



2020

***BLUE MARBLE RADICAL CUP NORTH
AMERICA***

SPORTING REGULATIONS

DRAFT

Release 1.0

June 15, 2020



RADICAL

 **HANKOOK**

MOTUL



SCCA
PRO RACING



TABLE OF CONTENTS

1.	REGULATIONS.....	3
2.	GENERAL UNDERTAKING.....	3
3.	GENERAL CONDITIONS.....	3
4.	LICENSES AND ELIGIBLE DRIVERS.....	4
5.	CHAMPIONSHIP EVENTS.....	4
6.	NATIONAL RADICAL CUP CHAMPIONSHIP.....	5
7.	DEAD HEAT.....	6
8.	PROMOTER.....	6
9.	ORGANIZATION OF EVENTS.....	6
10.	INSURANCE.....	6
11.	OFFICIALS.....	7
12.	COMPETITORS APPLICATIONS.....	8
13.	EVENT PASSES.....	9
14.	INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS.....	9
15.	INCIDENTS DURING THE EVENT.....	10
16.	PROTESTS AND APPEALS.....	11
17.	SANCTIONS.....	11
18.	CHANGES OF DRIVER.....	12
19.	DRIVING.....	12
20.	LIVERY.....	13
21.	TRACK TESTING.....	13
22.	PIT ENTRY, PIT LANE AND PIT EXIT.....	13
23.	REGISTRATION, SCRUTINEERING AND SPORTING CHECKS.....	15
24.	TIRE AND TIRE LIMITATION DURING THE EVENT.....	16
25.	MINIMUM CAR WEIGHT AND WEIGHING.....	16
26.	GENERAL CAR REQUIREMENTS.....	16
27.	SPARE CARS.....	17
28.	ENGINES.....	17
29.	FUEL, FUEL SAMPLING AND REFUELING.....	18
30.	GENERAL SAFETY.....	19
31.	PRACTICE SESSIONS.....	20
32.	FREE PRACTICE SESSIONS.....	21
33.	QUALIFYING PRACTICE SESSIONS.....	21
34.	THE GRID.....	21
35.	MEETINGS.....	23
36.	STARTING PROCEDURE.....	23
37.	THE RACES.....	24
38.	SAFETY CAR.....	25
39.	SUSPENDING A RACE.....	26
40.	RESUMING A RACE.....	27
41.	FINISH.....	27
42.	PARC FERME.....	28
43.	CLASSIFICATION.....	28
44.	PODIUM CEREMONY.....	28
45.	PRESS CONFERENCE AND PROMOTION.....	29
46.	PROTESTS.....	29
47.	APPEALS.....	31
48.	VIDEO PROCEDURE.....	32
49.	HARDSHIP LAPS.....	32
50.	APPENDIX 1 – DRIVERS SAFETY KIT (see Technical Regulations).....	33
51.	APPENDIX 2 – CHAMPIONSHIP SERIES FEES (see usaentries.radicalsportscars.com).....	33
52.	APPENDIX 3 – LIVERY (see Series Style Guide).....	33
53.	APPENDIX 4 – DRIVER AND CREW UNIFORMS (see Series Style Guide).....	33
54.	APPENDIX 5 – COMMUNICATION FLAGS.....	34



1. REGULATIONS

- 1.1 The final text of these Radical Cup North America Sporting Regulations (the “Sporting Regulations”) shall be in English, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
- 1.2 These Sporting Regulations come into force from the moment of their publication and replace all previous Sporting Regulations. Radical Sportscars Ltd and/or SCCA Pro Racing reserves the right, in its reasonable discretion, to amend, or modify, these Sporting Regulations at any time via Supplemental Regulations, Technical Regulation Bulletins (TRB), Competitor Regulation Bulletins (CRB), Driver and Crew Chief meeting notes, Event mandatory meeting content and other materials as appropriate and designated by Radical Sportscars Ltd and/or SCCA Pro Racing.

2. GENERAL UNDERTAKING

- 2.1 All drivers, competitors and officials participating in the Radical Cup North America (the “Championship”) undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended of the current Radical Cup North America Technical Regulations (the “Technical Regulations”) and these Sporting Regulations, together referred to as the “Regulations”.

All drivers, competitors and anyone participating in the Championship agree that they:

- a) Are acquainted with the Regulations
- b) Agree without reservation to abide by these Regulations
- c) Renounce the right to have legal recourse, except with the written consent of SCCA Pro Racing, to any arbitrator, or tribunal, not provided in these Regulations.

Determinations by Radical Sportscars Ltd and/or SCCA Pro Racing officials are non-litigable;

Drivers and competitors will not initiate or maintain litigation of any kind against Radical Sportscars Ltd, the Sports Car Club of America (“SCCA”) or SCCA Pro Racing, or anyone acting on behalf of SCCA, or SCCA Pro Racing, to reverse, or modify, such determinations, or to seek to recover damages, or other relief allegedly incurred, or required, as a result of such determination and; - If a participant, entrant, competitor, or official initiates, or maintains, litigation in violation of this provision, that individual or entity agrees to reimburse Radical Sportscars Ltd, the SCCA, and/or SCCA Pro Racing, for all costs of such litigation, including travel expenses, and attorneys’ fees. Competitors, or officials, involved in such litigation as plaintiffs will have all SCCA Pro Racing privileges suspended until litigation is complete.

- 2.2 The Championship and each of its Events are governed by SCCA Pro Racing in accordance with the present Regulations. Event means any event counting towards the Championship, commencing at the scheduled time for registration, scrutineering and sporting checks, and including all practice, qualifying and race sessions, and ending at the deadline for the lodging of a protest following the final race session of the Event.
- 2.3 The Championship shall only be known as and referred to as the **Blue Marble Radical Cup North America** series.

3. GENERAL CONDITIONS

- 3.1 It is the Competitor’s obligation to ensure that all persons concerned by his entry observe all the requirements of the Regulations. As used in these Sporting Regulations, the term “Competitor” includes team owners, team principals and team managers. Any references to the masculine gender in these Sporting Regulations shall be deemed to also include the feminine gender.

If a Competitor is unable to be present in person at the Event, he must nominate his representative in writing.

Throughout the entire duration of the Event, a person having charge of an entered car during any part of an Event is responsible jointly and severally with the Competitor for ensuring that the requirements are observed.

- 3.2 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Event.
- 3.3 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.



- 3.4 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane, or track must wear an appropriate pass at all times.
- 3.5 During any Event, Competitors (and/or anybody associated with the entry of a car), are not permitted to produce or order to produce for publication any moving pictures of competition cars on the track except as provided by the standard in car video system. Any exception to this must be approved in writing by Radical Sportscars Ltd. Failure to comply with the above will be reported to the Stewards of the Meeting and may result in a fine or the disqualification of the relevant Competitor from the Event.
- 3.6 The Competitor and all those affiliated with the team and drivers agree to permit Radical Sportscars Ltd and SCCA Pro Racing and their assigns (including, but not limited to, subsidiaries, series sponsors, and promoters/organizers of the Event), free of any charges, duties or fees, to use, license, reproduce, have reproduced, show, have shown, without limitation in space or time, all drawings, soundtracks, photographs, trademarks, films/video pictures concerning Competitors, their drivers, teams or cars involved in the Event(s) on any medium whatsoever for any documents, reports, coverage, broadcast, program, publication, video game or model production, software, etc. whether past, present or future. The Competitor and those affiliated with the team further acknowledge and agree that Radical Sportscars Ltd and SCCA Pro Racing may freely assign or license its rights to a third party.

4. LICENSES AND ELIGIBLE DRIVERS

- 4.1 All drivers must be at least fourteen years old (the date of the birthday being binding) prior to the first day of the Event and hold a minimum of a SCCA Pro Racing Provisional license issued by SCCA Pro Racing.

Drivers with an FIA License from a country other than the United States must have a current authorization to compete from their ASN. This may be in the form of either a letter from the ASN or endorsement on the License of the driver concerned. Drivers are responsible for obtaining the original version of this authorization which must be available for inspection at each Event of the Championship.

A driver must also be in possession of a current medical certificate of aptitude, either included on the competition license or on an attached document.

- 4.2 The Radical Cup North America series is considered a development series. FIA Silver, Gold and Platinum grade drivers are not eligible. Exceptions may be granted by Radical Sportscars Ltd, and requests must be made in writing prior to entering an event.

- 4.3 All drivers must have a valid SCCA Pro memberships. Single event memberships are permitted for foreign drivers, and driver coaches participating in promoter test sessions only.

5. CHAMPIONSHIP EVENTS

- 5.1 Events are reserved for Radical Sportscars as defined in the current Regulations.
- 5.2 Each Event will have the status of a national competition.
- 5.3 The Event shall include all practice and qualifying sessions and races.
- 5.4 The Championship shall consist of a maximum of six Events. There will be three races of no more than 40 minutes duration at each Event.
- 5.5 The maximum number of races in the Championship during a season is 18.
- 5.6 Where practical, the final list of Events will be published three months before the start of the season.
- 5.7 Each Event will be run on circuits holding a valid FIA license grade 4 minimum, delivered by the FIA.



6. NATIONAL RADICAL CUP CHAMPIONSHIP

- 6.1 A Radical Cup North America outright driver's title and trophy will be awarded to the driver who has scored the highest number of points, regardless of class, taking into consideration all the results obtained during the Events which have actually taken place.
- 6.2 A Radical Cup North America Rookie of the Year title and trophy will be awarded to the driver who has scored the highest number of points during the season, and is considered to be a 'rookie' driver to the series and/or early in their racing career. To be eligible the driver must not have competed in four or more Radical Cup North America races. Final eligibility is at the discretion of Radical Sportscars Ltd.
- 6.3 For each class, a Radical Cup North America driver's title and trophy will be awarded to the driver who has scored the highest number of points during the season. Runner up trophies will also be awarded to the second and third highest points scorer.
- 6.4 For each class, a Radical Cup North America team title and trophy will be awarded to the team which has scored the highest number of points during the season. These points shall be the results from the top highest placing car for each team at each Event. The team name must be entered on the event entry form for a car to be eligible.
- 6.5 Points for all titles will be awarded for each race according to the following:

- a) Based on a driver's finishing position in their respective class:

1 st - 40 pts	2 nd - 35 pts	3 rd - 30 pts	4 th - 27 pts
5 th - 24 pts	6 th - 22 pts	7 th - 20 pts	8 th - 18 pts
9 th - 16 pts	10 th - 14 pts	11 th - 12 pts	12 th - 10 pts
13 th - 9 pts	14 th - 8 pts	15 th - 7 pts	16 th - 6 pts
17 th - 5 pts	18 th - 4 pts	19 th - 3 pts	20 th - 2 pts

- b) Additionally, each driver will receive 1 bonus point per classified starter in their respective class.
- c) Additionally, the driver who qualified on pole in their respective class will receive 1 bonus 'Pole' point.
- d) Additionally, the driver recording the fastest lap in their respective class will receive 1 bonus 'Fastest Lap' point.

