivers must return to the start line. Overtaking is forbidden under a Red flag. Any infraction of these rules during the practice sessions or any of the races will be penalised by the COC.
- 17.4 During the practice sessions and races the drivers can only always use the track and they must respect the provisions of the Circuit Driving Code published by the FIA/MSA in all respects.
The corners, as well as their entry and exit zones, can be negotiated by the drivers as they wish while they remain within the limits marked by the continuous white lines of the edges of the circuit. Considering these circumstances, overtaking can be done on the right or on the left unless advised otherwise by Events SSR's.
However, the performance of manoeuvres likely to hinder other drivers such as touches, shoves, obstruction, or hits carried out by any driver who is overtaking or is being overtaken, are strictly forbidden and will entail penalties as per the regulations and or as determined by the CoC depending on the importance and reiteration of the breach of the regulations.
Likewise, more than one unforeseen or abnormal change of direction by the driver who is being overtaken is strictly prohibited and will entail penalties provided for in these regulations depending on the importance or reiteration of the infractions.
The repetition of any unsporting behaviour may entail exclusion.
- 17.5 Drivers must always use the circuit. For the avoidance of any doubt:
- The white lines defining the circuit edges are part of the circuit, but the kerbs *are not*.
 - A driver will be judged to have left the circuit if no part of the car remains in contact with the circuit. (i.e. all four (4) wheels outside of the white lines)
- Should a car leave the circuit for any reason and without prejudice to paragraph below, the driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage. Repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the circuit) will be reported to the Stewards of the event and may entail the imposition of penalties up to and including the disqualification of any driver concerned.
- 17.6 It is forbidden to carry out:
- a) starting practices on the circuit during the entire official practices and race, except in the acceleration area between the Pit Exit lights and the racetrack.
 - b) "zigzag" manoeuvres to warm up the tyres during the whole duration of the official practices and in the race. **according to art. 33.3**
Penalties for non-compliance with this article are provided in the Regulations, which may lead to the exclusion from the event if it entails imminent danger for other participants, regardless **of whether** if it is the first **or second** time it is carried out.

- 17.7 A speed limit of 50 60 kph during practice, the warmup, the starting procedure, and the race will be enforced in the Pit. The passage through the Pit Lane must be carried out with the maximum safety precautions and at a speed not exceeding 50 60 Kph.
- 17.8 Any obstruction manoeuvre by one or several drivers with or without common interests is prohibited. It is not allowed to constantly roll together several cars, or to adopt a fan formation so that another car cannot overtake them. In this case the blue flag will be shown to the drivers, and it will be reported to the CoC **or the Stewards** for their consideration.
- 17.9 The penalty inflicted on drivers who do not respect the Blue flag will also be applied to the drivers that obstruct a part of the circuit and will be more severe in the case of a systematic obstruction, being able in this case to be exclusion.
- 17.10 The circuit may only be used by drivers who are authorised to take part in the session scheduled at that time.
- 17.11 The driver of any car that is going to leave the circuit must previously warn of their intention, and it is their duty to ensure that this manoeuvre is carried out safely.
- 17.12 If a car stops on the circuit, it must be removed as quickly as possible so that its presence does not constitute a danger or hinder other competitors.
If the driver is not able to remove the car from this dangerous position, during practices or races, driving it on its own, it will be the duty of the Marshals to help him. The driver must leave the car in neutral and with the steering wheel in place. In addition, it can be moved with another type of supplementary help other than the Marshals (mechanical means, tractors, etc.) and returned to the session of practice or race. If the aid received causes the car engine to start and the driver re-joins the circuit, penalties will apply.
- 17.13 Except in the Paddock Area, in the Pit Garages or on the Starting Grid, any repair on a car may be carried out only by the driver and using the tools on board of the car, both in practices and races.
- 17.14 Refuelling must be carried out inside the pit box before the private/free/official practices and races. During the private and free practices refuelling can be carried out in the inner lane of the Pit Lane. All team members must wear the equipment in accordance with art. 17.21 of the Sporting Regulation.
Throughout the official practice session and from the start of the starting procedure until the end of the Parc Fermé, no solid, liquid, or gaseous substance or substance of any nature may be placed or removed from the car (except the refuelling as per art. 49). All filling holes should be in such a way as to allow the scrutineers to seal them.
- 17.15 From the beginning and until the end of the practice(s) or race (s) and until all the cars have reached the Parc Fermé, by their own means or in any other way specified in this Regulation, no one is authorised to remain on the circuit except the Marshals and Officials in execution of their duty, the driver when driving or under the instructions of the Marshals, or the mechanics, in accordance with the provisions of this Regulation.
- 17.16 If a car is stopped during the race, the engine must be restarted by its own means. The use of external means will only be allowed on the starting grid and after refuelling in the pit box.
- 17.17 It is forbidden:
- a) To push a car to cross the finishing line.
 - b) To push a car to start.
- 17.18 Any car abandoned by the driver on the circuit, except to do repairs with the means on board will be considered as withdrawn, whatever the cause or duration of this abandonment. A car temporarily abandoned by its driver during the suspension of the race will not be considered abandoned.
- 17.19 It is mandatory that all drivers who take part in practices or races of any Event of the Series, always wear the safety elements (fireproof overall, helmet, HANS, etc.) established in Chapter III - Appendix L of the ISC (International Sporting Code) Appendix of the FIA.
- 17.20 If, in the opinion of the Stewards, a driver deliberately stops on the circuit or impedes the normal circulation of any other driver(s) they will be penalised in accordance with Appendix 1 of these Regulations.
- 17.21 All mechanics must always wear, during the performance of their tasks at the Pit Lane, both in qualifying and races, at least: helmet, balaclava, glasses, fireproof overalls, and gloves.

ART. 18 PRACTICES: DEFINITIONS AND RESTRICTIONS

18.1 Collective Tests/Private tests

Private tests promoted by the SAGTRA Exco for entered Teams/Drivers, at any time of the season at a circuit which may not be of those that make up the calendar of the Series.

The SAGTRA Exco reserves the right to invite to these tests non-registered drivers.

The collective tests/private tests will normally be held on Thursday of the week of the events.

For the collective tests / private test the use of official tyres and the official fuel of the Series will be mandatory. The number of tyres will be free, although the amount could be limited via prior communication.

Free Practices

They will be those programmed by the SAGTRA Exco coinciding with each one of the calendar events.

As a rule, the free practices will be held on the Friday of the event. To participate in them the teams / drivers must be entered in the event. For these free practices, the number of tyres to use is limited.

It is mandatory to use official fuel and tyres.

Private Practices

These are practices promoted by the teams themselves for their drivers throughout the season.

These may not be at the circuit of the next round of the championship 14 days prior to that event.

Any breach in this regulation will render the offenders precluded from the event in question.

18.2 It is strictly forbidden in the 2 weeks prior to an Event at a particular circuit to conduct any tests or practice at that circuit except for the practices on the Thursday or Friday if and as published in the Events regulations. The SAGTRA Exco may authorise, under a reasonable request, an exception.

18.3 The SAGTRA Exco may authorise practice on the Thursday during the week prior to the Event, subject to a communication to its membership at least 10 days prior.

18.4 The disciplines in Pit Lane and on the track, the drivers' safety measures and cars will be the same as for all types of practices.

18.5 Time lost by interruptions to clear the track or to recover a car, or for any other safety reason, will not be recovered.

18.6 The use of official tyres and fuel of the Series is mandatory at all practices and races.

ART. 19 ADMINISTRATIVE & SCRUTINEERING (ALL SUBJECT TO PREVAILING COVID-19 REGULATIONS)

19.1 During preliminary administrative checks all entrants must have all the required licenses and documents as required by the organisers. Amongst which:

a) Entrant's and Driver's competition licenses.

b) MSA authorisation in accordance with art. 3.9.4. of International Sporting Code if it is not included with the driver's competition license.

c) Medical certification if not included with the driver's license.

d) Parental authorisation when the driver is under 18 years of age.

19.2 At any time during the competition or after the finish, the Chief Medical Officer, the Clerk of the Course, or the Race Director may demand a driver to carry out a Medical or alcohol breathalyser test.

19.3 The administrative checking and scrutineering will be carried out in the schedule and places established in the Supplementary Regulations of each race.

19.4 All entrants who do not attend or complete the administrative checking or scrutineering within an advertised timetable will be penalised.

