



## **FOREWORD**

SRO World Challenge organizes the 2019 Saleen Cup (also referred to as the Series), reserved for Saleen 1 Cup cars. Drivers will compete for the title of Saleen Cup winner in each of the following categories:

- Young Drivers (less than 28 years old, maximum FIA Silver)
- Pro-Am (older than 28, maximum FIA Silver)

The series Organizer reserves the right to define the categorization of Drivers, as soon as their entry is received.

The Series is sanctioned by USAC, governed by these Sporting Regulations and specifically based on the Saleen 1 Cup car Technical Form. Except as otherwise expressly indicated herein, all defined terms shall have the meanings given to them in the FIA International Sporting Code and its Annexes (the Code). All the participating parties agree to apply and observe the rules governing the Series.

The cars which are admitted to compete in this Series must be compliant, as a minimum, with art. 277 (Group E – Category II- SC) of Appendix J of the Code.

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## 1 REGULATIONS

1. The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arises as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
2. These Sporting Regulations will come into force on 1<sup>st</sup> June 2019.

## 3 GENERAL UNDERTAKING

3. All drivers, competitors and Officials participating in the Series undertake, on behalf of themselves, their employees and their agents, to observe all the provisions as supplemented or amended of the Code, the Technical Form, Sporting and Technical Bulletins and Clarifications from Saleen and/or from SRO Motorsports Group America issued during the season, and the present Sporting Regulations. Bulletins will be approved by the parent ASN, which is USAC.

## 4 GENERAL CONDITIONS

4. Without prejudice to the provisions of Art. 3 above, it is the Driver's obligation to ensure to fully comply with all the requirements of the Code, the Sporting Regulations and the Technical Form. The Driver shall be liable with each person concerned by his entry for any violation by said person of the Code, the Sporting Regulations and/or Technical Form.
5. The Race Director may permit a new competition car to be entered for a Driver already registered for the Series, when it is deemed by the Saleen Technical Support Crew that the original competition car is no longer able to compete on technical or safety grounds. Any related economic issues will be regulated by a separate agreement between the Driver and Saleen. All registrations of new competition cars and Drivers are at the discretion of the Sporting Delegate and / or Race Director. Any vehicle added or substituted must pass all scrutineering checks in accordance with articles 44-50.
6. All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane, or on the track must wear an appropriate credential at all times. Furthermore, open-toed footwear and shorts are not prohibited in the working area (hot pits) Each Driver must use the driver timing transponder supplied by the Promoter and/or the Organizer throughout the Event.

## 7 LICENSES/MEDICAL CERTIFICATES

7. All Drivers and Officials participating in the Series must be in possession of current and valid USAC licenses and, where applicable, valid licenses and/or authorizations issued by their ASN. The minimum level of FIA license required being a FIA National D license. The Drivers must also be in possession of a current medical certificate of aptitude (see Art 1.7 of Appendix L, Chapter II of Code and Appendix A). No Driver is allowed to compete under the age of 16. All series documents for drivers aged 16 or 17 must be signed by the legal parents or guardian and comply with all legal requirements for participation. There may be individual tracks that are part of the Series that require legal emancipation under the minimum age of 18 in order to participate.

## 8 SERIES EVENTS

8. Events are exclusively reserved for Saleen 1 Cup cars as defined by the applicable Sporting Regulations and Technical Form and all relevant updates issued through official Competition Bulletins. In exceptional circumstances the Series Organizer reserves the right to accept “Guest” cars (driven by invited Drivers selected by Saleen). These cars and their Drivers will not be eligible to score points and will be considered invisible in terms of point allocation.

9. Save for exceptional circumstances (as well as in the case set out in Art. 29), all the Series Events will be made up of the following :

- Two free Practice Sessions, of up to maximum of sixty (60) minutes duration.
- Two separate fifteen (15) minute Qualifying Sessions, separated by a minimum of five minutes.
- Two Races with a duration of fifty (50) minutes each, with one mandatory pit stop in each race. The minimum pit stop duration will be calculated from the pit lane entry timing line to the pit lane exit timing line and will be communicated at each Event in a bulletin from the Race Director and/or stewards.
- The mandatory pit stop must be made between the 20th and the 30th minutes from the official start signal, excluding the formation lap.

The leader will be shown the checkered flag when he crosses the control line (the Line) at the end of the prescribed period. The Line is a single line which crosses both the track and the pit lane. In order to be classified, all cars must complete 70% of the laps of the lead car.

10. The maximum number of Events in the 2019 Series is set at Four (4) with two rounds of the series at each event.

11. The definitive list of Events is published by the Series Organizer each year. In case of ‘force majeure’ the Series Organizer reserves the right to modify this date as well as the Event format.

11.1 The events will take place in accordance with the calendar below:

- ~~Round 1 & 2 Sonoma Raceway, California (June 7 - 9)~~
- Round 1 & 2 **Portland International, Oregon** (July 12 - 14)
- Round 3 & 4 **Watkins Glen, New York** (Aug. 30 – Sept. 1)
- Round 5 & 6 **Road America, Wisconsin** (Sept. 20- 22)
- Round 7 & 8 **Finale, Nevada** (Oct. 18 – 20)

12. An Event may be cancelled if fewer than 10 cars are entered. In this case, no reimbursement, even partial, of the fee paid shall be granted.

## 13 THE SERIES

13. The Saleen Cup winning titles will be awarded to the Driver/s who have scored the highest number of points in their category, taking into consideration the results obtained during the Events which have taken place.

Cars will be entered in one of the following configurations:

- One Young driver
  - One Pro-Am Driver
  - One Young Driver and one Pro-Am Driver
  - Two Young drivers
  - Two Pro-Am drivers
- 
- Young drivers are those aged under 28, with the determining date being the closing date of entries for the 2019 season on July 11<sup>th</sup> 2019
  - Pro-Am drivers are those drivers aged 28 or over on the closing date for entries for the 2019 season.
  - Drivers whose career record would be categorised as Gold or Platinum by the FIA will be prohibited from entering a competition

## 14 POINTS

14. There will be two championship classifications. According to their position in the classification, Drivers of each category (Young / Pro-Am) will be awarded with the following points after each race:

1st:	25 points
2nd:	18 points
3rd:	15 points
4th:	12 points
5th:	10 points
6th:	8 points
7th:	6 points
8th:	4 points
9th:	2 points
10th:	1 point

- If a car is shared by one Young Driver and one Pro-Am Driver, they will score points in each category.
- Any points scored in previous events shared with a Driver of a different category can be carried over should the Driver then compete without a co-driver.