In races where the lap times of the previous race set the grid for subsequent race, the driver will receive both the 'Fastest Lap' point for the initial race and the 'Pole' point for the following race.

- 6.6 No Championship points will be awarded until all fees and penalties owed to SCCA Pro Racing and/or Radical Sportscars are paid in full. Unpaid fees, penalties and any other debts to SCCA Pro Racing and/or Radical Sportscars will result in the suspension of competition privileges. Trophies will also be awarded to the next highest points scorer.
- 6.7 Any points penalties applied, will be applied to both Driver and Team.
- 6.8 If a race is suspended under Article 39, and cannot be resumed, no points will be awarded if the leader has completed two laps or less at the time of suspension. Half points will be awarded if the leader has completed more than two laps but less than 75% of the original race time. Full points will be awarded if the leader has completed 75% or more of the original race time.

No points will be awarded if all laps have been completed under the Safety Car.



- 6.9 Drivers finishing first, second and third in the Championship will be required to be present at the annual banquet unless permission is otherwise granted in writing from SCCA Pro Racing and/or Radical Sportscars.
- 6.10 Additionally, the following awards will be presented at the annual banquet:
- The Jeff Green Memorial Trophy, remembering Jeffrey 'Jeff' John Green (1957-2018), presented to the driver who displays the most outstanding acts of sportsmanship, ambassadorship, or significant contributions to the series.
 - Crew of the Year Trophy, who, nominated by his peers or driver, who exhibited the most outstanding performance, sportsmanship, sacrifice or significant contribution to the series.

7. DEAD HEAT

- 7.1 Prizes awarded for all the positions of Competitors who tie will be added together and shared equally.
- 7.2 If two or more drivers or teams finish the season with the same number of points, the higher place in the Championship shall be awarded to:
- The holder of the greater number of first place finishes.
 - If the number of first place finishes is the same, the holder of the greater number of second place finishes.
 - If the number of first and second place finishes is the same, the holder of the greater number of third place finishes. In the event of a continued tie the process will continue until a winner is determined.
 - If the above described procedure fails to produce a result, SCCA Pro Racing will nominate the winner according to such criteria as it deems fit.

8. PROMOTER

- 8.1 An application to promote an Event must be made to SCCA Pro Racing. It must be accompanied by written evidence that the promoter has made arrangements to secure the participation of all Competitors.

9. ORGANIZATION OF EVENTS

- 9.1 The organizer must be a club or body acceptable to SCCA Pro Racing. SCCA Pro Racing may be the Event organizer.
- 9.2 Each organizer shall provide the information set out in the Specific or Supplemental Regulations of the Event.

10. INSURANCE

- 10.1 The organizer of an Event must ensure that all Competitors, their personnel and drivers are covered by SCCA Pro Racing approved Participant Accident insurance.
- 10.2 Thirty days before the Event the organizer must send SCCA Pro Racing details of the risks covered by the insurance which must comply with the national laws in force. This insurance certificate, written in English, shall be made available to the Competitors.
- 10.3 Third party insurance arranged by the organizer shall be in addition and without prejudice to any personal insurance policy held by a Competitor or by any other natural person or legal entity taking part in the Event.
- 10.4 Drivers taking part in the Event are not third parties with respect to one another.
- 10.5 Competitor and third-party insurance will be provided by the promoter only during official Championship Events and SCCA Pro Racing sponsored test days.



11. OFFICIALS

- 11.1 The following officials must be nominated by SCCA Pro Racing:
- A Race Director
 - A Chairman of the Stewards
 - A Technical Delegate/Chief Scrutineer (the “Technical Delegate”)
- 11.2 For each Event, the following officials must be nominated by SCCA Pro Racing:
- Two Stewards of the meeting. The Stewards of the meeting will officiate as a body under the authority of their Chairman.
 - A Clerk of the Course
- 11.3 For each Event, SCCA Pro Racing may nominate the following:
- A Safety Delegate
 - An ASN Delegate
 - Media delegate
 - Scrutineers
 - Pit Lane official
 - Others
- 11.4 The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:
- The control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with these Sporting Regulations.
 - The stopping of any car in accordance with these Sporting Regulations.
 - The interruption of practice.
 - The starting procedure.
 - The use of the safety car.
 - The suspending and resuming of the race.
- 11.5 The Race Director, the Clerk of the Course, the Technical Delegate and the Stewards of the Meeting, or their designated representatives, must be present at the circuit at the start of scrutineering.
- 11.6 The Race Director must be in permanent radio contact with the Clerk of the Course, the Technical Delegate and the Chairman of the Stewards at all times when cars are permitted to run on the track. Additionally, the Clerk of the Course must be at race control and in radio contact with all the marshals’ posts.
- 11.7 The Stewards shall have supreme authority for the enforcement of the Regulations, the Supplemental Regulations and the timetable within the framework of the Event for which they are appointed, subject to the application of the provisions of Articles 11.8(r) and 46.12.
- They may settle any matter which might arise during an Event, subject to the right of appeal provided for in these Sporting Regulations.
 - They may also rule on any alleged breach of the applicable Regulations which occurred outside the framework of any Event, provided that the Event for which they are appointed immediately follows the discovery of this alleged breach.
- 11.8 Within the framework of their duties, the Stewards notably:
- shall decide what penalty to enforce in the event of a breach of the Regulations;
 - may amend the Supplemental Regulations;
 - may accept or refuse any correction proposed by a judge of fact, it being understood that the Stewards may overrule judges of fact;
 - may impose penalties or fines;
 - may pronounce disqualifications;
 - may amend the classifications;
 - may prohibit from competing any driver or any car which they consider to be dangerous or which is reported to them by the Clerk of the Course as being dangerous;



- h. may disqualify from any one race or for the duration of the Event any Competitor or driver whom they consider as, or who is reported to them by the Clerk of the Course or by SCCA Pro Racing as being ineligible to take part, or whom they consider as being guilty of improper conduct or unfair practice;
- i. may order the removal from the Event of any Competitor or driver who refuses to obey the order of a responsible official;
- j. may postpone an Event in the event of force majeure or for serious safety reasons;
- k. may modify the timetable if requested to do so by the Clerk of the Course or SCCA Pro Racing in the interest of safety;
- l. may appoint one, or, if necessary, several substitutes in the event of the absence of one or several of the Stewards, especially when the presence of three Stewards is indispensable;
- m. may take the decision to stop temporarily or permanently, all or part of an Event;
- n. shall declare the classifications and results to be final;
- o. may order technical checks to be carried out;
- p. may, at the request of SCCA Pro Racing or on their own initiative, request that alcohol testing be carried out, define the number of drivers to be tested and select the drivers to undergo such alcohol testing;
- q. may have matters submitted to them by the Race Director so that they may impose the sanctions listed above.
- r. In cases where a decision must be taken after an Event, for whatsoever reason, the Stewards may delegate their authority to the subsequent panel of Stewards of one of the subsequent Events or alternatively to a panel of Stewards assembled for this purpose and which shall be selected by SCCA Pro Racing.
- s. The Stewards may use any video or electronic systems to assist them in reaching a decision.

11.9 The Clerk of the Course may also be the secretary of the Event and may have various assistants. He is responsible for conducting the Event in accordance with the Regulations. In particular he shall, where appropriate and in conjunction with the Race Director:

- a. generally keep order, in conjunction with such military and police authorities as have undertaken to police an Event and who are more immediately responsible for public safety;
- b. ensure that all officials are at their posts;
- c. ensure that all officials are provided with the necessary information to enable them to carry out their duties;
- d. control Competitors and their cars and prevent any disqualified, suspended or excluded Competitor or driver from taking part in an Event for which they are not eligible;
- e. ensure that each car, and if necessary, each Competitor, carries the proper identification numbers in accordance with those in the entry list;
- f. ensure that each car is driven by the proper driver, marshal the cars in such categories and classes as are required;
- g. bring the cars up to the starting line in the right order and, if necessary, give the start;
- h. convey to the Stewards any proposal to modify the timetable or regarding the improper conduct of or breach of rule by a Competitor;
- i. receive possible protests and transmit them immediately to the Stewards, who shall take the necessary action thereon;
- j. collect the reports of the timekeepers, scrutineers, track or road marshals, together with such other official information as may be necessary for the determination of the results;
- k. prepare, or ask the secretary of the Event to prepare the data for the Stewards' closing report regarding the Event(s) for which they were responsible.

12. COMPETITORS APPLICATIONS

12.1 Applications to compete in the Championship must be submitted to Radical Sportscars Ltd by using the **Online Entry System** usaentries.radicalsportscars.com and accompanied by the entry fee as specified in Appendix 2. Championship applications must be submitted by the application deadline. Applications at other times will only be considered if a place is available and on payment of a late entry fee as specified in Appendix 2. Acceptance of an Application does not constitute the awarding of an entry.

12.2 Applications shall include:

- a) Confirmation that the applicant has read and understood the Regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the Championship, to observe them.
- b) The name of the team.
- c) The physical address of the Competitor corresponding to his license.



- d) Copies of the licenses for both driver and Competitor as well as copies of the related documents according to Article 4.1.
- e) The names of the drivers. A driver may be nominated subsequent to the applications upon payment of a fee fixed by SCCA Pro Racing.

- 12.3 There is no limit to the number of cars a team may enter for the Championship.
- 12.4 The entry fee per car per Event will be set by Radical Sportscars Ltd as defined in Appendix 2. An Application shall not be considered without the payment of the corresponding fees. The fees paid by unsuccessful applicants will be returned. **Entry Fees are non-refundable.**
- 12.5 All applications will be reviewed by Radical Sportscars Ltd and/or SCCA Pro Racing and accepted or rejected at its absolute discretion. Radical Sportscars Ltd will publish the list of cars and drivers accepted together with their race numbers prior to each Event.
- 12.6 At its absolute discretion Radical Sportscars Ltd and/or SCCA Pro Racing may accept an additional entry from a team for a single Event, under such circumstances the entry fee will be set by Radical Sportscars Ltd.
- 12.7 Radical Sportscars Ltd may cancel the Championship if less than twelve cars are entered for it by the closing date for entries.
- 12.8 Any driver entered in the Championship and who is unable to take part in an Event must inform Radical Sportscars Ltd in writing before the end of initial scrutineering of the Event in question.

13. EVENT PASSES

- 13.1 No pass or credential may be issued or used other than with the agreement of Radical Sportscars Ltd and SCCA Pro Racing. A pass may be used only by the person and for the purpose for which it was issued.
- 13.2 Radical Sportscars Ltd and/or SCCA Pro Racing can, at its sole discretion, revoke a pass or credential.

14. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 14.1 The Stewards or Race Director or his approved delegate may give instructions to Competitors by means of special circulars in accordance with the Sporting Regulations. These circulars will be available to all Competitors via print or electronic means.
- 14.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, will be available in the Radical Cup North America hospitality area.
- 14.3 Any decision or communication concerning a particular Competitor should be given to him within thirty minutes of such decision (if practicable), and receipt must be acknowledged.
- 14.4 Official instructions and communications to Competitors may also be given via a dedicated radio channel or through the timekeeping screens.
- 14.5 A Crew Chief shall be nominated by the team as the official communication representative for each car, and identified by Arm Bands distributed by Radical Sportscars Ltd at the start of the event and placed on the right arm. Multiple cars may have the same Crew Chief.



15. INCIDENTS DURING THE EVENT

- 15.1 "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, Competitors or team members which can be reported to the Stewards by the Race Director (or directly noted by the Stewards) which:
- Necessitated the suspension of a practice, qualifying or race session.
 - Constituted a breach of these Sporting Regulations.
 - Caused a false start by one or more cars.
 - Caused a collision.
 - Forced a driver off the track.
 - Illegitimately prevented a legitimate overtaking maneuver by a driver.
 - Illegitimately impeded another driver during overtaking.

Unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the session.

Typically only incidents reported to the Race Director by marshals and officials, or by competitors to officials prior to the end of a session/checkered flag being displayed will be investigated. Competitors may be reprimanded for falsely reporting incidents.

- 15.2 It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if a driver or drivers, Competitors or team members involved in an incident shall be penalized.

If an incident is under investigation by the Stewards, a message informing all teams which driver or drivers are involved will, where possible, be displayed on the timing monitors, announced on the dedicated radio channel, or via the Radical Cup North America text messaging system.

Provided that such a message is displayed or announced within thirty minutes of the end of the session, or a message is delivered to any team concerned within this time, the driver or drivers, Competitors or team members concerned may not leave the circuit without the consent of the Stewards.

- 15.3 The Stewards may impose any one of the penalties below on any driver, Competitors or team members involved in an Incident:
- A five second time penalty: five seconds will be added to the elapsed race time of the concerned driver provided he carries out no further pit stop before the end of the race, otherwise, in case of entering the pit lane, the driver must stop in his pit stop position for at least five seconds before re-joining the race.
 - A ten second time penalty: ten seconds will be added to the elapsed race time of the concerned driver provided he carries out no further pit stop before the end of the race, otherwise, in case of entering the pit lane, the driver must stop in his pit stop position for at least ten seconds before re-joining the race.

In both of the above cases no work may be carried out on the car during the penalty period of time.

- A drive-through penalty. The driver must enter the pit lane and rejoin the race without stopping.
- A stop-and-go time penalty of appropriate length. The driver must enter the pit lane, stop in his pit stop position for at least the time prescribed and then re-join the race at the direction of the pit marshal.

If either of the six penalties above are imposed during the last five minutes, or after the end of a race, Article 15.4b) below will not apply and five seconds will be added to the elapsed race time of the driver concerned in the case of a) above, ten seconds in the case of b), twenty seconds in the case of c), and twenty seconds plus the time prescribed, in the case of d).

- A time penalty.
- A reprimand.
- A drop of any number of grid positions at the driver's next race.
- Starting from the pit lane.
- Deleting one or more lap times during qualifying practice.



If any of the nine penalties above are imposed they shall not be subject to appeal.

- j) Disqualification from the results.
- k) Suspension from the driver's next race or Event. However, if the suspension is a result of the accumulation of license points per Article 17.4, the suspension will not be subject to appeal.
- l) Monetary fine.
- m) A drop of places in the classification of the competition.
- n) Apply driver license points (see Article 17.4).

- 15.4 Should the Stewards decide to impose either of the penalties under Article 15.3 a), b), c) or d) the following procedure will be followed:
- a) The Stewards will give notification of the penalty which has been imposed to the Competitor concerned and, where possible, will ensure that this information is also displayed on the timing monitors.
 - b) With the exception of Articles 15.3a) and b) above, from the time the Stewards' decision is announced, the relevant driver may cross the start/finish line (the "Line") on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 15.3d), proceeding to the designated area at pit out where he shall remain for the period of the time penalty.

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

While a car is stationary in the pit lane as a result of incurring a time penalty it may not be worked on during the penalty period of time. However, if the engine stops it may be started after the time penalty period has elapsed.

- c) When the time penalty period has elapsed, the driver may re-join the race.
- d) Any breach or failure to comply with Articles 15.4b) or c) may result in the car being disqualified.

16. PROTESTS AND APPEALS

- 16.1 Protests shall be made in accordance with these Sporting Regulations and accompanied by a fee of \$500 and published by SCCA Pro Racing.
- 16.2 Appeals shall be made in accordance with these Sporting Regulations and accompanied by a fee of \$1000 and published by SCCA Pro Racing.
- 16.3 Appeals may not be made against decisions concerning the following:
- a) Penalties imposed under Articles 15.3 a), b), c), d), e), f), g), h) or i), including those imposed during the last five minutes or after the end of a race.
 - b) Any drop of grid positions or starting from the pit lane.
 - c) Any penalty imposed under Article 31.3.
 - d) Any decision taken by the Stewards in relation to Article 34.4.
 - e) Any penalty imposed under Articles 36.7 or 40.7.
 - f) Any decision made by the Scrutineers regarding the eligibility of a car.
- 16.4 All protests and appeals shall be made as described in Article 46 and 47 of these Sporting Regulations.

17. SANCTIONS

- 17.1 The Stewards may impose the penalties specifically set out in these Sporting Regulations and Technical Regulations.
- 17.2 Any driver who receives three reprimands in the same Championship season will, upon the imposition of the third, be given a ten-grid place penalty for the start of the driver's next race. If the third reprimand is imposed following an Incident during the last race of an Event the ten-grid place penalty will be applied for the start of the driver's first race at the next Event.

The ten-grid place penalty will only be imposed if at least two of the reprimands were imposed for a driving infringement.



- 17.3 The Stewards may impose team reprimands. Any team that receives **three** reprimands in the same Championship season will be issued a \$500.
- 17.4 In addition to any penalty applied, the Stewards may impose penalty points on a driver's license. If a driver accrues twelve or more penalty points his license will be suspended for the next Championship race, following which six points will be removed from his license. Penalty points will remain on a driver's license through the end of the current Championship season, after which they will be removed.

18. CHANGES OF DRIVER

- 18.1 A maximum of two registered drivers may compete together at an event, forming a single 'team'.
- Each "team" will be treated as a single entity for trophies and championship prizes.
 - The driver combination must remain the same for all events the 'team' enters.
 - Each driver must drive in at least one race per event.
 - All multi-driver "teams" must complete and submit their driver declaration form 1 hour prior to the first practice session.
 - Driver coaches are permitted to participate in promoter test days sessions provided they have confirmed with the series Registrar which sessions they will drive, and the sequence of when they drive, and hold a current SCCA Pro license.**
 - No mid-session driver changes are permitted in official sessions, except for race 3 in relation to 18.1.
 - Teams must request, and receive permission from a series official, prior to making a mid-session driver change during promoter test sessions. If approved, this change will be reported to, and logged by the Race Director.**
- 18.2 Any driver already nominated by one team, who then wishes to drive for another team entered in the Championship, must first satisfy Radical Sportscars Ltd and/or SCCA Pro Racing that this is being done with the consent of the original team. If there is no such consent Radical Sportscars Ltd and/or SCCA Pro Racing will decide, at its absolute discretion, whether such a change may be made.
- 18.3 Before the end of initial scrutineering each Competitor must specify which of his drivers will be driving which cars. After this point no changes may be made to the original allocation.

19. DRIVING

- 19.1 The driver must drive the car alone and unaided.
- 19.2 **Drivers must make every reasonable effort to use the track at all times and may not deliberately leave the track without a justifiable reason. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track. Perimeter curbs are not considered part of the track.** Drivers consistently leaving the track may be penalized regardless of whether they gained an advantage.

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

Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any advantage either in car positions or time.

- 19.3 A driver must ensure their car does not make physical contact with another car, and leave sufficient 'racing room', considered to be the distance of 'a car width and an inch', for other cars it is racing against.
- 19.4 Moving in reaction to the following car to defend a position is not permitted.
- 19.5 **More than one change of direction to defend a position, or 'break the draft', is not permitted.** Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.



- 19.6 Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the car attempting to pass is alongside his. For the avoidance of doubt, if any part of the front splitter of the car attempting to pass is alongside the rear wheel of the car in front, this will be deemed to be a "significant portion".
- 19.7 Maneuvers liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track, or any other abnormal change of direction, are not permitted.
- 19.8 It is the responsibility of the overtaking car to complete a successful pass. All drivers, whether overtaking or being overtaken must be aware of competitors around them, use their mirrors and be aware when cars enter their blind spots.
- 19.9 As soon as a car is caught by another car which is about to lap it during the race, the driver must allow the faster driver to pass at the first available opportunity. If the driver who has been caught does not allow the faster driver to pass, waved blue flags will be shown to indicate that he must allow the following driver to overtake. If the lapped car does not obey the blue flag, he may be given a black flag or a time penalty.
- 19.10 No car may be driven unnecessarily slowly, erratically, or in a manner which could be deemed potentially dangerous to other drivers or any other person at any time, or in an attempt to impede another driver. This will apply whether any such car is being driven on the track, the pit entry, pit lane or pit exit.
- 19.11 Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Stewards and may entail the imposition of penalties up to and including the suspension of any driver concerned.

20. LIVERY

- 20.1 See Technical Regulations.

21. TRACK TESTING

- 21.1 On track testing is only limited by Article 21.3.
- 21.2 On the day preceding each Event, an 'official' or 'promoter' test of no more than four (4) on track hours total duration can be organized and must be open to all Competitors. Driver coaches and other drivers are permitted to drive championship cars during said 'promotor' test sessions as per Article 18.
- 21.3 With the exception of 21.2, no Championship driver or Team may test or race an eligible Championship car from Monday of the same calendar week of any Championship Event, on any configuration of any track that will host the Championship Event.
- 21.4 The driver is not permitted to participate in any additional sessions during the Event in an eligible Championship car, except when specifically authorized by the Stewards.

22. PIT ENTRY, PIT LANE AND PIT EXIT

- 22.1 The section of track between the first safety car line and the beginning of the pit lane will be designated the "pit entry".
- 22.2 The section of track between the end of the pit lane and the second safety car line will be designated the "pit exit".
- 22.3 Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants. It is strictly forbidden to cross the white line at the pit entry or exit with any part of a car when entering or leaving the pits.

Any driver crossing the white line at the pit exit during practice, qualifying or a race will be given a penalty under Article 15.3.