19.5 The Entrants who have not carried out the administrative or scrutineering checks will not be allowed to take part in either the practices or the races.

19.6 The preliminary scrutineering will be used to check the conformity of the car and not of the entry.

19.7 For scrutineering, any regulation or appendix to be verified, intended for the participation of and compliance of a car in the Series, must have been previously presented to the SAGTRA Technical

Delegate. The period to present the relevant documents to be applied is fixed in 7 days before the race. No document will be allowed as evidence for a post-race eventual verification if it has not been previously presented.

- 19.8 The pre-event scrutineering will be carried out in each Entrant's Pit garage. To do that, the race number and the driver's name must already be in place in the regulated areas, or the pre-event scrutineering will not take place. The entrant and/or their representative must be in the garage during the scrutineering and, be available to the Scrutineers during the time established for technical checks.
- 19.9 The Stewards, the CoC or the SAGTRA Technical Delegate can:
- Order technical checks of a car before, during and/or after the practices or race.
 - Require the entrant to dismantle the car during the scrutineering to check whether it complies with the admission conditions or not.
 - Request the entrant to provide the part of the car they consider necessary.
 - Not authorise any car to start for safety reasons.

Failure to present to the SAGTRA Technical Delegate any of the above-mentioned will result in a penalty or preclusion.

- 19.10 Any car that, after scrutineering, has been disassembled or modified in such a way as to affect its safety level or to question its compliance, or if it has been involved in an accident with similar consequences, must be submitted to the SAGTRA Technical Delegate for checking. The Technical Delegate will indicate to the Stewards of the Meeting or to the Race Director or CoC, the compliance or not of the car in respect of Safety or Technical Compliance. In the case of non-compliance due to technical or safety reasons the car will be sent to its Pit Garage or to the "Parc Fermé", as deemed appropriate.
- 19.11 The Clerk of the Course/Race Director may request to verify any car that has been involved in an accident.
- 19.12 Immediately after each qualifying session and after each race, the first classified drivers and any other cars randomly chosen by the officials (Stewards / Technical Delegate / CoC or Race Director) of the event will be verified on those points they deem appropriate. The officials may, at any time and at their discretion, extend the number of cars to be checked.
- 19.13 Immediately after the end of qualifying and races, all classified cars will go directly to the Parc Fermé by the fastest way. The Parc Ferme conditions start when the chequered flag is deployed at the end of the session or the race.
- 19.14 The scrutineering will be carried out by the designated officials, who are responsible for the operations carried out in the "Parc Fermé", and the only ones authorised to give instructions to the Competitors. The scrutineering must be carried out in the presence of the Competitor of the car to be verified or of their representative. In the event of absence of the competitor or their representative during the act of verification duly announced, no protest may be made regarding the act of verification. Likewise, it must be possible to request two mechanics, designated by the competitor or their representative, for the dismantling tasks if the scrutineers consider it appropriate.
- 19.15 The Scrutineers (by delegation of the Stewards) may retain one or more parts of a car to check them. These pieces will be duly marked in the presence of the competitor or their representative, who will receive a copy of the seal act with a description of the marks. In the event of the absence of the competitor or their representative during the act (duly announced) of verification of a retained piece, no protest may be made regarding the origin of the pieces retained.
- 19.16 The Stewards will publish the results of each verified car and they will make them available to the other entrants. These results will not include figures, except those concerning the fuel, or where the car does not comply with the technical regulations.
- 19.17 All entered cars can be checked during the qualifying practices in relation to their weight.
- 19.18 The Entrants accept that for the ex officio verifications no economic compensation is recognised, even in the case of being favourable.
- 19.19 If a competitor was the subject of a claim or proposed for a verification at the end of the first qualifying session or the first race, and it was not possible to carry out the verification at that time,

the subject of the verification will be sealed and verified at the end of the second qualifying session or the second race. In this case the entrant accepts that the eventual exclusion of the result of the 1st session of practices or 1st race will lead to the exclusion of the 2nd session of practices or 2nd race, except if the part/s object of the exclusion have been changed after the 1st session of practices or 1st race, in which case this must be notified to the Stewards before proceeding with the change.

- 19.20 All the ballasts carried by the car must be declared in the act of checking and sealed by the Scrutineers. Undeclared ballasts cannot be considered in the weighting procedures performed during the test.
- 19.21 The phonometric control for verification of compliance with the noise limit may be carried out under the control of the Scrutineers at any time during the event.
- 19.22 Homologation form and/or Historical Technical Passport (HTP):
The entrant of a car must be in possession of a homologation / HTP form for the car as well as the appendices to it and it must be presented when required by the officials of the race.
The car must be in accordance with the presented homologation form and/or HTP. Any extension of the homologation documents, even existing, which does not feature in the homologation form presented by the entrant will not be accepted.
- 19.23 During the entry form process, the entrants must inform the promoter/organiser of the event about the driver/s constituting the entrant's team for the event. Should there be multiple qualifying sessions, the order of the drivers must be stipulated. Either driver may start the race after qualifying. Driver changes may take place during the mandatory pitstop during the race. If there are 2 drivers in a team, each driver must at least participate in one of the races on the day.
The order for qualifying can only be modified by force majeure reasons at the criteria of the Panel of Stewards that must authorise it. In case of one driver teams this driver will take part in both the qualifying session and take each race start.

ART. 20 TYRES

- 20.1 The make and type of tyres to be used in each event will be those designated by the SAGTRA Exco by way of clarification bulletin issued by MSA.
- 20.2 The maximum number of dry tyres to be used in Qualifying and the 2 races of an event will be 6 tyres. (For example, you are allowed 6 new tyres per race meeting), For race meetings where 3 races occur, 8 tyres for qualifying and the 3 races will be allowed. Exceptionally, the tyres to be used in the first event of the season could be a maximum of 8. This same consideration (authorization of 8 tyres) will have the 1st entry of a team in the Series, after the first event of the season, or the change of car, providing the tyres size of the new car differs from the previous one. The SAGTRA Exco reserves the right to authorise the marking of an extra set of tyres due to special characteristics of any of the circuits. This will be communicated prior to the commencement of the event.
- 20.3 Only for Friday practice and regardless of the event tyres (described in the previous paragraph), any tyre already marked in any previous events may be used. It will not be necessary to highlight these already marked tyres, if they remain sufficiently legible, and without giving rise to reasonable doubt, the marks of the preceding events.
- 20.4 Thursday practices - if programmed - will be considered as private collective tests / private tests of the teams, so the tyres will not be regulated in quantity, except in the brand and quality as per article 20.1. The SAGTRA Exco may regulate the maximum number of tyres authorised to be used. It is not necessary to mark the tyres for AM drivers free practice sessions; tyres brand and quality will be regulated (see art. 20.1), but not the maximum number.
- 20.5 Rain tyre marking is not necessary. The number of rain tyres is free, however the tyre brand is fixed to the same tyre brand as the slick tyres for the series.
- 20.6 Tyres will be marked by the SAGTRA Technical Delegate or the Event Scrutineer, only the tyres identified by the supplier will be marked, who will monitor the compliance of this rule. Any breach of this normative will be penalised.
- 20.7 SAGTRA and their Technical Delegate will take the necessary steps to ensure the effectiveness and regularity of tyre marking operations and control operations.
- 20.8 In the Supplementary Regulations of each event, the place and time of the marking will be specified.

- 20.9 Any modification or treatment, such as scratching or the application of solvents, both in the slicks or wet weather tyres is totally forbidden.
- 20.10 In an event, the change of already marked tyres is not allowed, except in the case of manufacturing defect dictated by the supplier and authorised by the SAGTRA Technical Delegate. In this case, there will be no penalty for marking outside the scheduled time.
- 20.11 It is up to the Clerk of the Course and or Race Director to judge if the track is humid or wet, the decision will be communicated to the entrants as quickly as possible. However, this decision does not affect the entire event thus keeping the tire limitation for the rest of the event if the track is not declared wet. The use of wet tyres during dry weather is forbidden neither in practices nor races unless the session or race is declared wet. When the Clerk of the Course and/or the Race Director has taken the decision that the track is wet, the use of (wet/dry) tyres are free. The mixing of dry and wet tyres simultaneously is forbidden.
- 20.12 During qualifying sessions and or a race, the Scrutineers can randomly check at the Pit Exit or the starting grid for the proper use of authorized tyres. Any car requested to undergo this control in qualifying session must stop before exiting the Pit Lane and may only re-join the track when the Scrutineers order so. This same random check can be done in the pit in case a team changes tyres during the practice or qualifying sessions. Any type of anomaly detected will be notified to the Stewards of the Meeting.
- 20.13 The heating of tyres by using a heat chamber/closet/tent is authorized. The heating of tyres may be done by any system compelling warm air. The mechanical system to produce warm air may be electrical, gas or fuel powered. The heating of tyres by using tyre blankets is authorised. The use of tyre blankets is permitted only if powered by generator and not of the circuit facilities main power grid.