If a car is shared by two Drivers during an Event, each Driver will have to participate in each of the two Races with the same combination of drivers. To be eligible for points. Both drivers will score the points from the Race.

If in event of 'force majeure', one of the Drivers is unable to take part in one of the Races, the series Organizer may, at its sole discretion, decide to allocate him the points scored by the other Driver.

15. If a Race is suspended under Art. 112 and cannot be resumed, no points will be awarded to the Drivers if the leader has completed less than two laps (case A), half points will be awarded to the drivers if the leader has completed more than two or more laps but less than 75% of the original race distance (or time) (case B) and full points will be awarded to the Drivers if the leader has completed 75% or more of the original race distance (or time) (case C), and as long as the results include at least one lap which took place outside Full Course Yellow or Safety Car conditions. The above-mentioned conditions will be based on the number of laps as shown on the published results as the basis for the final classification.

## 16 DEAD HEAT

16. If two or more Drivers finish the season with the same number of points, the higher place in the Series shall be awarded as per the principle of Art. 16 a), b), c), d) and e).

- a. The holder of the greatest number of first places;
- b. If the number of first places is the same, the holder of the greatest number of second places;
- c. If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges;
- d. If the above-mentioned procedure fails to separate two or more drivers, then whoever finishes ahead in the final race of the respective season will be deemed to have finished ahead of the other in the Series;
- e. Special case: drivers of the same car who finish with the same number of points will share the same place in the Series.

## 17 OFFICIALS

17. For each Event the sanctioning body in conjunction with Saleen will nominate the following officials:

- Technical Scrutineer - ASN appointed National Scrutineer

18. USAC will appoint the following officials:

- Chief Steward
- Race Director
- Clerk of the Course and Deputy
- Race Secretary
- Chief Scrutineer
- Chief Medical Officer
- Chief Timekeeper
- Lead Car Driver
- Safety Car Driver

19. The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority over the Clerk of the Course in the following matters:

- The control of Practice and Race in relation to the adherence of the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable or of the Supplementary Regulations
- The issue of event bulletins
- The infliction of classification penalties
- The stopping or interruption of Practice Sessions or Races for safety reasons
- The use of the Safety Car
- The stopping of a race car
- The starting procedure
- An eventual restart
- Drivers' briefings

20. The role of the Chief Scrutineer is to help the Officials of the Event in their duties, to see within their fields of competence that all the Technical Regulations governing the Series are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Event. The Technical Scrutineer nominated by the Series Organizer will support the competent Officials in charge of the Scrutineering, who will maintain full authority in connection with the scrutineering activities.

## 21 DRIVERS APPLICATIONS

21. The Saleen Cup is intended for Young and Pro-Am Drivers. Their Categorization will be managed by SRO. Drivers may but do not have to be categorized by the FIA.

Saleen reserves the right to request a modification to the Drivers' categorization at any time, after a probation period of one race weekend. This will be done by a sporting committee consisting of the series Race director, Saleen Series Manager and USAC representative. In the case of any change of categorisation, the Driver may transfer the points scored in the previous category.



22. For the Final round of the season, it will be at the sole discretion of the Series Organizer whether to allow a Driver to compete alone in this final event, even if all along the season he drove in pair with a second Driver.

23. Applications to compete in the Series must be submitted to the Series Organizer via the Saleen Cup Participation Agreement (season or race by race).

The application shall include:

- a) confirmation that the applicant has read and understood the Code, the Sporting Regulations and the Technical Form and agrees, on their own behalf and on behalf of everyone associated with their participation in the Cup, to observe them
- b) the name of the Driver and his eventual FIA categorization
- c) a photocopy of the Driver's license issued by the respective ASN

24. Entry to the Saleen Cup opens on the May 1<sup>st</sup>, 2019.

Full season Entry forms must reach the Series Organizer no later than 15 days prior the first Event

The items included in the entry fee will be indicated by the Series Organizer with a separate Information Bulletin

25. Race by race Entry Forms must reach the Series Organizer no later than 14 days prior to the Event.

26. Guest Drivers (driving one of the cars entered by Saleen) may enter at the sole discretion of the Series Organizer, where their attendance does not preclude the participation of other Drivers. Guest Drivers will forfeit not score points but will still participate in the presentation of awards and media activity surrounding the specific Race. In the case where a Guest Driver finishes a Race in a points-scoring position, they will be considered to be 'invisible' with respect to points, which will be allocated to the next driver and so on down the standings.

All other requirements on this Sporting Regulations must be respected.

27. If, in the opinion of the Series Organizer, a Driver fails to operate in a manner compatible with the standards of the Cup or in any way brings the Cup into disrepute, the Series Organizer may exclude such Driver from the Cup forthwith (see art. 9.16 of Code). The same applies for the Driver if his driving behavior brings the Cup into disrepute (see Chapter IV, appendix L – driving conduct- of Code and appendix B – code of good standing- of Code).

## **28 CREDENTIALS**

28. No credential may be issued unless agreed with and by SRO Motorsports Group America. A credential may be used only by the person and for the purpose for which it was issued.

## **29 INSTRUCTIONS AND COMMUNICATIONS TO DRIVERS**

29. In exceptional circumstances, the Race Director may give instructions to Drivers by means of special Bulletins in accordance with the Code. These Bulletins will be distributed to all the Drivers, who must acknowledge receipt.

30. All classifications and results of Practice and Qualifying Sessions and the Race, as well as all decisions issued by the officials, will be posted on the series official notice board. This noticeboard may be a physical or electronic noticeboard.

31. Any decision or communication concerning a particular Driver must be given to him within twenty-five minutes of such decision and receipt must be acknowledged. Communications and Decisions may be given through the Team Messaging Application.