- 22.4 The pit lane is defined as being in three sections, the fast lane, the slow lane and the pit boxes. The fast lane is the lane closest to the outer pit wall. The pit boxes are located closest to the inner pit wall. The slow lane is between the fast lane and the pit boxes. While in the pit lane cars shall not move from the fast lane to their pit box until within three pit boxes of their assigned pit box. No work may be carried out in the pit fast lane or slow lane. Work can only be performed on the cars when entirely in their assigned pit boxes.
- 22.5 Any car(s) driven to the end of the pit lane prior to the start or re-start of a practice session, or any car(s) required to stop at the pit exit during a safety car period, must form up in a line in the fast lane and leave in the order they got there unless another car is unduly delayed.
- 22.6 Any driver that is required to start the race from the pit lane must stop in a line in the fast pit lane.

When cars are permitted to leave the pit lane they must do so in the order that was established under Article 36 unless another car is unduly delayed. At all times drivers must follow the directions of the marshals and officials.

- 22.7 Other than drying, sweeping or any tire rubber left when cars leave their pit stop position, Competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed to by the Race Director.
- 22.8 **Competitors must not paint lines on any part of the pit lane, or otherwise mark their positions with tape or similar means.**
- 22.9 A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position even when the car is being pushed.
- 22.10 All pressured air bottles and associated hoses in the pits must be stowed safely and may only be brought into the pit lane immediately before they are required for work on a car and must be removed as soon as the work is complete. All air bottles and gas cylinders must have a protective structure around their gauges and valves at all times when the manufacturer's metallic screw-on valve cover is not in place. The proper components and accessories must be used with air bottles and gas cylinders at all times. No home-built or modified items may be used.
- 22.11 Pit Exit Protocol
- It is the responsibility of the team to release their car from a pit stop position only when it is safe to do so.
 - If a car is deemed to have been released in an unsafe manner or condition during any practice session, the Stewards may drop the driver such number of grid positions as they consider appropriate.
 - If a car is deemed to have been released in an unsafe manner or condition during a race, a penalty under Article 15.3 will be imposed on the driver concerned.
 - An additional penalty will be imposed on any driver who, in the opinion of the Stewards, continues to drive a car knowing it to have been released in an unsafe condition.

In all of the above cases, a car will be deemed to have been released when it has been driven out of its designated pit box following a pit stop.

- 22.12 Starting an engine with an external device will be considered working on the car, consequently this will not be permitted in the fast lane of the pits.
- 22.13 Under exceptional circumstances the Race Director may ask for the pit entry to be closed during the session for safety reasons. At such times drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out to the car.
- 22.14 Unless otherwise specified, a speed limit of 40 mph will be enforced in the pit lane.

The Stewards may inflict an additional penalty if they suspect a driver was speeding or slowing, in order to gain any sort of an advantage, or impede another driver.

During the race, the Stewards or Race Director may impose either of the penalties under Article 15.3 a) or b) on any driver who exceeds the limit.



- 22.15 No standing or sitting on the cold pit wall is allowed.
- 22.16 No shorts are allowed in the pit lane.
- 22.17 Competitors are not permitted to install and/or to use any electric devices or time-recording instruments on the pit wall within 25 yards of the start/finish line. Any equipment installed by a Competitor on the pit wall must not protrude from the pit wall and over the track.
- 22.18 Pit Assignment will be published to competitors prior to Qualifying and be based on Championship Points (Team, then Driver) so that the team and driver with the highest points, regardless of class will be positioned closest to Pit Exit. For the first event of the year, order will be based on the previous year's Team Championship Points, then car numbers.
- 22.19 Save for exceptional circumstances Cars must stop in their designated box.
- 22.20 Maximum number of Crew permitted over the wall to work on a car is as follows:

Prior to car stopping, starting	One Crew Chief
Once car stopped in pit box, all sessions and races	One Crew Chief (may visually inspect car) + Two Crew members (who may touch car).
Driver change	One additional Crew Member dedicated to helping change the driver is permitted, plus the replacing driver.

23. REGISTRATION, SCRUTINEERING AND SPORTING CHECKS

- 23.1 All driver credentials and licenses must be presented to the Registrar at the start of each Event, including:
- Competitor's and driver's licenses and any related documents.
 - SCCA Pro Racing authorization for foreign license holders (applicable for licenses not issued by SCCA Pro Racing or a membership country of the EC or an associated country).
 - Proof of valid SCCA membership
- 23.2 During initial scrutineering, and at any time during the Event, each Competitor may be asked to present all documents required by Article 23.1.
- 23.3 Scrutineering of the car will take place at the team's pit area. The Crew Chief must be present during the inspection.
- 23.4 Race numbers, required decals and any official advertising must be on the car for inspection during scrutineering.
- 23.5 No car may take part in the Event until it has been approved by the scrutineers.
- 23.6 The scrutineers may:
- Check the eligibility of a car or of a Competitor at any time during the Event.
 - Require a car to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
 - Require a Competitor to supply them with such parts or samples as they may deem necessary.
- 23.7 Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
- 23.8 The Race Director or Clerk of the Course may require that any car involved in an accident be stopped and checked.
- 23.9 After each race and all qualifying practice sessions at least three classified cars will be selected and must undergo scrutineering.
- 23.10 Checks and scrutineering shall be carried out by duly appointed officials who shall be responsible for the operation of the parc fermé and who alone are authorized to give instructions to the Competitors.



- 23.11 The Stewards will publish the findings of the scrutineers each time a car is found to be in breach of the Technical Regulations during the Event.
- 23.12 To encourage competition, Competitors are encouraged to request and share data with fellow competitors and agree to supply Radical Sportscars LTD any and all logged data and/or video requested for the purposes providing a benchmark to fellow competitors.

24. TIRE AND TIRE LIMITATION DURING THE EVENT

- 24.1 See Technical Regulations.

25. MINIMUM CAR WEIGHT AND WEIGHING

- 25.1 See Technical Regulations.

26. GENERAL CAR REQUIREMENTS

- 26.1 See Technical Regulations for list of eligible cars. Radical Sportscars Ltd reserves the right to accept 'Invitational' cars, with temporary or partially complete Technical Form. Invitational cars and their drivers will not be eligible score any points.
- 26.2 Once supplied, the components must not be modified in any way whatsoever except where specifically permitted by the Technical Regulations or with the written permission of a Series Official after consultation with the manufacturer. Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified.

The entire car, as both an assembly and individual parts, must remain "as delivered", except for changes expressly permitted in writing by the following:

- a) Radical Sportscars Ltd and/or SCCA Pro Racing Supplemental Regulations for an individual Event
- b) SCCA Pro Racing Technical Regulation Bulletins (TRB) issued during the current season
- c) Current Radical Cup North America Sporting Regulations
- d) Radical Sportscars Ltd Technical Bulletins from any date of issue
- e) Current Radical Cup North America Technical Regulations

Examples of changes from "as delivered" include, but are not limited to, required or optional manufacturer updates, optional or free part choices, addition/substitution/omission of parts, modifications of any sort to individual parts or their manner of assembly.

- 26.3 Technical Regulation updates
- a) Rules implemented by prior season's Technical Bulletins are no longer valid, unless included in these current rules.
 - b) Changes based on Radical Sportscars Ltd Technical Bulletins are permitted.
 - c) In the event of overlap or conflict in rules in the documents listed in 26.1, the definitive interpretation will be the one contained first in the list of documents in 26.1. For example, Supplemental Regulations will override Technical Bulletins, which will override the Sporting Regulations, etc.
 - d) Competitor requests for revisions to car rules must be submitted to the Technical Delegate in writing or electronically via email to technical@radicalsportscars.com. Requests, if approved, will result in a Technical Bulletin covering the revised rule. All Competitors will be notified of denied requests.
- 26.4 No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for lap timing purposes, legible messages on a pit board, body movement by the driver and verbal communication between a driver and his team by radio.
- 26.5 During all on-Track Events, radio communication is required at all times between the driver and the Competitor's pit. All entrants must monitor the race control frequency. Scrambling or encoding of radio transmissions is not permitted.
- 26.6 Car-to-Car radio communication is not permitted.



- 26.7 SCCA Pro Racing requires the use of MyLaps timing transponders. See Technical Regulations.
- 26.8 All Competitors must use the factory supplied data recording/logging systems. See Technical Regulations for details. Upon request, competitors must submit all data and video cards to the Scrutineers and/or Stewards after each session. See Article 48 for detailed procedure. Failure to comply, even as a result of malfunctioning equipment, will result in a report to the Stewards and may result in a penalty.
- 26.9 During the entire Event, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane or grid, unless it is clear any such covers are needed solely for mechanical reasons, which could, for example include protecting against fire.

In addition to the above, the following are specifically not permitted:

- Engine, gearbox, or radiator covers while engines are being changed or moved around the garage.
- Covers over spare wings when they are on a stand in the pit lane.
- Parts such as (but not limited to) spare floors, fuel rigs or tool trolleys may not be used as an obstruction.

The following are permitted:

- Covers which are placed over damaged cars or components.
- A transparent tool tray, no more than 50mm deep, placed on top of the rear wing.
- A cover over the car in the team's garage or paddock area overnight.
- A cover over the car in the pit lane or grid if it is raining.

- 26.10 Noise generated by the car must not exceed track regulations.
- 26.11 Cars must run with front running lights (LED Array) on at all times. During low visibility headlights and tail/rain lights must be turned on. Drivers are permitted to flash headlights to warn slower cars when preparing to pass.

27. SPARE CARS

- 27.1 In the event that a car or engine becomes unusable due to a crash or other significant issue once the Event has begun, a driver may request permission from the Race Director and the Technical Delegate to use another 'spare' car or engine for the remainder of the Event. Following approval, the 'spare' car or engine must then be re-presented for scrutineering. The decision of the Race Director and Technical Delegate in this matter may not be protested.

In exceptional circumstances– and in the spirit of competition– provided all other options have been exhausted, and provided the majority of the class competitors agree, an eligible car from a lesser class may be permitted by Officials for use as a 'spare' car for a higher class, and will be scored accordingly for results and points. In this instance the 'spare' car must confirm with all regulations applying to its regular class, with the exception of carrying the class markings of the class it will be scored as.

- 27.2 A competitor using a 'spare' car or engine may take their original starting position.
- 27.3 Any car which has passed initial scrutineering may not be removed from the confines of the circuit during the remainder of the Event unless approved by Radical Sportscars Ltd and/or SCCA Pro Racing.

28. ENGINES

- 28.1 Only engines complying entirely with the Technical Regulations may be used during official test days and Events.

Once supplied, the engine may not be modified in any way whatsoever except where specifically permitted by the Technical Regulations, Sporting Regulations, or bulletins issued by the engine supplier or SCCA Pro Racing. Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified.



- 28.2 After consultation with the relevant engine supplier, SCCA Pro Racing may attach seals to each engine prior to it being used for the first time at an Event in order to ensure that no significant moving parts can be rebuilt or replaced.
- 28.3 The Technical Delegate may require the replacement of a complete engine, any part of the engine or ECU with parts coming from the supplier's stock or the check of the complete engine on the test bench.