ART. 21 WEIGHT & WEIGHING PROCEDURE

- 21.1 The minimum weight, specified in the Technical Regulations, must be respected during all the duration of an event including all practices and races.
- 21.2 It is understood that as a minimum the cars weight is as stated in FIA Art. 254. Appendix J This means the car weight including all quantities of fluids including lubrication, the cooling system, brakes, and heating on a level surface, except the windscreen washer fluid or headlamps washer fluids, the brakes cooling system and water injection fluids which should be empty. This weight must be respected under any circumstance or moment during the practices or races.
- 21.3 The official weight scale will be the scale provided by SAGTRA's or failing this, the one designated by the EXCO and this scale will be considered valid, and the weight taken on this scale cannot be appealed.
- 21.4 There is a ZERO weight tolerance permitted. Any competitor found to be under the prescribed weight will be excluded from the race results as well as have any lap times that count towards the formation of a starting grid deleted as if he did not post any times at all.
- 21.5 **Weighing Procedure:**
The weight of each car will be controlled during the official practices and races of each event as follows:

During and after the qualifying practices:

- a) At the entrance of the Pit Lane an Official will indicate the chosen cars that will be weighed.
- b) The weighing system will be placed as close as possible to the first box.
- c) When the Official referred in the point (a. above) indicates, the driver of the car in question will lead, choosing shortest way, to the weighing system in point (b. above), the driver may not be helped by anyone else other than the Marshals if it is necessary.
- d) The weighing process will take place under the control of the Scrutineers, with the engine switched off and the driver motionless inside the car.

Should the weight of a car be less than that specified in the Technical Regulations, the entrant should be penalised, except if the weight deficiency is due to an accidental loss of a component of the car due to force majeure reasons.

- e) No car may be abandoned in the weighing area without the express consent of the officials.
- f) The results of such a weighing and the time and date at which they have taken place will be communicated to the driver in writing at the end of the operation.
- g) If any car is not able to reach the weighing area by its own means, it will be kept under the exclusive care of the Marshals, who as soon as possible will get the car to the weighing scale. No material or solid substance, liquid or gaseous can be added or cleared from the car or the driver, before and or during the process of weighing

21.6 After a race

- a) Every car which crosses the finish line or completes 40 minutes of racing will head to Parc Fermé” by their own means and the most direct route, in case of necessity only the Marshals may help to the “Parc Fermé” area where the car will be weighed with the engine switched off ~~and with the driver or their equipment~~. No other material or substance may be added, put in or cleared from the car during the time between it crosses the finish line and the weighing procedure has been completed.
- b) If the weight is less of that specified in the Technical Regulations, the entrant will automatically be excluded from the race, except in the case where the deficiency in such weighing is due to an accidental lack of a car component, due to force majeure reasons.
- c) Any classified car, which may not be able to cross the line and/or reach the “Parc Fermé” by their own means, will be placed under the exclusive control of the Marshals, who, as soon as possible, will carry the car to the “Parc Fermé” where it will be weighed in a proper way.

21.7 Recording Cameras

Each driver will have a “Go-Pro” Type (or similar) camera installed in the cockpit of the car. This camera must be positioned in such a way that it gives the viewer both a forward-facing view from in car as well as include the driver’s hands in the same view at the same time. This footage has to be preserved after each session on track and be made available upon request by the CEO of SAGTRA or the relevant race officials on the day. Failure to produce the requested footage could render the driver/s guilty of the incident under review irrespective of any other data that could possibly prove the contrary. An entrant who wishes to fit a camera other than those as required by the series regulations, in their car shall send to the SAGTRA Exco all details regarding its fitting proposal. The SAGTRA Exco will allow, if it approves, such fitting. The Scrutineers and the Technical Delegate will check that the fitting complies with all safety guarantees, and it will be adjusted to the allowed fitting. A car may not start an event unless the camera and fitting has been approved by the SAGTRA Exco. The weight of the camera will not be considered for the minimum weight of the car.

ART. 22 FUEL, FUEL RESERVE & REFUELING

- 22.1 To be allowed to participate in all the qualifying practices and races of the Series, it is compulsory to use the official fuel authorised by the SAGTRA Exco.
- 22.2 The only fuel to be used at each race will be the fuel supplied at that race. Fuel purchased at a previous race may not be used.
- 22.3 The use of a fuel different of the official (even being in accordance with the FIA-specifications: Appendix J art. 252-9.1- see Technical Regulation) will provoke the cancellation of all times of the qualifying session or the exclusion from the race in which this infraction has been committed.
- 22.4 The supplied fuel will be duly identified to enable that all checking could be carried out by comparative analysis. The Technical Delegate will extract a sample from the fuel tank, truck, or drums, when it arrives to each track, to carry out the comparative analysis.
- 22.5 **Analysis procedure:**

The taking of samples of fuel will be carried out taking 4 samples of half a kilo weight in the official cans, which will be duly identified and sealed according to the proceeding used for the marking of parts to be retained.

The first sample will be used for the in situ checking and the rest for the analysis in the laboratory.

From these samples, one will be sent to be analysed in the laboratory, another one will be delivered to the involved entrant and the third will be kept by SAGTRA for possible further analysis.

- 22.6 The laboratory recognised by SAGTRA that receives the sample is authorised to break the seals only if the details concerning the breaking of the sealing are described on the official report.
- 22.7 If the result of the analysis is correct SAGTRA will officially inform to all parts involved.
- 22.8 If the result exceeds the tolerance of the ASTM D3244 standard, it will be reported to the affected entrant who, in case of disagreement, should send their sample, within a period of three days, to a laboratory of their choice.
- 22.9 In case of disagreement between the analysis and if the results exceed the tolerances defined in both cases, the RFE de A. (or ASN/MSA) will send the third sample to another recognised laboratory of their choice.
- 22.10 The final calculation will be carried out by SAGTRA considering all the results, and the final decision will be notified to all parts involved.
- 22.11 **Refuelling Reserve**
At the end of both qualifying sessions and both the races, the car must contain at least 2 kg of fuel for the taking of samples. The 2 kg of fuel must be taken in the Parc Fermé area through an FIA-approved self-sealing connector, fitted immediately before the injectors (see technical list n°5). The sample-taking must be done prior to any check requiring the engine to be started. Having less than 2 kgs of fuel will be penalised.
- 22.12 **Refuelling**
Refuelling is only allowed outside the garage allocated to each team before the start of practices, qualifying and / or race. Each team/entrant must make sure that a team member with an operational extinguisher (5 kg of minimum capacity) is close to the car during the refuelling process. It is forbidden to add or remove fuel from a car during a qualifying session. It is forbidden to add or remove fuel from a car once it has left the Pit Lane for the first time during the starting procedure. It is forbidden to remove fuel from a car during a race.

ART. 23 BRIEFING

- 23.1 A Briefing for drivers and entrants will be held in each event.
- 23.2 The briefing will be carried out by the Race Director or the Event CoC.
- 23.3 All Entrants (or their representatives) and the drivers of the admitted cars must be present during the whole briefing, and they must sign an attendance register. The **Stewards CoC** will summon the competitor and/or driver who has not signed the attendance register to provide the briefing details. The competitor will be penalised for non-attendance.
- 23.4 Before the briefing starts, each driver and entrant (or their representatives) will receive a written document in which the main details of the Circuit and event will be included. In case of disagreement between this document and the rest of official documents of the event (regulations, timetables, complements, etc.) these official documents will always prevail.

ART. 24 PIT LANE & PIT BOXES

- 24.1 The section of the track between the first Safety Car line and the beginning of the Pit Lane will be designated as "Pit entry."
- 24.2 The section of the track between the end of the Pit Lane and the second Safety Car line will be designated as "Pit exit."
- 24.3 It is forbidden to cross the white lines that delimit both the deceleration lane at the entrance to the Pit Lane, and the acceleration lane at the exit of the Pit Lane, when entering or leaving the pit lane, respectively. Crossing any of these lines will imply a sanction, except in case of force majeure, as understood by the Stewards of the event.
- 24.4. Pit Lane will be divided into two lanes defined in the following way. The lane closest to the Pit wall is designated as the "fast lane", and the lane closest to the garages is called the "working lane/inner lane" and is the only area where any work can be carried out on a car.