## **32 INCIDENTS – PENALTIES**

32. Incident” means any occurrence or series of occurrences involving one or more Drivers, or any action by any Driver, which is reported to the stewards.

33. a) It shall be at the discretion of the stewards to decide if a Driver or Drivers involved in an Incident shall be penalized.

b) If an Incident is under investigation by the stewards, a message maybe displayed on the timing monitors (if the facilities on the circuit so permit) or via the race control radio frequency.

c) If a Driver is involved in a collision or Incident (see Art. 33), and has been informed of this by the Race Director no later than 30 minutes after the Race has finished, the driver must not leave the circuit without the consent of the Race Director

34. The Chief Steward may impose any one of the following three penalties (in substitution or in addition to other available penalties) on any Driver involved in an Incident:

- a) A drive-through penalty. The Driver must enter the pit lane and re-join the Race without stopping;
- b) A 10-second time penalty. The Driver must enter the pit lane, stop in the penalty zone for at least 10 seconds and re-join the Race immediately;
- c) A drop of ten grid positions at the Driver’s next Race.

The Stop and Go Penalty and/or Drive Through Penalty may not be inflicted during the last 3 laps or, during last 5 minutes. Instead, a 30” time penalty shall be inflicted upon the Driver. The decisions taken by the Stop and Go appointed Official are immediately enforceable and cannot be appealed. The stewards may inflict a supplementary time penalty to the “stop and go”, at the end of the Race. ~~The Race Director can modify the above penalties at their sole discretion.~~

However, should either of the above penalties be imposed and notified in writing to the Driver after the end of the Race Art. 35b) below shall not apply and an additional time penalty of 30 seconds shall be added to the elapsed time of the car concerned.

35. Should the Chief Steward decide to impose one of the penalties provided for in Art.34 a), b) and c), the following procedure shall be applied:

a) The stewards shall give written notification of the penalty which has been imposed to a Driver and shall make sure that this information is countersigned, with a note of the time, and that it is also displayed on the noticeboard. However, when necessary, such notification can be made verbally by an Official or a representative of the Series Organizer to the Driver concerned.

b) During any session from the time the stewards decision is notified, a black flag will be shown to the driver. Once displayed, the competitor must stop at his pit box WITHIN (2) laps of being shown. Should the driver pass the flag a third time, further penalties may be applied.

In the case of a penalty under Art. 34 b), the competitor shall remain for the period of the time penalty. Unless the Driver was already in the pit entry for the purpose of serving his penalty. A Driver may not carry out the penalty after the Safety Car (see Art. 111) has been deployed. Any laps carried out behind the Safety Car will be added to the three laps maximum. Whilst a car is stationary as a result of incurring a time penalty, it may not be worked on. However, if the engine stops, it may be started after the penalty period has elapsed, possibly with the help of an external source of energy, respecting Art. 75. If the Driver is unable to start his car by himself, it may be evacuated to its pit by its mechanics. Time Penalties will be served in the pit box or a penalty box.

c) When the time penalty period has elapsed the Driver must re-join the Race.

## **36 PROTESTS AND APPEALS**

36. Protests and Appeals shall be made in accordance with the USAC Regulations.

## **37 CHANGES OF DRIVER AND THE GRID**

37. a) Throughout the Event, no more than two Drivers may drive one and the same car. At the end of scrutineering checks the Race Director will be presented with the names of the Drivers and the order they shall be taking part in each Qualifying Session. Driver 1 must only qualify in the first qualifying session. Driver 2 must only qualify in the second qualifying session.

If the car has been permitted to enter with only one driver. The single driver must drive in both qualifying sessions. The times from each session will be used following the regulations below

The First Session of the Qualifying shall set the Grid for the First Race: the Driver designated to take part in this Session of the Qualifying shall be the first Driver in the first Race.

The Second Session of the Qualifying shall set the Grid for the Second Race: the Driver designated to take part in this Session of the Qualifying shall be the first Driver in the second race.

Admission to Races, and to the related starting grids, shall be determined on the basis of the results obtained by the Drivers, as shown by the rankings of the Qualifying.

The stewards can decide that a vehicle that has not met the stipulated qualification times, for reasons beyond the control of the Drivers, be admitted to a Race. A vehicle admitted in this manner will start from the last position on the starting grid.

NOTE: Should one of the two Drivers belonging a car be rendered unavailable, prior to the Qualifying, by a circumstance of force majeure, then the other Driver may carry out only the session of Qualifying for which the other Driver was designated, and never more than one Session.

The Driver who is available may request to be allowed to take part in both Races, without the other Driver. Any modification to the composition of the Crew taking part in the Event must be requested to the Race Director before the start of Qualifying. During the Event, a Driver may not change from one car to another. A Race Director decision will be applied in case of breach of art. 37 a).

b) For each Event a bulletin will be published with a minimum time for the mandatory pit stop. The time will take into account the time driven with a maximum speed of 50 kph in the pit lane from the entry timing loop to the exit timing loop along with the minimum time the car must be stopped. These times will be as follows

Two Driver Entry	60 seconds
Single Driver Entry	63 Seconds

This bulletin will be published before the start of the Event or in the briefing notes of each Event. During the pit stop the engine must be switched off and restarted before re-joining the Race.

The mandatory pit stop must be made between the 20th and the 30th minutes from the official start signal, excluding the formation lap. (ref article 9)

- A. Should the Saleen race duration be defined as 50 minutes for the Competition, the mandatory pit stop must be carried out by passing the pit lane entry timing loop between the 20th and 30th minute respectively of from the official starting time of the race (not before 20m.00s.000 and not after 29m.59s.999).
- B. Whenever the mandatory pit stop window occurs, a 'Pit Window Open' board will be displayed at the starter's gantry. At the end of the pit window a 'Pit Window Closed' will be displayed. Announcements will also be made from race control.
- C. Should a FCY occur during a pit window, the FCY will be continued until all the cars have completed their compulsory pitstops.
- D. Should a race be suspended during the pit window and then be unable to be re-started due to Force Majeure, the final race results will be determined based on when the leading car crossed the control line on the lap preceding the opening of the pit window and will not be the lap preceding the the Red Flag. The order shall be defined by Timing & Scoring whose decision shall be final.
- E. When a Safety Car is in effect during the first part of the race and is still be in effect at the start of the time window mentioned above, the Race Director may decide to delay the start of this time window.