29. FUEL, FUEL SAMPLING AND REFUELING

- 29.1 Only fuel provided at the Event by the appointed supplier as mandated by Radical Sportscars Ltd may be used during Official Sessions. See Technical Regulations.

Any alteration to the specification of the fuel provided by the appointed supplier may result in disqualification from the Event.

- 29.2 It must be possible to take a 450ml sample of fuel from a car at any time during the Event according to the procedure described in Article 29.3.

- 29.3 All cars must be fitted with a self-sealing FIA approved connector that can be used by the scrutineers to take a fuel sample from the tank. Competitors must also provide a fuel line approximately 1.5 m long, with a tap, which can be used to transfer the samples into the sampling vessels.

- 29.4 During all refueling or fuel handling operations:

- The relevant personnel must be wearing clothing which will provide adequate protection against fire.
- An assistant, wearing clothing which will provide adequate protection against fire, and who is equipped with a suitable fire extinguisher of appropriate capacity must be present.
- During refueling all other team personnel must keep a safe distance from the car.
- All cars, refueling equipment and containers must be suitably grounded where necessary.
- Any powered pumping system used to transfer fuel must be operated by a non-latching switch or be turned off automatically if the operator leaves.

- 29.5 No refueling, or removal of fuel, is permitted:

- During any qualifying practice session.
- Between qualifying practice sessions if the interval between them is fifteen minutes or less.
- During the race or at any time prior to the completion of post qualifying or post-race scrutineering.
- Refueling in pit lane is not permitted.
- Under enclosures (garages, awnings etc.).

- 29.6 Refueling or removal of fuel may only be carried out in the paddock. The driver shall not remain inside the car during the refueling process and the engine must be stopped.

- 29.7 Fuel samples will be taken during the Event as follows:

- Gas and fuel-tight containers will be used for the fuel samples.
- At the beginning of every Event two reference samples, with a minimum volume of 450 ml each, will be taken from the stock of the designated fuel supplier. One sample will be delivered to the organizers, while the other sample will be delivered to the scrutineers for testing. If the scrutineers deem necessary, fuel from the designated supplier may be resampled during the Event.
- At any time during an Event, the Technical Delegate or his designee may take a fuel sample from any car. Samples taken from Competitors will have a minimum volume of 450 ml. These samples, in labelled containers, will be delivered to the scrutineers for testing.
- Should the scrutineers find that fuel from a Competitor's sample deviates from the Event reference fuel standard, then a portion not less than 50 ml of that sample will be secured from the original sample and delivered to the organizer.



30. GENERAL SAFETY

- 30.1 Official instructions will be given to drivers by means of the signals laid out in the Sporting Regulations. Competitors must not use flags or lights similar in any way whatsoever to these.
- 30.2 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.
- 30.3 Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.
- 30.4 During practice, qualifying and the race, drivers may use only the track and must at all times observe the provisions of the Sporting Regulations relating to driving behavior on circuits.
- 30.5 Other than by driving on the track, Competitors are not permitted to attempt to alter the grip of any part of the track surface.
- 30.6 If a car stops on the track it shall be the duty of the marshals or emergency services to remove it as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If any mechanical assistance received during the race results in the car re-joining the Stewards may exclude him from the race (other than under Articles 30.12(d) or 39.4). Drivers must follow the instructions of the marshals and officials.
- 30.7 A driver who abandons his car must leave it in neutral or with drive disengaged and with the steering wheel in place.
- 30.8 Major repairs to a car may only be carried out only in the paddock. Minor repairs may only be carried out in pit lane.
- 30.9 The replenishment of any liquids is forbidden following the start of the race until after post-race scrutineering.
- 30.10 Except as specifically authorized by these Sporting Regulations, only the driver may work on a stopped car unless it is in the paddock, the assigned pit location or on the pre-grid.
- 30.11 While in the pit lane a car may only reverse under its own power with the supervision of pit lane officials.
- 30.12 During a race, the engine may only be started with the on-board starter except:
a) On the pre-grid
b) In the pit slow lane, the team's designated pit box or the team's designated paddock area where the use of an external starting device is allowed.
- 30.13 Drivers taking part in practice sessions and the races must always wear the clothes and helmet specified in these Sporting Regulations. (See Technical Regulations)
- 30.14 If a driver has serious mechanical difficulties during a practice session or the race he must leave the track as soon as it is safe to do so.
- 30.15 The use of dry or wet weather tires is the choice of the Competitor. However, if circumstances warrant, the Race Director may mandate that all cars start a race on wet weather tires. Competitors not complying with this instruction may start the race from pit lane.
- 30.16 The car's rear lights must be illuminated at all times whenever they are running on wet-weather tires or when instructed by the Race Director. It shall be at the discretion of the Race Director to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied.
- 30.17 Only one team member per participating car is allowed in the signaling area during practice and the race with the exception of the start and the first lap of a race. The signaler should not be in the signaling area for more than one lap.



- 30.18 Animals, except those which may have been expressly authorized by SCCA Pro Racing for use by security services, are forbidden in the pit area and on the track.
- 30.19 A medical exam will be required for any participant after contact with another vehicle or track barrier.
- 30.20 The Race Director, the Clerk of the Course or the Chief Medical Officer can require a driver to have a medical examination at any time during an Event.
- 30.21 Failure to comply with the general safety requirements of these Sporting Regulations may result in the disqualification of the car and driver concerned from the Event.
- 30.22 After any on-track incident, drivers will be transported to the medical center to be checked for possible injuries. This will be done by either the track safety team or a designated car provided by SCCA Pro Racing. Cars involved in such incidents may be parked at a centralized location during a session; however, SCCA Pro Racing officials will ensure that all cars and drivers have returned to the paddock before leaving Race Control.
- 30.23 The use of any; narcotic, performance-enhancement drugs, and/or recreational drugs, as defined by federal, and/or state law, by any participant, or official, is expressly prohibited, even if prescribed by a licensed physician.
- 30.24 Consumption of alcoholic beverages shall not commence until all official functions of the Championship Event have been completed for the day, including all post-session technical inspections.
- 30.25 SCCA Pro reserves the right, at any time, to require any participant to successfully complete, at participant's expense, such tests as may be designated by SCCA Pro, including, but not limited to, breath, blood, or urine. Refusal to submit to, and/or failure by participant of such testing shall result in penalties.

31. PRACTICE SESSIONS

- 31.1 Except where these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the race.
- 31.2 Unless otherwise directed, for all practice sessions and once given the command, cars will leave the pre-grid, enter pitlane and must stop in their designated pit-box prior to the session commencing. Teams are permitted to hold cars in their pit boxes following the start of the session.
- 31.3 During all practices there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag and/or a flashing blue light may be shown in the pit exit to warn drivers leaving the pit lane if cars are approaching on the track. If lights are unavailable, like colored flags, or hand signals may be displayed which shall have the same meaning as the lights.
- 31.4 In the event of a driving infringement during any practice session the Stewards may delete a driver's lap time(s), drop the driver such number of grid positions as they consider appropriate, or require the driver to start the following race from the pit lane. Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session. Where appropriate, regard will also be given to the provisions of Article 17.1
- 31.5 Any driver taking part in any practice session who, in the opinion of the Stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 31.4.
- 31.6 Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order red flags to be shown at all marshal posts. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly (and without overtaking) back to the pit lane, and all cars abandoned on the track will be removed to a safe place. At the end of each practice session no driver may cross the Line more than once.
- 31.7 If there is a stoppage, cars may line up at pit exit without stopping at their pit box. Cars already in their pit box may not leave until instructed.



- 31.8 The Clerk of the Course may interrupt practice, qualifying and race sessions as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. All Events are “time certain” and extension of sessions due to interruption is not likely. Sessions can be shortened, abandoned, or extended at the absolute discretion of the Race Director and the Stewards. Such decisions may not be protested.

32. FREE PRACTICE SESSIONS

- 32.1 At least sixty minutes of free practice, typically broken into multiple sessions, will be scheduled during the Event.

If the procedure set out in Article 33.2 below is used, free practice sessions may also be split using the same principles.

33. QUALIFYING PRACTICE SESSIONS

- 33.1 At least one qualifying practice session of at least twenty minutes and of no more than thirty minutes duration will be scheduled proceeding the first race, during the event.
- 33.2 If the number of cars entered for an Event exceeds the number of cars which are permitted to take part in practice (according to the requirements of the circuit license), the cars may be split into two groups. The method used to split the groups will be determined by the Race Director.
- 33.3 No driver may start a race without taking part in at least one practice session.
- 33.4 Should the track layout not permit the 33.2 procedure, Qualifying grids will be based on outright Driver Championship Points followed by car numbers, unless otherwise specified in the Event Supplemental Regulations.
- 33.5 Cars not in position by the 5-minute announcement must start the session from the back of the pre-grid, or as directed by Officials.
- 33.6 Only the changing of tires (see 33.7), checking of and adjusting tire pressures, checking of tire temperatures, cleaning windshields, visors and cleaning or adjusting mirrors is permitted during qualifying sessions.
- 33.7 If a car changes any tires during qualifying, save for changing to or from wet weather tires, the team must inform series officials and all lap times set prior to the change will be deleted.
- 33.8 Drivers and/or cars may not leave pitlane during qualifying unless permission is granted by Series Officials.

34. THE GRID

- 34.1 At the end of the qualifying practice the fastest time achieved by each driver will be officially published.
- 34.2 At Events with multiple races, the grid for the first race will be drawn up in the order of the fastest qualifying time achieved by each driver in the qualifying practice session. The grid for the second race will be drawn up in the order of the fastest race time achieved by each driver in the first race. The grid for each subsequent race will be drawn up in the order of the fastest race time achieved by each driver in the previous race.

Should two or more drivers have identical times, priority will be given to the one who set it first.



- 34.3 The highest qualified car/driver combination will start the race from the pole position on the grid. Pole position will be on the following side, as per FIA track homologation:

Event	Pole Position
Road America	Right
Barber Motorsports Park	Left
TBA	TBA
TBA	TBA
TBA	TBA
TBA	TBA

Any driver(s) who cannot start the race because their qualifying position places them outside the maximum number of cars permitted by the circuit license, will only be allowed to start the race if any driver who qualified higher than him is unable to start and withdraws at least 45 minutes before the start of the formation lap.

- 34.4 Any driver whose best qualifying lap exceeds 110% of the pole position time of their class, or who did not participate in qualifying, will only be allowed to take part in the race under exceptional circumstances, which may include setting a suitable lap time in a previous free practice session, and upon permission from the Race Director.

Drivers accepted in this manner, and who did not participate in qualifying, will be placed at the back of the starting grid after any other penalties have been applied.

Should there be more than one driver accepted in this manner they will be arranged on the grid in the order in which they were classified in free practice.