- 24.5 Any car that is in the “Fast Lane” at any time, must be with the driver on board and with the engine on, even if it is being pushed.
- 24.6 The cars will be allowed to be on the Fast Lane with the 2 minutes signal prior to the opening of the Pit Lane (free practices, qualifying and races). Those cars placed on the fast lane will not be able to turn off the engine (unless the Race Director orders so) nor obstruct the Pit Lane Exit. They must leave enough space to be able to leave the Pit Lane in case of emergency.
- 24.7 At no time a car can go backwards on its own power through the Pit Lane.
- 24.8 During the qualifying practice or the races, the cars may receive assistance inside their garages only until the moment they leave them for first time. From that moment on, all repair operations and service maintenances carried out in the cars must be done in the “working lane/Inner Lane”.
- 24.9 During the qualifying practice the cars are not allowed to get into their garage, even if they have finished their participation, until they come back from the “Parc Fermé”, except the exceptions stated in art. 41.7.
- 24.10 It is forbidden to supply oil during the qualifying sessions. All liquid filling lids must be of such a type that the Scrutineers can seal them.
- 24.11 Car repairs may only be carried out in the Inner Lane of the Pit Lane area in front of each entrant assigned garage or in an area of the pit allocated to team. If by error any material has been left in the “Fast Lane” it must be removed immediately
- 24.12 All the teams participating in the qualifying practice, or the race must keep the garage front door open during all the duration of these practices or race. The interior of the garage must be visible, during this time, from the Pit Lane area.
- 24.14 The Competitors cannot paint any line or mark on the Pit Lane area. Removable Tape may be used to mark pit lines in the pitstop area.
- 24.15 People under 16 years of age and animals are not allowed in the Pit area ever.
- 24.16 It is clarified that a car must be weighed before entering the pit lane during qualifying practice, every time.

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| ART. 25 QUALIFYING |
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- 25.1 Except the case in which these Sporting Regulations require otherwise, Pit Lane and track discipline and safety measures will be the same for all practice sessions and races.
- 25.2 The qualifying session will only be open to entrants and drivers entered in the event.
- 25.3 No driver may start a race without having taken part in an official practice session and having made a qualifying time, except for the cases contemplated in this Regulation.
- 25.4 The qualifying session will last no less than 20 minutes.
- 25.5 The SAGTRA Exco have the right to hold a sole official practice session or separate the official practice sessions by categories, drivers, or any other type of distribution basing on the number or type of cars entered or for safety reasons. A “Super pole” may be programmed.
In all these cases, it will be announced well in advance together with its regulations.
- 25.6 The Stewards may accept at the start, providing that the number of cars does not exceed the maximum number established for such a race, cars and drivers who have not made a qualifying time due to force majeure. However, they will not be admitted unless they comply with the following conditions:
 - a) They do not eliminate any car already classified.
 - b) That the drivers have total guarantee of safety i.e., Knowledge of the track.
 - c) The new admitted cars will start from the BACK of the starting grid.
- 25.7 During the practices a red/green light will be placed at the Pit exit. Cars placed in the Fast lane of Pit Lane before the starting light turns green to start the session shall not switch off their engines once the practice session and/or race is started (see art. 24.6). Cars will only be able to leave the Pit Lane when the green light is switched on. In addition, a flashing blue light (or an official with a blue flag), placed near to the red/green light will be placed on the access to the track to prevent the drivers leaving the Pit Lane in front of other cars which may be approaching on the track.
- 25.8 It is forbidden to carry out zigzag manoeuvres to warm up tyres during the practices.

- 25.9 Any infraction made by a driver or entrant during the practice sessions will be penalised by the **Stewards-CoC** according to their own criteria.
- 25.10 Following an incident that does not require the practice to be stopped but when the Race Director or CoC deems necessary, they will declare the session under “Full Yellow”. The following will be applied:
- a) The CoC or the Race Director will post on the information line of the timing monitors “FULL YELLOW”
 - b) All Flag Marshals along the circuit will waive the yellow flag.
 - c) The maximum speed during the Full Course Yellow procedure will be 80 km/h
 - d) Any lap times registered after being given the “FULL YELLOW” sign will not be taken in consideration
 - e) If a driver is proved not to have slowed down enough under this procedure, a sanction will be taken by the **Stewards-CoC**.
 - f) The end of the procedure and the return to normal will be announced as follows:
 - On the information line of the timing monitors
 - All Flag Marshals will wave Green Flags.
 - From the moment when the green flags will be shown, at the end of the period under “Full Yellow”, the lap times will be considered again.
- 25.11 *A car must be weighed before entering the pit lane during qualifying practice, every time.*

ART. 26 STOPPING OF PRACTICES

- 26.1 The decision to stop the practices may only be taken by the Race Director or the Clerk of the Course.
- 26.2 Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director or the Clerk of the Course shall order a red flag and the abort lights to be shown at the start finish line. At the same time, red flags will be shown at all the Marshal Posts and the red light will be switched on at the exit of the Pit Lane.
- 26.3 The Race Director or the Clerk of the Course may interrupt practice as often and for as long as they think necessary to clear the track or to allow the recovery of a car.
Whenever possible, the time lost by the suspension will be recovered so that the minimum time foreseen for the training session is completed.
The interruption time occurred during the free practice will not be recovered, except when the program permits it to do so.
Should the qualifying sessions be interrupted one or more times, no protest can be accepted as to the possible effects of the interruption on the qualification of driver's grid positions.
When the interruption signal has been given all the cars will immediately reduce their speed and will slowly return to the Pit Lane. Overtaking is forbidden. Cars can be in the fast lane. All participants should keep in mind that:
- Race or Official cars may be found on circuit.
 - The circuit may be completely blocked or obstructed due to an accident.
 - The weather conditions may have transformed the track into dangerous.
 - The cars that have been abandoned on the track will be recuperated and transported to the paddock to be delivered to the teams.
- 26.4 In an incident in which the Clerk of the Course or the Race Director or their assistant does not consider necessary to stop the practice, they may declare the session neutralised and then apply the procedure of “neutralised session (full yellow)”.

ART. 27 WARM UP

- 27.1 A Warmup session may be programmed before a race.
- 27.2 Only marked tyres can be used for the Warmup.

ART. 28 STARTING GRID

- 28.1 The starting grid will be drawn up according to the order of the best lap time scored by the drivers during the qualifying sessions.
- 28.2 The driver whose car cannot start, whatever the reason is, must inform the Clerk of the Course/Race Director before the publication of the Starting Grid.
- 28.3 The access to the starting grid will finish three (3) minutes before the foreseen start of the formation lap.
- 28.4 The grid will have a parallel formation in 2x2 without offsets.
- 28.5 Starting procedure: Rolling Start.

ART. 29 STARTING GRID RACE 1

- 29.1 The starting grid of the first race will be drawn up according to the times scored during official qualifying. The grid will be posted 60 minutes before the start of the race.
- 29.2 This list will contain the name of the driver designated by the team as driver 1, this driver must have carried out the qualifying for Race 1.

ART. 30 STARTING GRID RACE 2

- 30.1 The starting grid of the second race will be drawn up according to the times scored during the first race. The grid will be posted 60 minutes before the starting of the race.
- 30.2 This list will contain the name of the driver designated by the team as driver 1, this driver must have carried out the first race.
- 30.3 Should there be 3 races on weekend, the grid for race 3 will be determined by the fastest lap time set in race 2.