During the pit stop one mechanic may wash the windscreen or lights, remove dirt or grass from the radiator or grille, change the water bottle or assist the drivers during the driver change. Any additional

operations and/or repairs performed on the vehicle may be carried out only once the 60/63 seconds have passed.

A speed limit of 50 kph during the whole Event will be enforced from the Pit entry timing loop to the Pit exit timing loop. Drivers are responsible for this limit to be observed. Officials will be appointed to control the speed at the pit Lane and their decisions cannot be appealed.

Drivers must start slowly from their service area and keep a moderate pace along the pit lane, never exceeding 50 kph.

Failure to comply with these provisions will entail the following penalties:

1. During Practice and Qualifying Sessions and Races: time penalty - Drive Through

The pit stop must be carried out in front of the designated pit or area of each Driver. The pit stop must be carried out by passing the pit lane entry timing loop between the 20th and 30th minute respectively of the race (after 20m.00s.000 and before 29m.59s.999). These times will be counted from the start of the Race (green light or extinguishing of the red light).

c) The following penalties can be applied if there is a breach of Art. 37 b):

1. Not respecting the published time between the two pit lane timing loops (Art. 37 b): the Driver will receive a time penalty equal to three times the number of seconds of the required time period not respected.

2. All stopping or driving at an abnormally slow speed after the pit stop carried out at the designated pit area: Drive-Through penalty;

3. All speeding over the limit of 50 kph in the Pit Lane: Drive-Through penalty;

4. Start of the obligatory pit stop outside the obligatory times (Art. 38 b): Drive-Through penalty.

However, should any of the penalties under 1) to 4) above be imposed and notified during the last part of the Race, or after the end of the Race, a 30-second time penalty shall be added to the elapsed time of the car concerned in cases 2) and 3) and a time penalty of 30 seconds plus the original Stop & Go penalty in cases 1) and 4).

38. After the closing time for Scrutineering, a Driver change may only take place with the consent of the Race Director. This must be documented and approved.

### **39 DRIVING**

39. The Driver must drive his car alone and unaided. This rule does not apply to Drivers holding an International Special Abilities Licence.

### **40 RACE NUMBERS AND NAME OF CAR**

40. Each car will carry the race number allocated by the series Organizer. Race numbers and advertising on the cars must conform to the provisions of the International Sporting Code. Any race numbers must be clearly visible from the front and from each side of the car.

41. The name or the emblem of the make of the car must appear on the car in the original location. The names of the Drivers and their national flags must appear on each side of the bodywork (in accordance with the Article of the Code). The Driver's nationality may be clearly displayed on the cars in the form of a 15 cm x 10 cm sticker of the national flag and code, affixed to the upper horizontal part of each door.

#### **42 SPORTING CHECKS**

42. Each Driver must have all documents required by Art. 7 available for inspection at any time during the Event.

43. Any Driver or other person concerned with a car can be required to sign any waiver.

#### **44- SCRUTINEERING**

44. Initial scrutineering of the cars and of the Drivers' equipment (see Chapter III, appendix L of the Code) will take place in accordance with the timetable, specific to the Event. The list of Cars allowed to take part in Practice and Qualifying Sessions will be published after Scrutineering.

45. No car and no Driver may take part in the Event until they have been authorized to do so by the Scrutineers.

46. The car must be presented at scrutineering if requested in the following conditions below. The eligibility of a car or of a Driver may be checked at any time during an Event

- with a copy of the homologation form fuel cell and safety cage certificate;
- copy of the annual safety checks with respect to seats, belts, nets, fire extinguishers, electrical cutoff, tow hooks or straps, fuel system safety etc.
- with restrictors (if applicable), sealed or ready for sealing if a new entry
- with ballast, adjusted for a weight of a 85kg driver
- with the engine sealed by the manufacturer at a minimum of the cylinder head, sump, and turbo chargers.
- with all mandatory technical / safety / series sponsors stickers(decals) installed in the correct location
- with Continental racing tyres complying with Article 51.

b) The officials may require a car to be dismantled to make sure that the conditions of eligibility or conformity are fully satisfied;

c) Require to supply the Scrutineers with such parts or samples as the Scrutineers may deem necessary. At the end of Qualifying Session and after the finish of the Race, all classified cars must make their way directly from the track, under their own power, to the Parc Fermé for checking.

47. Any car which, after being authorized by the Scrutineers to take part in an Event, 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 to the Technical Scrutineer for scrutineering approval. This is valid in case the complete car is replaced with another one. In case this is done after Qualifying the car will start from the back of the grid.

48. The Race Director may require that any car involved in an accident be stopped and checked.

49. Checks and scrutineering shall be carried out by duly appointed Officials who shall also be responsible for the operation of the Parc Fermé and who alone are authorized to give instructions to the Drivers.

50. The Race Director may publish the Scrutineers' findings each time cars are checked during the Event. These results will not include any specific figures except when a car is found to be in breach of the Technical Regulations.

## **51 TIRE LIMITATION DURING THE EVENT**

51. Only the Saleen selected specification and make of tires, available during an Event, must be used for the entire Series season. There will be a single tire supplier.

The specifications and dimensions are set out in the Technical Form. The hand cutting of tires, or any form of modification of the compound is forbidden.

Wet-weather tires can be used after the track has been declared wet by the Race Director for the Session (Qualifying and Race Start). These wet-weather tires will not be marked. During the Race tire change is allowed only for a dry-weather to rain tires or vice-versa. The detailed procedure for permitted tire changes during a Race due to changing weather conditions will be detailed in the Driver's briefing.

The times for marking will be posted on the official notice board, as well as in the detailed timetables appended to the Supplementary Regulations of the Event.