- 34.5 Grids will generally be published at least one hour before the start of the relevant formation lap. Any driver who is unable to start for any reason whatsoever must inform the Stewards at the earliest opportunity and in any case, no later than 45 minutes before the start of the formation lap.
- 34.6 If one or more cars are withdrawn prior to the 5 minute announcement, the starting grid will be closed up accordingly and the final starting grid confirmed at the earliest opportunity.
- 34.7 Cars not in position on the pre-grid at the 5-minute announcement will start from the rear of grid. Their grid slots will remain open.
- 34.8 All drivers must be in their respective cars, and all work on cars, aside from tending to a driver and connecting a 'jump' battery must cease at the 3 minute command. **Minimum penalty will be deduction of 5 championship points.**
- 34.9 At the 1 minute command engines must be started and the pre-grid cleared of all personnel.
- 34.10 Delayed cars, and any stalled cars, which may be pushed after all running cars have left the pre-grid, may attempt to start from their original starting position in accordance with Article 36.3.



35. MEETINGS

- 35.1 A meeting chaired by the Race Director, or a designated representative, will take place prior to the first race at a location to be advised, all drivers entered for the Event and their Competitors must be present. An additional meeting for Crew Chiefs may also be scheduled.
- 35.2 All meetings, including any autograph sessions, listed on the Event schedule are mandatory unless otherwise indicated. Drivers and Competitors missing mandatory meetings may result in a \$250 fine.
- 35.3 An electronic briefing may be issued to competitors in lieu of any, or all meetings.

36. STARTING PROCEDURE

- 36.1 Unless otherwise directed by the Race Director, all cars will assemble in grid order prior to the start of the race on the pre-grid. Pre-grid will close five minutes prior to the start of the pace lap unless the official schedule or communication indicates otherwise. At the completion of the preceding session and at the direction of the grid marshals, all cars will be released on their pace lap, typically led by a pace car. All cars must remain in grid order during the pace lap.
- 36.2 During the pace lap practice starts are forbidden and the formation must be kept as tight as possible. Tire scrubbing is permitted after Turn 1, although drivers must use extreme caution.
- 36.3 Overtaking during the formation lap is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, the drivers delayed may also overtake to re-establish the original starting order. Any driver unable to re-establish the original starting order before he reaches a point on the track defined by the Race Director, must start from the rear of field.

A penalty under Article 15.3 (b) will be imposed on any driver who fails to start rear of field if he has not re-established the original starting order before he reaches the point designated by the Race Director.

- 36.4 The Pace Car will set the speed until it enters the pit lane.
- 36.5 At the completion of approximately three-quarters duration of formation lap, or at point designated by the Race Director, all cars will assemble in double file formation.
- 36.6 Cars must enter the starting straight at constant 'pace car' speed and remain in formation. Moving out of line, passing, brake checking or manipulating the field in any way is prohibited.
- 36.7 A waiving Green Flag or extinguishing of a panel of red lights will signify the start of the race. The method will be confirmed during the Driver's Briefing.
- 36.8 The race time clock shall start at the end of the first pace lap, regardless of whether the race is started, and run continuously until the expiration of the race time, unless otherwise directed by the Race Director.
- 36.9 On an aborted start, the green flag will not be waived or the red lights extinguished. Drivers will take part in another pace lap without the Pace car, and repeat the procedure however, the pole sitter will set the pace.
- 36.10 If the Safety Car is deployed it will indicate an immediate conversion to a Full Course Yellow, and single file Safety Car restart. See Article 38.
- 36.11 False Start infractions will be penalized per Article 15.1.c and 15.3.
- 36.12 A False Start occurs when a driver:
- Is in the wrong position for the start, or moves out of formation.
 - Moves forward from the prescribed position before the start signal is given
 - Accelerates early or unevenly during a rolling start or fails to maintain the prescribed formation order.



- 36.13 The Official Starter shall always be a Judge of Fact under these Sporting Regulations of starts and re-starts but may be overruled by the Stewards. Stewards may use any video or electronic means to assist in any false start penalties. A breach of the provisions of the Sporting Regulations may result in the disqualification of the car and driver concerned from the Event.
- 36.14 Unless specifically authorized by the Race Director, during the start of a race the pit wall must be kept free of all persons with the exception of officials and fire marshals.
- 36.15 All cars starting from the pit lane may join the race once the whole field has passed the end of the pit lane for the first time after the start.

37. THE RACES

- 37.1 During a race, drivers leaving the pit lane may only do so when the light or flag at the end of the pit lane is green and on their own responsibility. A marshal with a blue flag and/or a flashing blue light, may also warn the driver if cars are approaching on the track.
- 37.2 There will be three races of no more than 40 minutes duration at each Event. The race duration will be specified in the Event schedule or Supplemental Regulations of each Event. Race time begins at Race Start as defined in Articles 36.4 and 38.14 and ends when the end of race signal, generally the checkered flag, is given to the leader of the race at the finish line as close to the allotted time as possible in accordance with Article 5.4.

The Race Director has complete authority to call for the end of race signal at any point during a competition. This action is not protestable.

In the event that the leading car may cross the Line very close to the expiration of the allotted race time, the Race Director may declare the number of laps remaining before the display of the end-of-race signal. This action is not protestable.

- 37.3 Race 3 of each Event will feature a Mandatory Pit Stop.
- a) Once race time has reached 15 minutes, the "Pit Window Open" board will be displayed at the Starter's Gantry and Race Control will make a radio announcement. This will be irrespective of the position of the leaders on the track.
 - b) Once race time has reached 25 minutes, Race Control will confirm 'Pit Window Closed' using a display board and on the radio to confirm the end of the pit window.
 - c) Drivers must have passed through the Pit Entry timing loop before the official race time has reached 25 minutes.
 - d) The minimum time from the Pit In to Pit Out timing loops will be known as the "Pitstop Time".
 - e) The 'Pit Stop Time' will be 90 seconds plus the Pit Lane Delta, which will be defined for each event.
 - f) Engines must be turned off when a driver change is taking place.
 - g) All seatbelts must remain fastened until the car has stopped and refastened before the car pulls away.
 - h) Work may be carried out on the car during this pitstop. This includes the use of cordless, self-powered blowers being held to the cooling ducts of the car.
 - i) If a car fails to re-start its engine, it may be push started once the minimum stationary time has been exceeded.
 - j) Should a Full Course Yellow occur during the Pit Window, the Pit lane will remain open for cars to pit. Cars in pitlane may be held at the end of Pit lane by the Pit Exit Controller.
 - k) Any form of data transmission by Teams is not allowed during race conditions. Data downloads are allowed under Parc Fermé conditions only.
 - l) The minimum penalty for not pitting during the Pit Window will be a Drive Through Penalty.
 - m) The minimum penalty for short stopping the pitstop will be a Stop-Go Penalty, where the stationary time corresponds to the time the original pitstop was short.



38. SAFETY CAR

- 38.1 The safety car will be driven by an SCCA Pro Racing approved driver, and may carry an approved observer, capable of recognizing all the competing cars who is in permanent radio contact with Race Control.
- 38.2 Prior to the start of the pace lap the safety car will take up position at the front of the pre-grid. When instructed to do so by Race Control it will move onto the circuit and carry out the duties of 'Pace Car'.
- 38.3 The safety car may be brought into operation to neutralize a race upon the order of the Clerk of the Course.

It will be used only if competitors or officials are in immediate physical danger, but the circumstances are not such as to necessitate suspending the race.

- 38.4 When the order is given all marshals' posts will first display waved yellow flags (double yellow flags preceding any incidents and single yellow flags otherwise). "SC" boards may also be used for the duration of the intervention. The message "SAFETY CAR DEPLOYED" will, where possible, be displayed on the timing monitors.
- 38.5 The safety car will then join the track with its lights illuminated and pick up the race leader or as directed by the Clerk of the Course.
- 38.6 All competing cars must reduce speed and form up in line, single file, behind the safety car.
- 38.7 With the exception of the cases listed under a) to i) below, no driver may overtake another car on the track, including the safety car, until he passes the first safety car line for the first time when the safety car is returning to the pits. However, if the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, Article 38.13 will apply.

The exceptions are:

- a) If a driver is signaled to do so from the safety car.
 - b) Under Articles 38.11 or 38.14 below.
 - c) When entering the pits, a driver may pass another car remaining on the track, including the safety car, after he has reached the first safety car line.
 - d) When leaving the pits, a driver may overtake, or be overtaken by, another car on the track before he reaches the second safety car line.
 - e) When the safety car is returning to the pits it may be overtaken by cars on the track once it has reached the first safety car line.
 - f) While in pit lane, a driver may overtake another car only after the car being overtaken has moved from the fast lane to the slow lane or his pit box. Also, a car in the fast lane can continue past a car leaving its pit box or traversing through the slow lane as long as he does not effect the ability of said car to move into the fast lane. Other than these two circumstances, there is no passing allowed in the pit lane. Passing is also prohibited in pit entry and pit exit.
 - g) Any car stopping in its designated pit box while the safety car is using the pit lane (see Article 38.10) may be overtaken.
 - h) If any car slows with an obvious problem.
 - i) If the Race Director, in communication with both teams, requests a position be redressed.
- 38.8 When ordered to do so by the Clerk of the Course the observer in the car will signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.
- 38.9 The safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind him.
- Once behind the safety car, the race leader must keep within ten car lengths of it (except under Article 38.11 below).
- 38.10 Under certain circumstances the Clerk of the Course may ask the safety car to use the pit lane. In these cases, and provided its lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated pit area.



- 38.11 When the Clerk of the Course decides it is safe to call in the safety car the message “SAFETY CAR IN THIS LAP” will, where possible, be displayed on the timing monitors and the car’s lights will be extinguished. This will be the signal to the teams and drivers that it will be entering the pit lane at the end of that lap.

Once the lights on the safety car are extinguished, it may accelerate away from the leader. At this point the leader may not fall below “lights on safety car speed” and once the safety car has distanced itself from the field, the leader may accelerate, while keeping a safe distance away from the safety car, as long as the safety car is not passed before the first safety car line.

In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration, braking, weaving or tire warming nor any other maneuver which is likely to endanger other drivers or impede the restart. Passing may commence at the display of the green flag.

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

Overtaking is prohibited until the green flag is waved and/or green lights illuminated.

- 38.12 Each lap completed while the safety car is deployed will be counted as a race lap.
- 38.13 If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pit lane at the end of the lap and the cars will take the checkered flag on the start/finish straight as normal without overtaking.
- 38.14 Under certain circumstances the race may be started behind the safety car or resumed in accordance with Article 40.5(a). In either case, at the three-minute signal (or as directed by SCCA Pro Racing) its lights will be illuminated, this being the signal to the drivers that the race will be started (or resumed) behind the safety car.