ART. 31 STARTING PROCEDURE

- 31.1 The approach of the start of the formation lap will be announced by one of the following procedures:
- a) Board Procedure
Board signals showing ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, will be presented at the front of the grid all of them accompanied by an audible warning. These signals will have the same meaning than the light signals described below b).
 - b) Lights Procedure
The approach of the start of the formation lap will be announced by means of the starting lights (2 red lights will be switched off simultaneously) at 10 minutes, 5 minutes, 3 minutes, 1 minute and 15 seconds before the start of the formation lap all of them accompanied by an audible warning. These signals will have the following meaning:
 - 10 minutes signal: the two rows of red lights will blink twice. Green light in 10 minutes.
 - 1 minute signal: The third pair of red lights will be switched off.
 - 15 seconds' signal: The fourth pair of red lights will be switched off.Start of the formation lap: the fifth pair of red lights will be switched off and all 5 green lights will be switched on.
- 31.2 The starting procedure will be as follows:
- a) Before the opening of the Pit Lane for the start of the race, the safety/leading car will be placed at the front of the grid, and it will be there until the 5 minutes signal with the revolving lights switched off. At that point, the Safety Car will complete a whole lap and will return to the front of the grid.
 - b) 10 minutes before the green flag, the green light at the Pit Exit will be switched on to allow entered cars out to conduct a reconnaissance lap to the starting grid. The cars will stop at the starting grid following the starting grid order and with the engines switched off.
 - c) In the event that before the Pit Lane had been opened for the reconnaissance lap there has been a change in weather conditions the Race Director/Clerk of the Course will inform the Competitors by

means of a board with the inscription "WET". If no board is shown the race will be automatically declared dry

In this circumstance, the Pit Lane opening period will last 10 minutes. One or more reconnaissance laps may be authorised. These laps through Pit Lane will be run at a moderate speed and it is mandatory to use the Pit Lane between lap and lap and not to cross the grid in any case. Any driver, who by driving through the Pit Lane, drives on a dangerous way or at an excessive speed (higher than 60Km/hour) will be penalised.

d) 5 minutes before the green flag, the red light at the Pit Exit will be switched on accompanied by an audible warning signal, prohibiting access to the track of cars that have not yet done.

e) Any car that has not been incorporated to the starting grid and those who must start the race from the Pit Lane, will not be allowed to join the race until the whole field has passed the Pit exit on its first racing lap, when the Pit Lane exit is placed immediately after the starting line.

f) Where the Pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.

31.3 The approach of the start will be announced by the presentation of boards (or the successive turning off lights in case of a starting procedure with lights) at:

These boards will be accompanied by a sound signal and will have the following means:

a) **FIVE MINUTES board** (if a starting procedure by lights is used, the first pair of red lights will be switched off. The leading car will switch on the yellow revolving lights).

b) **THREE MINUTES board** (if a starting procedure by lights is used, the second pair of red lights will be switched off):

- Closing of the starting grid access; all people except the marshals, drivers,
- Team members and the TV Camera crews will leave in the grid.
- The changing of tyres finishes. Any car which does not have all its wheels fitted at the three- minute signal must start the race from the back of the grid or the Pit Lane, if it is possible; should it not be the case, it will be penalised by the Panel of Stewards.

c) **ONE MINUTE board** (if a starting procedure by lights is used, the third pair of red lights will be switched off): At the point the 1' minute board is showed:

- Time to carry out any mechanical operation on the grid is finished.
- Cars must have their tyres on the ground
- Engines will be started with the driver on board, and
- Team personnel must abandon the grid before the FIFTEEN SECONDS board is shown. If a starting procedure signalled by lights is used, the fourth pair of red lights will be switched off.

d) **15 second board before the start**

The leading car will start to move

- In case a driver would need help after the 15 seconds board, they must open the door and raise their arm and, from the moment the rest of the cars abandon the grid; their team may try to solve the problem. In this case Marshals will place themselves close to the car (or cars) showing yellow flags to advise the rest of cars coming from behind.

e) **Starting of formation lap**

When the green flag is shown (if a starting procedure signalled by lights is used, the fifth and last pair of red lights will be switched off and 5 green lights will be switched on), the cars should start the formation lap keeping the starting grid order an following the driver in "Pole Position", - or the driver in second position if the pole position had problems and the "Leading Car", being this last in charge of driving the grid during the formation lap. It will be compulsory to maintain the leading car speed and no driver can overtake it until it retires from the formation at the proximity of the starting line. It will be responsibility of the Pole Position to maintain such speed even when the leading car retires until the start signal is given.

When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any team personnel standing beside the track.

During the formation lap it is forbidden:

- a. To Practice start.
- b. Overtaking, except if the preceding car is clearly slower than the rest of the formation.
- ~~c. Carry out any zigzag manoeuvres to warm up the tyres from the point in the track indicated by the Race Director and /or Clerk of the Course in the briefing.~~
- d. Abandon the formation to enter the boxes while the start has not been given except to solve mechanical incidents or accidents or change tyres.

31.4 Start

The start of the race will be indicated by changing the start lights from RED to GREEN. Once the start has been indicated overtakes and breaking the formation will be permitted.

31.5 Overtaking during the formation lap is only 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 they were stationary after the remainder of the cars had crossed the Line, and it must start the race from the back of the grid. 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 the formation lap. If the 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 meter in front of pole position. A penalty will be imposed on any driver who, in the opinion of the Stewards, CoC unnecessarily overtook another car during the formation lap: and drivers carry out any zigzag manoeuvres to warm up the tyres from the point in the track indicated by the Race Director/Clerk of the Course in the briefing

31.6 At the end of the formation lap and if the formation grid conditions require it, the Race Director may require the Safety Car to carry out one or more supplementary laps before starting the race. These laps will count for the race calculation as if the start has been given at the end of the first lap. If Pole Position Car would not maintain the speed marked by the Safety Car it will be penalised according to the Stewards criteria

31.7 The starting procedure may have a variation Only in the following cases:

- a) If, in a race which has not been declared wet, it starts to rain after the 5' FIVE MINUTES board and before that starting traffic lights turns green, an indicator board showing "START DELAYED" will be displayed on the line. From that moment the cars will have 10' TEN MINUTES to change the tyres on the grid. After this time, the 5' FIVE MINUTES board will be shown, and the standard proceeding will be started.
- b) If the starting of the race is imminent and according to the Clerk of the Course criteria the amount of water on the track is such that it is not possible to road safely, even if the cars fit "wet" tyres, the Clerk of the Course may delay the start showing the "START DELAYED" board simultaneously with an indicator board "10" over red background. This board 10' over red background means that the start proceeding will be delayed 10 minutes before it is carried out again. If after this period of 10' (TEN MINUTES) the weather conditions would be better, the proceeding will start again and the normal indicator boards will be showed, starting by the 5' one (5 MINUTES). However, if the weather conditions do not improve in this period, after the presentation of the indicator board "10" over red background, this board will be showed again. This will mean another delay of 10 minutes more before the start proceeding is renewed. Any board "10" must be accompanied by an audible warning.
- c) Should any problem arise during the formation lap, the following proceedings will be followed:
 1. If the Leading Car is still in the track and the conditions of the formation of the grid need its continuation, the Race Director/Clerk of the Course will demand the Leading Car to make one or more extra laps before leaving the track.

2. If the leading car has already left the track but the starting lights are still red, all track signalling places will deploy waving yellow flags. Cars, under the Pole Position direction, will carry on a new formation lap. If possible, the leading car will reincorporate in front of
 3. If Pole position had troubles during the formation lap, Pole Position functions and responsibilities will be transferred to the car in second position of the grid. In cases a) and b) for race length effects, the duration of the race (laps and/or time) will be considered to start at the end of the formation lap.
- 31.8 Any car that has not been incorporated to the starting grid and those who must start the race from the Pit Lane, will not be allowed to join the race until the whole field has passed the Pit exit on its first racing lap, when the Pit Lane exit is placed immediately after the starting line. When the Pit Lane exit is immediately before the line, the cars will be able to incorporate to join the race when the whole field has crossed the starting line
- 31.9 During the start of the race, no person will be allowed at the Pit Wall, except fire officials and the officials in charge of showing the boards.
- 31.10 Those drivers who have carried out false starts will be penalised. As many judges of fact as considered necessary may be nominated to control the false starts.
- 31.11 Any infraction made against the Code or Sporting Regulations referring to the start proceeding could reach up to the disqualification of the race.