- a) For the free Practice Session, any tires from the previous Events can be used, as well as new tires in conformity with Saleen specifications.
- b) Starting with the Qualifying Session and the 2 Races, no more than 12 new dry-weather tires per car entered will be marked. (3 sets)
- c) Before the start of Qualifying Session, each Competitor must allow to be marked his dry-weather tires (as defined by Saleen). Alternatively the barcodes of the tyres maybe recorded
- d) For the Event the 12 marked tires will be distributed to all the teams as follows:
  - One set for both the Qualifying Session
  - One set for Race 1
  - One set for Race 2
- e) The control of the tires will be carried out according to a process defined by the Saleen Technical Department.
- f) No unmarking of a tire and no replacement of a marked tire will be permitted unless accepted by the Stewards for exceptional reasons presented in writing to the Saleen Technical Delegate.
- g) The use of tire heating systems is forbidden during the whole Event.
- h) If, during the Race, a defective tire has to be changed, this can be done outside the restriction set out in Art. 51 b), but Art. 74 must be respected. This change must be notified to the Technical Scrutineer the Race Director, under penalty of a sanction that may go as far as exclusion.



i) The use of tires without appropriate identification is forbidden. During the Qualifying Session, the Drivers may be required to stop their Cars to have their markings checked at the end of the pit lane before taking to the track.

## **52 WEIGHING**

52. The weight of any car may be checked at any time during the Event. The minimum weight is that of the car, as per the Technical Form, plus the weight of the Driver with helmet and all overalls. In case of two Drivers per car, the weight of the Driver will be the average of the weights of the two.

- a) After the Qualifying Session and the Races, the Chief Scrutineer may weigh certain cars among those classified.
- b) Should the weight of a car be less than that specified in the Technical Form, the Driver concerned may be given one of the penalties set out in Art. 52 e), save where the deficiency in weight results from the accidental loss of a component of the car.
- c) No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished a Race or during the weighting procedure (except by a Scrutineer when acting in his official capacity and in accordance with the Series Technical Regulations).
- d) No one other than Scrutineers and Officials may enter or remain in the technical area without the specific permission of the Technical Scrutineer.
- e) In the event of any breach of these provisions for the weighting of cars, the Stewards may drop the Competitor as many Grid positions as they consider appropriate or exclude him from the Race.

## **53 GENERAL CAR REQUIREMENTS**

53. No signal of any kind may pass between a moving car and anyone connected with the car's Entrant or Driver save for the following:

- a) Legible messages on a pit board;
- b) Body movement by the Driver;
- c) Verbal communication between a Driver and his Team by radio;
- d) Each car must be equipped with a radio system to provide verbal communication between the Driver and his Team.

## **54 GENERAL SAFETY**

54. Official instructions will be given to Drivers by means of the signals set out in the Code (see appendix H). Competitors must not use flags similar in any way whatsoever to these.

55 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.



56 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.

57 During each Session, Drivers must obey the track limits and must at all times observe the provisions of the Code relating to driving behavior on Circuits.

58 A Driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.

59 Repairs to a car may only be carried out outside the pits on the working lane, the starting grid or as provided for in Art. 112.

60 There must be at least one fire extinguisher of 5 kg capacity available at each such pit and working properly.

61 Save as specifically authorized by the Code or these Sporting Regulations, no one except the Driver may touch a stopped car unless it is in his designated space, the pit lane or on the starting grid.

62 At no time may a car be reversed in the pit lane under its own power. Violations will be reported to the stewards and are subject to penalty up to exclusion

63 During the periods commencing 15 minutes prior to and ending 5 minutes after every Practice Session and the period between the commencement of the formation lap which immediately precedes the Race and the time when the last car enters the Parc Fermé, no one is allowed on the track with the exception of:

- a) Marshals, Track or series officials, or other authorized personnel in the execution of their duty;
- b) Drivers when driving or under the direction of the marshals;
- c) Saleen personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.

64 During an Event, the engine may only be started with the starter, except in the pit lane or on the grid where the use of an external source of energy is allowed, causing a Stop and Go penalty, under the conditions set out in Art. 76.

65 Drivers taking part in Practice, Qualifying sessions and the Races must always wear the clothes, underwear, helmets, and the FIA-approved head restraint specified in Appendix L to the Code. It is expressly forbidden to use sponsor logos that are in competition with the official logos approved by Saleen.

66 If a Driver experiences serious mechanical difficulties during Practice, Qualifying or the Race, he must leave the track or return to his pit as soon as it is safe to do so.

67 The car's white headlights, red rear lights and the rain light must be illuminated at all times when it is running on a track that has been declared a "wet track". It shall be at the discretion of the Race Director to decide if a Driver should be stopped because his rear light is not working. Should a car be stopped in this way, it may re-join when the fault has been remedied.

68 Only two Saleen members per participating Driver (all of whom shall have been issued with and be wearing special identification) are allowed in the designated signaling area, when one is designated, during Practice, Qualifying and the Race. People under 16 years of age are not allowed in the pit area.

69 Animals, except those which may have been expressly authorized by SRO for use by security services, or guide dogs are forbidden in the pit area and on the track and in any spectator area.

70 The Race Director or the Medical Delegate can require a Driver to undergo a medical examination at any time during an Event.

71 Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and Driver concerned from the Event. When an accident occurs, the procedure is settled by art. 11, appendix O of Code (accident reporting).

## **72 PIT LANE AND PITS**

72 a) The pit lane is divided into three lanes. The lane closest to the pit wall with the marked pit boxes is the working lane. This is the only area in which work may be performed on the car. The middle lane is the blend/transition lane to the outside lane which is the speed limit lane;

b) Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the Team's designated space to the end of the pit lane;

c) Any Driver intending to start the Race from the pit lane may not drive his car from his designated space until the pit exit is closed and must stop in a line in the fast lane;

d) Drivers must not paint lines on any part of the pit lane. Any tape used must be removed at the end of the event or will be removed by the series at the owner's expense.

e) No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the Driver sitting in the car behind the steering wheel in his normal position, and under its own power;

f) A car must be signaled into its pit box from behind the wall. Crew members may only come over the wall once the car has come to a stop in its working area in pitlane.

g) It is the responsibility of the crew to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane.

h) Pit Lane Officials and Saleen staff members are allowed free access to the boxes at any time during the Event and Drivers must provide full cooperation.

Failure to observe the rules is sanctioned by the appointed Officials up to the exclusion from the Race.