The safety car will leave the pre-grid or pitlane and all drivers must follow in grid order, approximately three car lengths apart, and must respect the pit lane speed limit until they pass the second safety car line. Standard Safety Car single file procedure will apply.

39. SUSPENDING A RACE

- 39.1 If competitors or officials are placed in immediate physical danger by cars running on the track, and the Clerk of the Course deems circumstances are such that the track cannot be negotiated safely, even behind the safety car, the race will be suspended.
- 39.2 Should it become necessary to suspend the race, the Clerk of the Course will order red flags to be shown at all marshal posts. All cars will then proceed to pit lane, at reduced speed and without overtaking, and directed to stop in the pit lane by the pit marshals.
- 39.3 If the race is suspended during a safety car intervention, and the safety car is directed into the pit lane, cars should stop in a line behind the safety car in the fast lane of the pits, unless 39.4 applies.
- 39.4 If weather conditions warrant, Race Control, will request all cars to stop in their pit boxes. A period of time will then be given in which teams may change to wet tires. No other changes to the car are permitted.
- 39.5 Any cars unable to return to the pit lane as a result of the track being blocked will be brought back when the track is cleared.
- 39.6 Damaged cars entering pit lane under their own power may be worked on in their pit box however these cars, if able to restart, will join at the rear of field in the order for their pit location and at the direction of the Race Control.
- 39.7 In the case that a race is suspended prior to the mandatory pit-stop window in race 3, the suspension period will be considered the mandatory stop, and any driver changes may take place at that time.



- 39.8 While the race is suspended:
- Neither the race nor the timekeeping system will stop; however, where the Event timetable can accommodate it, the length of the race suspension will be added to the maximum time for the race in question.
 - With the exception of 39.4, 39.6 and 39.7 or if specifically authorized by the Race Control, cars may not be worked on during a race suspension. Jump batteries may be connected. Driver comfort can be accommodated. Minimum penalty will be deducting 5 championship points.
 - Only team members and officials will be permitted in the pit lane.

40. RESUMING A RACE

- 40.1 The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors where possible, or on the dedicated radio channel.
- 40.2 Cars will be gridded for the re-start according to their position on the last fully scored lap, or as instructed by Race Control, such as implementing 39.6. At all times drivers must follow the direction of the marshals.
- 40.3 At the three-minute signal (or as directed by SCCA Pro Racing) its lights will be illuminated, this being the signal to the drivers that the race will be resumed behind the safety car.
- 40.4 When the one-minute signal is shown, engines should be started and all team personnel must leave the pit lane taking all equipment with them. If any driver needs assistance after the one-minute signal he must raise his arm and, when the remainder of the cars able to do so have left the pit lane, marshals will be instructed to push the car out of the fast lane of the pits and into the closest pit box available.
- 40.5 The race will be resumed behind the safety car, single file, with standard safety car rules in effect. The safety car will enter the pits after one lap unless:
- The race is being resumed in wet conditions and the Race Director deems more than one lap necessary.
 - All cars are not yet in a line behind the safety car.
 - Team personnel are still clearing the pit lane.
 - A further incident occurs necessitating another intervention.
- 40.6 Overtaking behind the safety car is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field.

Any driver delayed, unable to resume in the starting order, or falls out of position must re-start the race at the end of the line.

- 40.7 Either of the penalties under Article 15.3 a) or b) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

During this lap Articles 38.11, 38.12, 38.13 and 38.14 will apply.

- 40.8 If the race cannot be resumed the results will be taken at the end of the last fully scored lap before the lap during which the signal to suspend the race was given.

41. FINISH

- 41.1 A white flag and/or a 'Last Lap' board may or may not be shown to competitors at the starters stand. This signal should only be considered advisory.
- 41.2 The end of race signal, generally the checkered flag, will be given to the leader of the race at the finish line as close to the allotted time as possible in accordance with Article 5.4.

The Race Director has complete authority to call for the end of race signal at any point during a competition. This action is not protestable.



In the event that the leading car may cross the Line very close to the expiration of the allotted race time, the Race Director may declare the number of laps remaining before the display of the end-of-race signal. This action is not protestable.

- 41.3 Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.
- 41.4 After receiving the end-of-race signal, all cars must stop racing and proceed on the circuit directly to the parc fermé without any unnecessary delay, without overtaking (unless clearly necessary), without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary).

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

42. PARC FERME

- 42.1 Only those officials charged with supervision may enter the parc fermé, unless authorized. No intervention of any kind is allowed there unless authorized by such officials.
- 42.2 When the parc fermé is in use, parc fermé regulations will apply in the area between the Line and the parc fermé entrance.
- 42.3 The parc fermé shall be sufficiently large and secure that no unauthorized persons can gain access to it.

43. CLASSIFICATION

- 43.1 The car placed first will be the one having passed the Line in the lead at the end of the allotted race time (or more if the race is suspended, see Article 39.5). All cars will be classified taking into account 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.
- 43.2 Cars must have taken the start of the race to be classified as a finisher of the race.
- 43.3 The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under these Sporting Regulations.

44. PODIUM CEREMONY

- 44.1 All drivers, particularly, the drivers finishing the races in first, second and third positions, in their respective classes, and a representative of the winning team must, attend the prize-giving ceremony on the podium and immediately thereafter make themselves available for the purpose of interviews and any press conference in the media center. All drivers must attend the last race ceremonies for each Event unless specifically permitted by Radical Sportscars Ltd.
- 44.2 Any driver participating in podium ceremonies must follow all directions of an announcer or series official. Drivers must wear their closed overalls displaying all mandatory logos. Any sponsor prop must be held, any cap awarded worn, and champagne or similar sprayed. The spraying of promotional personnel, dignitaries, officials or photographers is prohibited.
- 44.3 Trophies and champagne (or substitute) supplied by Radical Sportscars will be awarded to the following class finishers for each race:

Masters	1 st place x 1	2 nd place x 1	3 rd place x 1
PRO 1500	1 st place x 1	2 nd place x 1	3 rd place x 1
PRO 1340	1 st place x 1	2 nd place x 1	3 rd place x 1



45. PRESS CONFERENCE AND PROMOTION

- 45.1 Drivers must take part in any promotional activity, without compensation, requested by Radical Sportscars Ltd and/or SCCA Pro Racing such as autograph sessions, prize giving, press conferences, pit road walkabouts and pre-race parades.

Drivers must wear their closed overalls, team uniforms or series merchandise as requested.

The drivers, Competitors and manufacturers give the right to Radical Sportscars Ltd and/or SCCA Pro Racing to use their name for any promotional, advertising, publicity and public relations purpose, for the promotion of the Championship.

Use of the Championship logo by the Competitors, manufacturers and drivers or their agents or representatives is prohibited other than by prior permission in writing from Radical Sportscars Ltd.

- 45.2 Radical Sportscars Ltd and/or SCCA Pro may conduct on-track media or VIP rides. Laps completed by Championship cars requested to participate will not be considered a breach of testing regulations listed in Article 21.

46. PROTESTS

46.1 Right to Protest

- a) The right to protest lies only with a Competitor or driver.
- b) Several Competitors cannot lodge a joint protest.
- c) A Competitor wishing to protest against more than one fellow Competitor must lodge as many protests as there are Competitors involved in the action concerned.

46.2 Subject of a Protest

- a) A protest can be filed against:
 - i. the Entry of a Competitor or driver,
 - ii. any alleged error, irregularity or breach of the Regulations occurring during an Event,
 - iii. the alleged non-compliance of cars with the Regulations, or
 - iv. the Classification established at the end of the race.

46.3 Protest Time Limit

<i>Protest Against</i>	<i>Time Limit</i>
Entry of a Competitor or driver	No later than two hours after the closing time for the official scrutineering of the cars.
Any alleged error, irregularity or breach of the Regulations occurring during an Event	No later than thirty minutes after the publication of the provisional classification, except in circumstances where the Stewards consider that compliance with the thirty-minute deadline would be impossible or unless specified otherwise in the applicable Sporting Regulations or Supplemental Regulations.
Protests referring to the alleged non-compliance of cars with the Regulations	
Classification established at the end of the race	

46.4 Lodging of a Protest

- a. Any protest shall be in writing and must specify:
 - i. the protesting party,
 - ii. the relevant Regulations alleged to have been violated,
 - iii. the concerns of the protesting party, and
 - iv. against whom the protest is lodged, when relevant.
- b. Where multiple *Competitors* are concerned, a separate protest must be filed against each *Competitor* concerned.
- c. Where multiple cars of a same *Competitor* are concerned, a separate protest must be filed for each car concerned.
- d. Each protest must be accompanied by a deposit, the amount of which shall be set annually by SCCA Pro Racing and specified in the Sporting Regulations or Supplemental Regulations of the Event. This deposit may only be returned if the protest is upheld, unless fairness requires otherwise.



- 46.5 To Whom Addressed
- Protests arising out of an Event shall be addressed to the Chairman of the Stewards.
 - They shall be delivered **electronically, via email**, to the Clerk of the Course, Race Director, or their assistant if such exists. In the absence of the Clerk of the Course, Race Director, or their assistant, such protests should be delivered to the Chairman of the Stewards.
 - Receipt of the protest shall be acknowledged in writing, **electronically, via email**, with the time of receipt noted.
- 46.6 Hearing
- The hearing of the protester and of all parties concerned by the protest shall take place as soon as possible after the protest has been lodged.
 - The parties concerned shall be summoned to appear at the hearing and maybe accompanied by witnesses.
 - The Stewards must ensure that the summons has been personally received by all parties concerned.
 - In the absence of any party concerned or of their witnesses, judgement may be made by default.
 - If judgement cannot be given immediately after the hearing of the parties concerned, they must be advised of the place and time at which the decision will be given.
- 46.7 Inadmissible Protest
- Protests against decisions made by any judges of fact in the exercise of their duties will not be admitted.
 - The decisions of these judges of fact are final unless such decision is overruled by the Stewards.
 - A single protest against more than one *Competitor* will not be accepted.
 - A protest lodged jointly by several *Competitors* will not be accepted.
- 46.8 Protests Against Automobiles
- Competitors taking part in a competition may request that an automobile in their class be disassembled, inspected, or any other test be made, provided that they post a cash bond with the Stewards in an amount the Stewards deem sufficient in their sole and absolute discretion to be sufficient to cover the total expenses of disassembly, inspection, and reassembly. Tear downs must be completed as specified unless fully, or partially, withdrawn by the protester. Protestees may, in some cases, be required to provide a conditional form of payment to third party vendors, shops, or contractors that perform part of the inspection.
 - Bonds required for tear down will be sent to SCCA Pro Racing to be held in escrow until the time limit for the appeal has passed, or until an appeal has been granted. If appealed, bond(s) will be held until the national court of appeal declines to accept the appeal, or has its decision published. The same procedure will apply to any recorded evidence in the case (e.g. technical data).
 - The inspection, and/or disassembly shall be conducted under the supervision and control of the Technical Delegate.
 - The decisions of the SCCA Pro Racing Technical Delegate are non-protestable and non-appealable.
 - If the automobile shall be found upon inspection to conform to the Regulations, the protester shall forfeit the bond which shall be used to cover costs incurred. Apportioned bonds that allow for stages of disassembly are permitted and encouraged.
 - If the automobile is found upon inspection to not conform to the Regulations, the protester's bond shall be returned, and the Competitor, and/or driver, of the protested automobile shall stand all expenses, and shall be subject to disciplinary action as the Stewards shall deem appropriate.
 - Failure of a Competitor, or driver, of a protested automobile to allow inspection under the foregoing terms shall result in immediate penalties deemed appropriate by the Stewards.
- 46.9 Publication of the Awards and Prize Giving
- A prize won by a Competitor against whom a protest has been lodged may be withheld until a decision has been reached on the subject of the protest.
 - Moreover, in the event of any protest being lodged whose outcome might modify the classification of the race, SCCA Pro Racing shall only publish a provisional classification and may withhold all prizes until a final decision concerning the protest (including appeals) has been reached.
 - However, in the case of a protest affecting only part of the classification, such part as is not affected by the protest may be published definitively, and the corresponding prizes distributed.
- 46.10 Judgement
- All parties concerned shall be bound by the decision reached, subject to the conditions of appeal laid down in the Sporting Regulations, but neither the Stewards nor SCCA Pro Racing shall have the right to order that a race be re-run.