ART. 32 RACE

- 32.1 During the race, drivers will leave the Pit Lane under their own responsibility. However, a blue flashing light will be turned on at the exit of the Pit Lane and a marshal with a blue flag will be at the pit exit to warn all cars leaving Pit Lane from those who are on track and from possible overtaking.
- 32.2 Exiting the Pit Lane with the red light on will be penalised.
- 32.3 Should the Clerk of the Course/Race Director have declared the race wet, a board "WET RACE" will be displayed at the exit of the Pit Lane, and visible from track during 5 laps. The information "WET RACE" will also be displayed on the Timing Monitors.
- 32.4 A race that has been declared wet will not be interrupted in case of rain even if the track has dried, the cars have dry tyres again, and then it starts raining again.
- 32.5 A race that has not been declared wet before the start will not be interrupted if during the race it starts raining and the Clerk of the Course or Race Director declare it wet by showing the board "WET RACE" at the Race Director signalling post, and/or Timing Monitors. From that moment the drivers may use wet tyres

ART. 33 FALSE START

- 33.1 As many judges as necessary to control False starts may be appointed.
- 33.2 Any participant who has carried out a false start will be penalised at the discretion of the Stewards.

ART. 34 SAFETY CAR PROCEDURES & DEPLOYMENT

- 34.1 The Safety Car may be brought into operation to:
- Neutralise a race if competitors or officials are in immediate physical danger but the circumstances are such as to not needing to stop the race
 - Starting a race in exceptional conditions (e.g., bad weather)
 - Pace a rolling start.
 - Resume a suspended race.
- 34.2 A Safety Car (SC) will be used to neutralise any incident on the track where competitors or officials may be in danger and as decided by the Clerk of the Course (CoC). The SC will be deployed at the instruction of Race Control (RC) and Yellow flags and SC boards will be displayed at all marshal points. All cars will maintain their positions at a safe speed. The SC will display to revolving Orange lights and its hazard light will be on. The SC will pick up the Lead Car (LC) on exiting the Pits and a train in race order will form behind the SC.

- 34.3 All cars will remain behind the SC without overtaking whilst maintaining a gap of no more than 5 car lengths between all cars. If a car cannot maintain the pace behind the SC due to mechanical or other problems, the car may be overtaken.
- 34.4 The SC will slow down at the scene of an incident and once the train of cars has passed the incident the SC will speed up to enable cars to maintain tyre temperatures. The 5-car distance must be always maintained.
- 34.5 If the incident is on the Pit straight, Race Control may instruct the SC to take the train through the pit lane, maintaining the relevant Pit Lane speed limit. Cars may not Pit whilst the Pit Lane is in use for this reason, and should a car stop in the pits during this procedure, a drive through penalty will be applied once the circuit returns to Green status.
- 34.6 If the Pit Lane is not being used due to an incident, the Pit lane remains OPEN and pit stops are allowed. The Pit EXIT, however, will be closed once the SC and its following train approaches the Pit ENTRANCE. Once the SC and its train have passed the pit EXIT, the EXIT will reopen.
- 34.7 Once the incident is cleared and Race Control deems the circuit safe to race, the SC car Orange revolving lights and hazard lights will be turned off. The SC will return to the pits and the then leader will dictate race pace. No overtaking is permitted until all Yellow flags and SC boards are withdrawn and no car may overtake another car before the Start/Finish line has been crossed.
- 35.7 If the SC is still on track on the last laps all Yellow flags and the SC boards will remain in place and all competitors will maintain their positions across the start/finish line.

ART. 35 STARTING THE RACE BEHIND THE SAFETY CAR

- 35.1 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. 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 unable to re-establish the original starting order before they reach the first SC Line, must enter the Pit Lane and may only re-join the race once the whole field has passed the end of the Pit Lane. As soon as 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. Any driver who is delayed leaving the grid may not overtake another moving car if they were 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. A penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap, except in case of force majeure.
- 35.2 The Safety Car may be used as the official car for a rolling start in accordance with article 8.3 of the Code. In this case the provisions of the current Regulations for the departure will be fulfilled until the same returns to resume its Safety Car function after departure.

ART. 36 SUSPENDING THE RACE

- 36.1 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 Race Director or The Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights will be on at the Start Finish Line.
- 36.2 When this signal is given, overtaking is prohibited, the Pit Lane exit will be closed, and all cars will proceed slowly to the pit lane. The first car to reach the Pit Lane will go directly to the exit of Pit Lane and will stop at the line (line of the exit light of Pit Lane) staying on the fast track and the rest of cars will be lined up behind it. Cars that cannot return to the Pit Lane because of the obstruction of the track will be recovered when the track is clear and will be organised in the order they occupied before

the race was suspended. The order will be established at the last point of time in which it was possible to determine the position of all cars, which will be allowed to resume the race.

36.3 The Safety Car will be driven to the front of the cars behind the red flag line.

36.4 Whilst the race is suspended:

- a. Neither the race nor the timekeeping system will stop.
- b. The time remaining countdown will be stopped, according to the article of the race distance.
- c. Cars may be worked on once they have stopped behind the red flag line or entered the Pits, but any such work must not impede the resumption of the race.
- d. Refuelling and/or removing of fuel is forbidden.
- e. Only team members and officials will be allowed on the grid.

36.5 Unless indicated by the Officials, the cars cannot be moved through the fast track, while the race is suspended. A Drive Through penalty will be imposed on any car that is moved from the Fast Lane to any other part of the Pit Lane. At all times, the drivers must follow the instructions of the Officials.

ART. 37 RESUMING A SUSPENDED RACE - GENERAL

37.1 The Safety Car will be driven to the front of the cars behind the red flag line. The conditions for resuming the race will be those stipulated in the FIA General Prescriptions or the specific regulations of the Series or event, respecting the following points:

- a. Marshals will arrange the cars in the order indicated by Race Control.
- b. If the leader of the race is not in front of the formation, all the cars between the race leader and the red flag -line at the end of the Pit Lane- will be ordered to complete the lap and place themselves at the end of the formation, before restarting the race.
- c. Any car placed at the Pit Lane entrance or in the Pit Lane, at the time the race was stopped, will start before the rest. Any car between the red flag line and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the Safety Car.
- d. The delay will be kept as short as possible.
- e. The resumption will be notified at least ten minutes in advance.
The race will be resumed behind the Safety Car according to the procedure and conditions of article 36. All the articles concerning the neutralization of the race will apply (art. 35)

ART 38 RESUMING THE RACE - PROCEDURE

38.1 As soon as a resumption time is known, teams will be informed via the timing monitors or by any other information way if the monitors were not available. In all cases, at least ten (10) minutes' warning will be given.

38.2 The Safety Car will enter the Pits after one lap unless all cars are not yet in a line behind the Safety Car or race control considers that it is not safe to resume the race.

38.3 Signals will be shown 10 minutes, 5 minutes, 3 minutes, 1 minute and 15 seconds before the resumption and each of these will be accompanied by an audible warning.

38.4 When the 3 minutes signal is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the Pit Lane. Any car, which does not have all its wheels fully fitted at the three minutes signal, must start the race from the back of the grid or from the Pit Lane.

Under these circumstances, a marshal with a yellow flag will prevent the car (or cars) from leaving the grid until all cars able to do so have crossed the red flag line.

38.5 At some point after the 3 minutes signal, any car between the red flag line and the leader will be waved off to complete a further lap, without overtaking, and will join the line of cars behind the Safety Car.

38.6 When the 1 minute signal is shown, engines should be started, and all team members must leave the grid before the 15 seconds signal, taking all equipment with them. If any driver needs assistance after the 15 - second signal, they must indicate this to the marshals by raising their arm and opening the car's door or they must raise their arm, and when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the Pit Lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind

- 38.7 The race will be resumed behind the Safety Car when the green starting lights are illuminated. When the green lights of the start turn on, the Safety Car will leave the grid with all cars following, in the order in which they stopped behind the red flag line and with a separation between them, no more than 5 car lengths apart.
- 38.8 As soon as the last car in line behind the Safety Car passes the end of the Pit Lane, the Pit exit light will be turned on 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 enter the Pits after one lap unless not all cars are yet in a line behind the Safety Car and team members are still clearing the grid or a further incident occurs necessitating another intervention.
- 38.9 Overtaking during this lap is permitted only if a car is delayed when leaving the red flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the grid.
In this case, drivers may only overtake to re-establish the order before the race was suspended.
- 38.10 Any driver who is delayed leaving the red flag line may not overtake another moving car if they were stationary after the remainder of the cars had crossed the red flag 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.
- 38.11 A penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap.
- 38.12 During this lap behind the Safety Car, all the regulations in Art. 38 will apply.
- 38.13 If, due to cause of force majeure, it would not be possible to resume the race as establish in art. 39, the Panel of Stewards will consider the race finished providing the race leader has covered the 75% of the foreseen race; the results of such race will be established according to the race order on the lap just before the red flag. When the race leader has not covered the 75% of the race, the Stewards may determine that the race take place split in 2 parts.
In the case that the running of the race takes place in two parts, the first part of the race will be considered finished the lap before the red flag, setting up the results of the first part and the order of the second part of the race.
- 38.14 Cars that formally retired during the first part, and those that could not reach the red flag line or the Pit Lane by their own means, will not be admitted to the start of the second part of the race.
The Stewards will establish the new timetable, the start proceeding, the duration of the second part of the race and the state in which the cars will be between the 2 parts of the race.
The second part of the race may be scheduled as resumption of the first part or at another time of the event, aspects that will be communicated by the Race Direction as soon as possible.
The final results will be the sum of these 2 parts.