**73 FUEL**

73. Throughout the duration of each Event, all Competitors must use the fuel designated by Saleen for use in the Saleen Cup; the official required fuel is VP and must be used with no additives or modifications allowed. The use of a fuel different of the official will provoke the cancellation of all times of the Qualifying Session or the exclusion of the Race in which this infraction has been committed.

**74 ASSISTANCE IN THE PIT LANE**

74. Please NOTE : Refueling is not allowed during any official sessions (practice, qualify race), or During the mandatory pit stop:

- During the stops at the pits to replace the Driver, a maximum of three (3) people (who must wear long pants and sleeves with proper logos are authorized to carry out the operations listed under points a), b) and c) below:

- a) Assist the Drivers in arranging themselves inside the cockpit
- b) Control the pressure of the tires using a pressure gauge
- c) Clean the windshield and the back window.

- One Driver's Manager may oversee the operations;

- In the case of a permitted tire change during competition, a maximum of two air guns for the wheel nuts may be used.

Except when work is carried out on a car, all personnel must remain inside the pit and/or behind the pit wall for authorized Team personnel.

All other Team members standing in the working area ("working lane", Art. 72 a)) delimited by a white or yellow strip separating the pit from the "working lane", will be considered as working on the car, as will a Driver if he performs any work on the car, and counted as a mechanic. A penalty may be imposed on a Team for any additional Team member in excess of the three persons authorized.

75. During any pit stop, the Driver is must turn off their engine.  
For any tuning or regulating, the engine may be started with the help of an auxiliary source of energy. However, when the car goes to re-join the Race, the Driver must start the engine from his seat, using only those means available on board.

The car's engine may be restarted only when the car is about to join the Race and is in contact with the ground on its complete wheels. The driver must have his safety apparel in place and his safety belts fastened.

76. Replenishment of lubricant and various fluids, with the exclusion of fuel, is allowed during the race.

77. Any breach of the provisions of the Code or these Sporting Regulations relating to pit lane assistance and refueling may result in the exclusion of the car and Driver(s) concerned from the Event. The Organizer must ensure that a sufficient number of marshals have been designated to carry out all the work and controls necessary in the pit lane.

## **78 PRIVATE TEST, FREE PRACTICE, QUALIFYING**

78. Saved where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all Practice, Qualifying sessions as for the Race.

Private testing is throughout the season is permitted. Any type of private test at a racetrack on the series Calendar (Article 11) is prohibited seven days prior to the beginning of administrative checks and/or scrutineering for that event. In case of a breach, the stewards can apply a penalty up to exclusion of the Driver from the competition.

79. The list of cars and Drivers allowed to take part in the Event must be published after the close of the Sporting Checks and Scrutineering. No Driver may start the Race without taking part in Qualifying, except in a case of "force majeure" duly recognized as such by the Stewards.

80. During Qualifying, controls on the tire markings will be carried out before the cars take to the track under the orders of the marshals, and there will be a green flag and a red flag at the pit lane exit. Cars can leave the pit lane unless the red flag is shown.

If a red flag is shown, the driver must stop and wait until the green flag is shown

Additionally, a blue flag may be shown at the pit lane exit to warn Drivers leaving the pit lane if cars are approaching on the track.

81. There will be two separate free Practice Sessions of up to a maximum of 35 minutes duration. There will be no Parc Fermé after the free Practice Sessions unless requested by the Race Director.

82. Official Qualifying will take place in two separate sessions of max 15' (fifteen) minutes each with a max 10' (ten minutes) interval (also referred to as Qualifying Session).

Or, if two separate Qualifying Sessions cannot be organized, one single Qualifying Session of 30 minutes will take place. The times of the laps completed in the first 15 minutes will be used for the grid of Race 1. The times of the laps completed in the second 15 minutes will be used for the grid of Race 2. All this in respect of art. 37 a).

83. a) In the event of a driving infringement during any session, the stewards may apply a penalty to drop the Driver as many grid positions as they consider appropriate.

Unless it is absolutely clear that a Driver committed a driving infringement, any Incident will normally be investigated after the relevant session; any penalty imposed shall not be subject to appeal. Where appropriate, the provisions of Art. 45 will also be taken into account.

b) If a car stops during a session, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If the Driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If any car causes a stoppage during qualifying. The stewards may apply a penalty from loss of the fastest laptime to the loss of all laptimes.

Any Driver taking part in any session who, in the opinion of the Race Director, stops unnecessarily on the circuit or unnecessarily impedes another Driver, shall be subject to the penalties referred to in Art. 84

84. The Race Director may interrupt a session as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. In the case of free Practice only, the Race Director may decline to prolong the session period after an interruption of this kind.

Furthermore if, in the opinion of the Stewards, a stoppage is caused deliberately, the Driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other Session that day.

85. All cars abandoned on the circuit during the free Practice Session and/or the Qualifying session will be brought back to the pits as soon as possible and may participate in the subsequent Session.

86. Should one or more Sessions be interrupted, no protest can be made as to the possible effects of the interruption on the qualification of Drivers admitted to start.

87. All laps covered during the Qualifying Session will be timed to determine the car's position at the start for the race, in accordance with the prescriptions of Art. 90.

With the exception of a lap in which a red flag is shown, each time a car crosses the Line it will be deemed to have completed one lap.

## **88 STOPPING THE SESSION**

88. Should it become necessary to stop the Session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director shall order a red flag and the abort lights (where applicable) to be shown at the Line. Simultaneously, red flags will be shown at all marshals' posts. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits, no overtaking.

All cars abandoned on the track will be removed to a safe place; stopping in the fast lane is prohibited. At the end of the Session all Drivers may cross the Line only once.

## **89 THE GRID**

89. At the end of Qualifying Session, the fastest time achieved by each Driver will be published officially.

90. The grid will be determined by the order of the fastest time achieved by each car during the Qualifying Session and according to the prescriptions of Art. 83 a). Should two or more cars have set identical times, priority will be given to the one which set it first.

The grid for the second Race will be determined by the order of the second Qualifying Session. In case a car cannot obtain a time in one or both the Qualifying Sessions, its position on the grid of the relative race(s) will be, pending the approval of the Race Director, behind all the cars having obtained regular times and, if necessary, in the order of the times obtained in the free Practice Session.