- 46.11 Protest Without Foundation
- If the protest is rejected or if it is withdrawn after being brought, no part of the deposit shall be returned.
 - If judged partially founded, the deposit may be returned in part, and in its entirety if the protest is upheld.
 - The Stewards may issue any of the penalties available under the Sporting Regulations against the Protestor if they deem the protest to have been vexatious or filed in bad faith.
- 46.12 Right of Review
- If a significant and relevant new element is discovered which was unavailable to the parties seeking the review at the time of the race concerned, whether or not the Stewards have already given a ruling, these Stewards or, failing this, those designated by SCCA Pro Racing, must meet (in person or by other means) on a date agreed amongst themselves, summoning the party or parties concerned to hear any relevant explanations and to judge in the light of the facts and elements brought before them.
 - The party or parties concerned may waive their right to a hearing in writing.
 - A review has no suspensive effect on the execution of the original decision of the Stewards when they have given a ruling.
 - The Stewards shall have the sole discretion to determine if a significant and relevant new element exists. The decision of the Stewards as to whether or not such an element exists is not subject to appeal before the national court of appeal.
 - The period during which a petition for review may be brought expires fourteen calendar days after the publication of the *final classification* of the race concerned.
 - Furthermore, a petition for review may not, in any event, be brought less than four calendar days prior to the date of the SCCA Pro Racing or Radical Sportscars prize-giving ceremony concerned.
 - The right of appeal against this new decision, without prejudice to Article 15.3 of the Sporting Regulations, is confined to the party or parties concerned in accordance with Article 47 of the Sporting Regulations.
 - Should the first decision already have been the subject of an appeal before the national court of appeal, the case shall be lawfully submitted to it for the possible revision of its previous decision.

47. APPEALS

- 47.1 Jurisdiction for appeals lies with the national court of appeal.
- 47.2 National Court of Appeal
- SCCA Pro Racing shall nominate a certain number of persons who will constitute the national court of appeal.
 - No members of this court of appeal may sit on a case if they have been involved in any way as Competitors, drivers or officials in the Event under consideration, or if they have participated in any earlier decision concerning or have been involved, directly or indirectly, in the matter under consideration.
- 47.3 Appeal Procedure Before the National Court of Appeal
- Competitors, whatever their nationality, shall have the right to appeal against a sentence or other decision pronounced on them by the Stewards before the national court of appeal.
 - They must, however, under pain of forfeiture of their right to appeal, notify the Stewards in writing of their intention to appeal within one hour of the publication of the decision.
 - In the case of a decision taken pursuant to Article 46.12 (a) above or in circumstances where the Stewards consider that compliance with the one-hour deadline would be impossible, the latter may set a different time limit for the notification of the intention to appeal. This time limit shall then be set down in writing in their decision and shall not exceed 24 hours following the publication of the decision. The time limit for bringing an appeal to the national court of appeal and the payment of the appeal deposit shall be deferred accordingly.
 - The right to bring an appeal to the national court of appeal expires 96 hours from the moment the Stewards are notified of the intention to appeal on condition that the intention of appealing has been notified in writing to the Stewards within one hour of the publication of the decision.
 - This appeal may be brought by any electronic means of communication with confirmation of receipt. Confirmation by a letter of the same date is required.
 - The national court of appeal must give its decision within a maximum of 30 days.
 - All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.
 - Due to time constraints, logistics and year-end award banquets, appeals will not be heard concerning decisions at the final Event of the Championship season.



- 47.4 Form of Appeal Before the National Court of Appeal
- Any notice of appeal before the national court of appeal shall be in writing and signed by the appellant or by their authorized agent.
 - An appeal deposit becomes due from the moment the appellant notifies the Stewards of the intention of appealing and remains payable even if the appellant does not follow up the declared intention to appeal. The amount of the appeal deposit is set annually by SCCA Pro Racing.
 - Subject to the provisions of Article 47.3 (c) above, the deposit must be paid within 96 hours counting from the moment the Stewards are notified of the intention to appeal. Failing this, the appellant's right to appeal will have been forfeited.
 - If the appeal is rejected or if it is withdrawn after being brought, no part of the appeal deposit shall be returned.
 - If judged partially founded, the deposit may be returned in part, and in its entirety if the appeal is upheld.
 - Moreover, if it is proved that the author of the appeal has acted in bad faith, SCCA Pro Racing may inflict upon them one of the penalties laid down in the Sporting Regulations.
- 47.5 Judgement of the National Court of Appeal
- The national court of appeal may decide that the decision appealed against should be waived, and, if necessary the penalty mitigated or increased, but it shall not be empowered to order any race to be re-run.
 - Judgements of the national court of appeal shall be reasoned.
- 47.6 Costs
- In giving a decision on the appeals brought before them, the national court of appeal shall decide, according to the decision, to award the costs, which shall be calculated by the officials to the level of the expenses occasioned by the preparation of the case and the meeting of the courts.
 - The costs shall be constituted by these expenses alone, to the exclusion of the expenses or defense fees incurred by the parties.
- 47.7 Publication of Judgement
- SCCA Pro Racing shall have the right to publish or have published the outcome of an appeal and to state the names of all the parties involved.
 - Without prejudice to any right of appeal, the persons referred to in such notices shall have no right of action against the FIA or SCCA Pro Racing or against any person publishing the said notice.



48. VIDEO PROCEDURE

- 48.1 Video footage may be requested by the Stewards to help investigate an incident.
- 48.2 Video systems must be in working order. Video cards must be of sufficient capacity, formatted correctly and must be empty at beginning of each official on track session.
- 48.3 Competitors may not delete or modify any video footage collected, and are not permitted to remove a video card from the camera while the car is under Parc Fermé conditions.
- 48.4 Video cards may be seized by the Stewards, held indefinitely, and not returned.
- 48.5 Video cards and/or adapters must be labeled with car number as shown.
- 48.6 The file name of the Video Card must be named with Championship and car number.

49. HARDSHIP LAPS
















- 49.1 A hardship lap may be granted by the Race Director. If granted, the distance on the circuit shall be from pit out to pit in only – the vehicle shall not cross the start/finish line or start finish timing loop on the course. Only previously used dry weather tires will be used. Hardship laps granted will not be considered a breach of Article 21.



- 50. APPENDIX 1 – DRIVERS SAFETY KIT (see Technical Regulations)
- 51. APPENDIX 2 – CHAMPIONSHIP SERIES FEES (see usaentries.radicalsportscars.com)
- 52. APPENDIX 3 – LIVERY (see Series Style Guide)
- 53. APPENDIX 4 – DRIVER AND CREW UNIFORMS (see Series Style Guide)

54. APPENDIX 5 – COMMUNICATION FLAGS

Flags are an official method for communicating with competitors. Flags may be replaced or supplemented by lights and/or reflective panels, which shall have the same meaning as the flags. FIA flagging rules apply:

FLAG	COMMUNICATION
	GREEN: When displayed by the starter, signals the beginning or resumption of a session. Also shown following a yellow caution area to indicate passing may resume when beyond the green flag.
	BLACK/WHITE DIAGONAL: Competitor warning displayed with number board. Flag is shown at Start/Finish area and is used as a warning for unsportsmanlike behavior.
	BLACK: Summons competitor to pit lane for consultation and/or penalty. Shown with number board from start/finish and designated station(s) on the circuit. The summoned driver may cross the S/F line no more than twice before entering pit lane. Once on pit lane, driver must report to his pit box.
	BLACK/ORANGE CIRCLE: Informs competitor of a mechanical problem that may endanger the driver or other competitors. Shown with number board. Competitors must stop at their pit on the next approach to pit entry. Once on pit lane, driver must report to his pit box.
	SINGLE WAVED YELLOW: Reduce your speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the track. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that sector. No passing from the station displaying yellow until after you have passed the station displaying a green flag. Penalty of drive through and/or loss of position may be avoided if addressed immediately under green flag conditions.
	DOUBLE WAVED YELLOW: Reduce your speed significantly, do not overtake, and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track and/or marshals working on or beside the track. During free practice and qualifying, it must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap (this does not mean he has to pit as the track could well be clear the following lap). No passing from the station displaying yellow until after you have passed the station displaying a green flag.
	RED: The session has been stopped. Use caution, reduce speed, and proceed immediately to pit lane. Overtaking is not permitted. During a race, no work may be performed on vehicles unless authorized by the Race Director or Technical Delegate.
	SOLID BLUE OR BLUE/YELLOW DIAGONAL: Warns that faster cars are approaching, or a following car may be in a competitor's blind spot. Use caution and sportsmanship – allow racing room.
	YELLOW/RED STRIPES: Caution – the racing surface may be affected by fluids or debris.
	STATIONARY WHITE AROUND CIRCUIT: Caution, slow moving vehicle ahead.
	WAVED WHITE AT START/FINISH: Indicates the last lap of a competition.
	WHITE/RED DIAGONAL AT START/FINISH: Emergency vehicles are on course.
	BLACK/WHITE CHECKERED: Shown at the completion of practice, qualifying, or race. All cars shall exit the course once they have received the checkered flag and passed start/finish.
	FCY BOARD: Show at all marshal posts. The entire circuit is now under a speed limit of 40. Reduce your speed safely, do not overtake, and be prepared to change direction or stop in a corner or corners displaying double waving yellow flags.
	SC BOARD: Shown at all marshals' posts to indicate the Safety Car is on the circuit.