ART. 39 FINISH

- 39.1 The end-of-race signal will be given on the finish line when the first car crosses the finish line after the time or distance established for the race has been completed, in accordance with art. 7.1.
- 39.2 Should for any reason the end-of-race signal be given to any participant other than the first before the scheduled time has elapsed or the number of laps or the prescribed time has been completed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.
- 39.3 Should the end-of race signal be delayed for any reason; the race will be deemed to have finished when it should have finished.
- 39.4 After receiving the end-of-race signal, all the cars will continue to cover a decelerating lap during which drastic speed reductions or unpredictable changes of direction must be avoided. Drivers' behaviour must be the same as observed during the race. Once this lap is finished all cars must directly proceed directly to the "Parc Fermé" area.

ART. 40 SUSPENDING THE RACE

- 40.1 In the unlikely event that a race is suspended the following will apply:
- a) Should the suspicion take place prior to the start of the event in question. The SAGTRA Committee will communicate via official MSA circular when the running of that race will take place.
 - b) Should the race be suspended after the start of the event but before that race takes place, the officials on the day will communicate with the CEO of SAGTRA as to when the race will take place and issue an official notice to all competitors at the event as to the agreement reached with SAGTRA.
 - c) Should the race be halted after it has started but halted prior to the lead car completing 2 full laps, the race will be declared as not having started.
 - d) Should the race be halted after the lead car has completed 2 full laps but before 75% of race distance in completed. The race will be run in 2 parts where the total race times will be added together to determine the final race result.
 - e) Should the race be halted after the lead car has completed 75% of the race distance, the race will be declared as run and finished.
 - f) If a race needs to be re-scheduled to another race meeting the SAGTRA Exco will make the decision as to when and if that race will be run.

ART. 41 "PARC FERMÉ"

- 41.1 Immediately after the end of the official practices, *Qualifying* and or race(s), all cars will go to the "Parc Fermé" area, *after crossing the scale*.
- 41.2 The beginning of the "Parc Fermé" situation at the end of a practice and or race and will start when the chequered flag is deployed. At that time, any car in the Pit –Lane carrying out any repair or any other operation will immediately stop work on the car whilst remaining at the disposal of the officials to get the car to the "Parc Fermé" area.
- 41.3 The "Parc Fermé" regulations will be enforced to the whole area between the Finishing Line, up to the entrance to the "Parc Fermé" area.
- 41.4 Only officials and authorized persons in charge of Race Control will stay inside the "Parc Fermé" area. The cars can be lifted on their Air Jacks when the Parc Fermé takes place in the garages. No intervention of any kind can be carried out without the authorisation of the officials.
- 41.5 After the conclusion of the first and second qualifying sessions all cars will directly go to "Parc Fermé" until the release order that will be given 30 minutes after the publication of the Provisional Results, issued by Race Control, except for any special request by the Stewards.
After the first and second race, the "Parc Fermé" situation will be complied with in the place established by the Organizer or in the garages. This will be explained in the Briefing
The present regulation may be punctually modified due to operative reasons. Should this situation arise, participants will be informed in the drivers briefing.
- 41.6 If after the commencement of the qualifying session any participant would need to break the "Parc Fermé" situation to repair the car, they must request it, in writing from the Stewards who must authorise it, losing in this way the obtained result and starting from the last place on the corresponding grid. In case that more than one car would be in this situation, the order at the end of starting grid of the second race will obey the results order in official practice session.
- 41.7 If after the 1st race, a classified entrant would need to break the "Parc Fermé" situation between the first and second race to repair their car, they must request in writing the authorisation of the Stewards, losing in this case the results of the first race (at the discretion of the Stewards of the Event)
- 41.8 Exceptions to the "Parc Fermé" situation. If during the commencement of the first and second qualifying session, any participant needs to carry out any kind of repair before the start of the "Parc Fermé" conditions (art. 41.1.), it can carry out these repairs inside the box, instead of doing it in the

Pit Lane. In both cases, when the “Parc Fermé” situation starts any repair operation must be stopped, except in the cases foreseen in the sporting regulations (art. 41.5 and following).

- 41.9 From the beginning of “Parc Fermé” conditions until the end of it, each participant must have, at least, one mechanic ready to operate, in the access of the “Parc Fermé”, for if it were necessary their intervention in case of necessity and to ease all the operations to be carried out inside the Parc Fermé.

ART. 42 RACE RESULTS

- 42.1 The car placed first will be the one having covered the greatest distance in the scheduled time. All cars will be classified considering the number of complete laps they have covered and, for those which have completed the same number of laps, the order in which they crossed the Line.
- 42.2 All the cars that have covered at least the 75% of the number of laps complete by the winner will be classified, (rounded up) even if they have not crossed the finishing line after the winner of the race has done it in their last lap and because of it the end race flag has not been showed to them. In addition, in all cases, no driver can drive more than 75% of the total race time, except in cases of one-driver teams. This percentage will not be applied if during the period (window) of change of driver and mandatory pit-stop the Safety Car is on the track, when there is a race suspension, or when the window lap is extended due to safety reasons.
- 42.3 The provisional results will be published at the end of the race signed by the Clerk of the Course/Race Director, and it will be the only valid results excepting the possible modifications that could be introduced by virtue of the Sporting Regulations or the Code
- 42.4 The Stewards shall issue an “AMENDED”- PROVISIONAL RESULTS, published after the PROVISIONAL RESULTS issued by the Clerk of the Course/Race Director, and this should include the penalties inflicted up to that moment. This list will be used to work out a starting grid, if applicable.
- 42.5 Once the period of presentation of protests has elapsed (30 minutes) without having received any further protests presented or without receiving any intention of Appeal, the results will become definitive. Once these are signed by the Clerk of the Course of the Meeting which then end the Parc Fermé area and relevant regulations will close. If, on the other hand, after that 30-minute period, the official results cannot be signed, the Stewards will issue a decision that, regarding the cars that could be affected, they will advise the reasons for which the definitive results are pending.
- 42.6 If an intention of Appeal has been presented, or if the result of an anti-doping test, gasoline, etc. is pending, the part of the affected results will remain provisional character until the result is reached. In this case, the Stewards will sign the Official Results, mentioning in it, which part is affected and what is the reason for the provisional results.

ART. 43 OFFICIAL PRESS CONFERENCE

- 43.1 The SAGTRA Exco may organize an Official Press Conference, after each race, which will be held immediately after the podium ceremony. If the press event is to be held, a notice on the Official Notice Board will be issued. The convened drivers shall attend the Press Conference, except on those cases of force majeure acknowledged by the SAGTRA Exco.

ART. 44 REGULATION STABILITY

- 44.1 The present Regulations will not be basically modified and only the SAGTRA Exco, with the agreement of the MSA will approve rule changes when the SAGTRA Exco deems it necessary. Such amendments will be communicated to the registered participants, stating in the communication the date they come into force which may not be within 10 days of an event.

ART. 45 INTERPRETATION OF THE REGULATION

45.1 Any clarification of these regulations must be addressed to the SAGTRA Exco.

ART. 46 ADVERTISING

46.1 Compulsory advertising positioning. It remains under the exclusive responsibility of each entrant the correct positioning of the compulsory advertising during the scrutineering and during the race.

ART. 47 PIT STOP. CHANGE OF DRIVER

47.1 It will be compulsory, in each race, to carry out a stop in the pit (inner lane) to comply with the art. 50 – and the change of driver in 2 driver teams.

It is required that during the mandatory pitstop, the driver of the vehicle must climb out the car, take **1 step away** and then climb back into the car. The driver must be correctly strapped / fastened before leaving the pitbox. The stop will be carried out in front of the box of the pit for each team.

To time and control the stop, timekeepers may be named. In this case a signing control form to verify the change of the driver may exist.