91. The fastest car will start the race from the position on the grid specified in the FIA circuit license. For a new circuit, the position that has been designated as such by the FIA or the ASN.

92. Any Driver whose best qualifying lap time is less than 130% of the fastest time in the relevant session may be allowed to take part in the Race. The Race Director may also allow a Driver who has set a lap time exceeding this limit in a previous free Practice Session to take the start.

Should more than one Driver be accepted in this manner, the Race Director will determine their order. In neither case may a team appeal against the Race Director's decision.

93. The final starting grid of each race will be published at least one hour before each race. Any Competitor whose car(s) is/are unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Race Director accordingly at the earliest opportunity and, in any case, no later than 1 hour before the start of each Race.

If one or more cars are withdrawn the grid will be closed up accordingly.

94. The grid will be in a 1 x 2 formation and the rows on the grid will be separated by at least 8 meters.

95. Any car which has not taken up its position on the grid by the time the 5-minute signal is shown will not be permitted to do so and must start from the pits.

## **96 BRIEFING**

96. A briefing by the Race Director will take place on the day of the free Practice Session at the latest. All Drivers entered in the Event, and their Entrants' appointed representatives must be present throughout the briefing. If the Race Director considers that another briefing is necessary, it will be held at a time and place will be accordingly communicated to the Entrants' representatives.

## **97 STARTING PROCEDURE**

97. Following the specified time in the minute by minute (MBM) cars will exit pit lane in the starting grid order for the start of the formation laps.

98. Any car which does not leave in the group at the start of the formation laps and is still in the pits/pre-start when the pit exit is closed can only start from the pits, but only under the direction of the marshals. It may be moved to the pit exit only with the Driver in position.

Where the pit exit is immediately after the Line, cars will join the race when the whole field of their respective grid has passed the pit exit on its first racing lap.

Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field of their respective grid has crossed the Line after the start.

99. Ordinarily the approach of the start will be announced by to competitors in pit lane by radio communication and signals showing, five minutes, three minutes and one.

When the 3 minute signal is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pits, except under Art. 112 and 113. Any car which has not all its wheels fitted at the five-minute signal must start the Race from the back of the grid or the pit lane.

Under these circumstances a marshal holding a yellow flag will prevent the car (or cars) from leaving the ~~grid~~ pitlane until all cars able to do so have left to start the formation lap.

When the one-minute signal is shown, engines will be started.

100. Fifteen-second signal: 15 seconds after this signal, a green flag will be shown at the pit lane exit whereupon the cars will begin a formation lap with Saleen's official car leading, maintaining their starting order. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.

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

Any Driver who is delayed leaving pitlane may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the Race from the back of his grid. If more than one Driver is affected, they must form up at the back of the grid in the order in which they left to complete the formation lap. If the Line is not situated in front of the pole position, for the purposes of this Article only, it will be deemed to be a white line one meter in front of pole position.

A time penalty will be imposed on any Driver who, in the opinion of the Race Director, unnecessarily overtook another car during the formation lap.

101. Any Driver who is unable to start the formation lap must indicate this to the marshals.

When leaving their grid, all Drivers must proceed at a greatly reduced speed until clear of any personnel or Officials.

102. Saleen's official leading car will pull off at the end of the formation lap of the grid. The cars will continue on their own with the pole position leading at a minimum speed and a maximum of as defined by the Race Director. A judge of fact will monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds before the start is given will result in a Drive-through penalty.



During the formation lap. No car may overtake another one before the starting signal is given.

103. a) There will be a rolling start. The starting signal will be given by means of green flag/light under the control of the starter.

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

b) If a problem arises when the cars reach the Line at the end of the formation lap of the grid, yellow flags will be displayed at all observation posts. The cars, with the pole position of the grid leading, will complete a new formation lap. They will be joined and led (if possible) by the official leading car and will continue for another formation lap. The official clock will start and continue running

c) Should the Starter deem the formation irregular, he may order one or more additional formation laps. If additional formation lap will be carried out, the start of the race will be considered to have been given at the end of the first formation lap.

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

105. A penalty will be imposed by the stewards for a false start if so reported by start line judges or judges of fact.

106. Only in the following cases will any variation in the starting procedure be allowed:

a) If it starts to rain after the five-minute signal but before the Race is started and, in the opinion of the Race Director, crews should be given the opportunity to change tires, the starting procedure will begin again at the 5-minute point. If necessary the procedure set out in Art. 101 will be followed

b) If the start of the Race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tires, information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes' warning will be given.

c) If the Race is started behind the Safety Car, the following will apply :

At any time before the one-minute signal, the safety car lights will be turned on. This is the signal to the drivers that the race will be started behind the safety car. When the lights are illuminated, the safety car will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and the race will start when the green lights are illuminated.

107. The Race Director and stewards may use any video or electronic means to assist them in reaching a decision. The Race Director may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result in the exclusion of the cars and Drivers concerned from the Event.



**108 THE RACE**

108. A Race will not be stopped in the Event of rain unless the circuit is blocked or it is dangerous to continue (see Art. 112).

109. If a car stops during the Race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other Drivers. If the Driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. He may also be moved with help other than that of the marshals (i.e. any equipment, e.g. tractor, etc.) and re-join the Race. If any such assistance results in the engine starting and the Driver re-joining the Race, the car will be excluded from the results of the Race.

110. During the Race, Drivers leaving the pit lane will do so only when the light at the pit lane exit is green and under their own responsibility. A marshal with a blue flag, or a blue flashing light, will also warn the Driver if cars are approaching on the track.

**111 SAFETY CAR**

111. Follows Appendix H regulations, unless a minor incident occurs that does not require the session to be stopped. For minor incidents the Race Director may declare a Full Course Yellow which will follow the procedure under Virtual safety Car listed below.