47.2 During the Pit Stop, the following operations are permitted-with no limitations:

1. Before starting any of the operations described below, the engine must be switched off.
2. For all permitted operations, the maximum number of mechanics/persons to operate shall be FOUR (4) who will be duly identified and equipped in a helmet, balaclava, glasses, fireproof overall and gloves). Only THREE (3) may carry out the refuelling operations.
3. Teams may have an additional person (Team Manager), who will not be considered for the reckoning of maximum number of permitted operators; the exclusive task of this person will be to stop the car before the assigned box and let it go once the operations below have been concluded.

Permitted Operations:

Change of driver: the person assisting the change of driver, apart from the outgoing driver, must be one of the persons identified with a band-arm.

Change of tyres (art. 48) and /or compression adjustment.

Washing up windscreen and cooling openings.

The adding of oil, water or brake fluid is authorised as well as the brake circuit draining. Small mechanical operations for safety reasons (i.e., fix a damaged bumper, etc.) are authorised. All these operations cannot be carried out during the refuelling operation.

Refuelling: this operation must start as soon as the rest of operations are finished with the car resting on the floor with its four wheels, the engine and lights switched off -providing this is technically feasible- (see art.50, this article must be respected)

Besides the above, the following must be considered:

Except the for the gantries and refuelling rigs, any other equipment related to repairs, change of tyres, etc., will not be present on pit lane the working area up to the previous lap to carry out the pit stop. To push a car in the Pit to start it is forbidden It is authorised, in case of necessity, to start the car with an external battery triggered by a member of the team.

Should a car be unable to start, it will be situated, as quickest as possible in a safer place to avoid hindering the rest of participants.

47.3 It is forbidden to cross the Pit Lane from the wall to the boxes or vice versa during the pit stop period, except for those teams' members' duly accredited for the permanence in the Pit Wall (Two arm - bands or accreditations per team)

ART. 48 BALANCE OF PERFORMANCE AND SUCCESS BALLAST

In sports car racing, balance of performance (abbreviated BOP) is a regulation and mechanism that maintains parity between competing vehicles by adjusting limits on a car's parameters, such as horsepower, weight,

engine management, and aerodynamics to prevent a single manufacturer from becoming dominant in a racing class or series.

- 48.1 The SAGTRA championship will be regulated by means of a system called Balance Of Performance (BOP). The primary reason for implementing the BOP is to ensure a greater control over the managing of disparity between the various marques of cars participating in the series.
- 48.2 SAGTRA will be the sole body to determine the BOP of all vehicles from time to time.
- 48.3 Any new car entering the series must first undergo a BOP test before receiving SAGTRA approval to participate in the SAGTRA sanctioned series. This test will entail a nominated SAGTRA driver/s having to drive the vehicle in several on circuit tests. The lap times delivered by the driver will be used to determine the most appropriate BOP application for the entered car.
- 48.4 The BOP will be implemented in any one or a combination of the following three ways as determined below:
- a) The introduction of Airflow restrictors into a cars air intake system
 - b) The introduction of additional ballast
 - c) The introduction of a maximum allowed turbocharging boost pressure
- 48.4.1 Any competitor exceeding the maximum permissible turbo boost pressure irrespective of the cause as indicated in the published BOP circular of the race weekend, will be deemed to have broken the BOP regulation and will be excluded from the session participating in**
- 48.5 SAGTRA reserves the right to conduct BOP tests up to and including the Friday prior to the first race meeting of the championship. Such BOP decisions will be published by the appointed CoC of the event and these BOP measures are to be implemented immediately.
- 48.6 Thereafter, the appointed SAGTRA technical delegate will compile a BOP recommendation schedule to the SAGTRA CEO ~~3 weeks prior to the next round in the championship. The CEO will then publish this schedule to the SAGTRA EXCO for approval. Once approval is received, this schedule will be submitted to MSA for official publication via an MSA circular.~~ by no later than 12 noon on the Friday of the event, who will then authorise it and present it to the CoC for publication by way of official bulletin. The SAGTRA Technical Delegate will repeat this process for each event.
- 48.7 The technical delegate reserves the right to adjust the BOP parameters of a car in consultation with the SAGTRA CEO on race day if it is patently clear that an error has occurred in the implementation of the prescribed BOP allocated to a specific car. Such announcement will be made via an official notice issued by the CoC on the day.
- 48.8 Success Ballast will be imposed on drivers according to the following table: -
- | | | |
|-----------|---|---------|
| 1st Place | - | 75 Kg's |
| 2nd Place | - | 60 Kg's |
| 3rd Place | - | 45 Kg's |
| 4th Place | - | 30 Kg's |
| 5th Place | - | 15 Kg's |
- 48.9 The success ballast is to be implemented immediately for the next race. This may either be the next race on the same race weekend or the 1st race at the next event.
- 48.10 The success ballast is only retainable for the next race for which it is intended. The race result achieved with the success ballast will be treated as if no success ballast was in place at all. ie (if a driver was carrying 30 Kg's of success ballast and finishes 3rd in that race, he will carry an additional 15 kg's in the next race. The same would apply if he won the race with 30 kg's on-board, he would carry an additional 45 kg's for the next race).
- 48.11 The race result for the last race of the season does not incur Success ballast for the first round of the following season.
- 48.12 It is compulsory for each car to have an FIA approved Ballast box fitted into the floor well of the car where the passenger seat would normally be. Failure to comply will result in the car being excluded from the results.
- 48.13 It is compulsory for each team to supply their own lead/steel (with smoothed and rounded off edges) for the ballast box.

ART. 49 CHANGE OF TYRES REGULATIONS IN RACES

- 49.1 The change of tyres is authorised providing they are marked. (See art. 20). This operation may be carried out in the same pit stop of that of the mandatory pit stop - whether it proceeds-(see article 47.3) It shall be carried out before the participant's box, in the inner lane of the Pit. It shall be executed by a maximum of FOUR (4) persons/per car, these duly identified and uniformed (helmet, balaclava, glasses, fireproof overall and gloves). It is the full responsibility of the team that the spare tyres do not block the manoeuvre of any other participant. It will also be the team's full responsibility to withdraw worn tyres, operation executed by one of the identified team members. A maximum of two (2) pneumatic guns for the tyres assembly and disassembly are permitted, one for each side of the car or one for each axle of the car. It is mandatory that the removal of at least one tyre (off the car and that any part of the tyre must touch the ground during this tyre replacement) and re-attachment during the mandatory pit stop takes place.

ART. 50 REFUELING IN RACES

- 50.1 Refuelling is allowed in the race, and this must be carried out before the assigned box (art. 47)
- 50.2 Only one refuelling may be carried out per race. This being made at the same time of the compulsory stop and change of driver (where there is not a single driver team) (in compliance with art. 50.6 and 47 of the Sporting Regulations)
- 50.3 Refuelling shall be started as soon as the rest of authorised operations are finished (see art. 47.3) with the engine stopped, lights switched off -providing this is technically feasible- and the car resting on the floor with its four wheels, *and the car has been earthed.*
- 50.4 The number of litres of fuel for refuelling is free. Each team must have a refuel fuel tank with a maximum capacity of twenty-five (25) litres, with its corresponding coupling; this must be authorised in the previous scrutineering. No other refuelling tank type can be used during the refuelling operation. The use of an additional cannister to evacuate the refuelling gasses is authorized providing it has been communicated to the scrutineers for verifications.
Type FIA system refuelling is also authorized (see GT/GT3 Technical Regulation -Appendix J / Art. 257 / art. 6-) which will be verified by the Technical Marshals. The SAGTRA Exco shall inform entrants, at the moment of registration, of the obligation to use FIA refuelling system should be necessary due safety reason, to the number of entries or circuit characteristics. If necessary, a backup battery to restart the engine, *can be used.*
- 50.5 A maximum of FOUR (4) pit crew may be used with complete fireproof garments (helmet, balaclava, glasses, fire-proof overall and gloves) are allowed during refuelling.
The task of one of these team members will exclusively be to hold and trigger a fire extinguisher not being allowed to do any other operation during the refuelling.

ART. 51 REFERENCE TO GCR 226 INTERPRETATION OF REGULATIONS AND SPECIFICATIONS

- 51.1 In interpreting motorsport regulations and specifications "what is not specifically permitted is disallowed" is the normal concept in keeping with the French regulations on which all motor sporting regulations are based.