- A. Race Control will inform all competitors via radio if the Safety Car is to be deployed.
- B. All Flag Marshal posts will wave the yellow flag
- C. The Safety Car will be dispatched only under Full Course Yellow.
- D. Any cars between the Safety Car and the overall leader may be repositioned during a wave by
- E. Passing of the Safety Car is prohibited unless authorized by the Race Director.
- F. All cars are to maintain Safety Car speed and within reasonable distance to the car in front while under FCY.
- G. The command "SAFETY CAR IN THIS LAP" will inform competitors of the pending restart
- H. Overtaking is prohibited until the green flag is waved.
- I. Restarts will be single file.
- J. Racing will resume when the green flag is waved. Overtaking is prohibited until after crossing the Control (Start/Finish) line.
- K. Laps under the Full Course Yellow (FCY) will be counted as race laps

**Race Restart**

A race restart will follow the same procedure as a rolling start with the following amendments:

- A. Cars will be in single file configuration unless the restart is for the official start of the race
- B. Race Control will give instructions to the Safety Car.
- C. Once the Safety Car lights go out, the responsibility for the pace of the field (50 –55mph) lies with the leading car.
- D. A radar gun may be used to monitor the speed of the lead car(s).
- E. Once the Safety Car has entered the pits, the leading car shall smoothly and progressively increase speed, without unnecessary braking or slowing. Any maneuver by the leading cars deemed by Race Control to be a deliberate manipulation of the re-start is subject to a penalty.

- F. Racing will resume when the green flag is waved. **Overtaking is prohibited until after crossing the Control (start/finish) Line.**

## **112 SUSPENDING THE RACE**

112. Should it become necessary to suspend the Race due to the circuit being blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order red flags to be shown at all marshals' posts and at the Line.

When the signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the red flag line where they must stop in staggered formation.

If the leading car on the track is not at the front of the line, any cars between it and the red flag line will be waved off to complete another lap after the 3-minute signal before the Race is resumed.

If any cars are unable to return to the grid as a result of the track being blocked, they will be brought back when the track is cleared and will be arranged in the order they occupied before the Race was suspended.

Any such cars will then be permitted to resume the Race.

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

Whilst the Race is suspended:

- Neither the Race nor the timekeeping system will stop
- Cars may be worked on once they have stopped behind the red flag line or entered the pits, but any such work must not impede the resumption of the Race
- Refueling and/or removing fuel is forbidden even if a car was already in the pit entry or pit lane when the signal to suspend the Race was given
- Only crew members and Officials will be permitted on the grid

Cars may enter the pit lane when the Race is suspended, but a Drive-through penalty (see Art. 35) will be imposed on any Driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the Race has been suspended.

Any car which was in the pit entry or pit lane when the Race was suspended will not incur a penalty.

All cars in the pit lane will be permitted to leave the pits once the Race has been resumed, but any cars which were in the pit entry or pit lane when the Race was suspended will be released before any others.

Subject to the above, any car intending to resume the Race from the pit exit may do so in the order in which it got there under its own power, unless another car was unduly delayed.

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

### 113 RESUMING A RACE

113. The delay will be kept as short as possible and as soon as a resumption time is known, crews will be informed via the timing monitors; in all cases, at least ten minutes' warning will be given.

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

When the five-minute signal is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pit lane or on the grid during a further suspension of the Race.

Any car which has not all its wheels fully fitted at the five-minute signal must start the Race from the back of the grid or the pit lane. Under these circumstances, a marshal holding a yellow flag will prevent the car (or cars) from leaving the grid until all cars able to do so have crossed the red flag line.

When the three-minute signal is shown, the cars must be resting on its complete wheels. At some point after the three-minute signal, which will depend on the expected lap time, any cars between the red flag line and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the Safety Car.

When the one minute signal is shown, engines will be started and all crew personnel must leave the grid. If any Driver needs assistance, he must indicate this to the marshals and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn Drivers behind.

The Race will be resumed behind the Safety Car. The Safety Car will enter the pits after one lap unless:

- All the cars are not yet lined up behind the Safety Car;
- Or a further incident occurs necessitating another intervention.

The Safety Car will leave the grid with all cars following, in the order in which they stopped behind the red flag line, no more than five car lengths apart. Soon after the last car in line behind the Safety Car passes the end of the pit lane, the pit exit will be open; any car in the pit lane may then enter the track and join the line of cars behind the Safety Car.

Overtaking during this lap is permitted only if a car is delayed when leaving the red flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, Drivers may only overtake to re-establish the order before the race was suspended.

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

Either of the penalties under Art. 34 a) or b) will be imposed on any Driver who, in the opinion of the Race Director or the Stewards, unnecessarily overtook another car during the lap.

During this lap Art. 2.9 of the Appendix H of the Code will apply. If the Race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the Race was given.

#### **114 FINISH**

114. A white flag will be displayed to the Race leader from the starters stand signifying the start of the last lap of the Race. The end-of-race signal checkered flag will be given at the Line as soon as the leading car crosses it after the scheduled time has elapsed.

115. Should for any reason (other than under Art. 110) the end-of-race signal checkered flag be given before the scheduled time has elapsed, the Race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

Should the end-of-race signal checkered flag be delayed for any reason, the race will be deemed to have finished when it should have finished.

116. After receiving the end-of-race signal checkered flag, all cars must proceed directly to the Parc Fermé without any unnecessary delay, 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.

#### **117 PARC FERME**

117. Only those Officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorized by such Officials. All the Cars will be kept in the Parc Fermé until the expiry of the latest protest time limit set out in the Code.

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

119. The Parc Fermé shall be sufficiently large and secure that no unauthorized persons can gain access to it.

## **120 CLASSIFICATION**

120. The car placed first will be the one having covered the greatest distance in the scheduled time or its equivalent in laps.

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.

121 Cars having covered less than 70% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.

122. The official overall classifications will be published after the Race. These will be the only valid results, subject to any amendments which may be made under the Code and these Sporting Regulations.

## **123 PODIUM CEREMONY**

123. The Saleen Cup Drivers finishing the Race in first, second and third positions for the Young, drivers category and the Pro-Am categories alone with the Overall top three must attend the prize-giving ceremony on the podium as specified in the detailed timetable of the Event and abide by the podium procedure set out in Appendix 2, and immediately thereafter make themselves available for television interviews and the press conference in the media center.

## **124 USE OF TRADEMARK, IMAGE AND PROMOTIONAL ACTIVITIES**

124. The Saleen Cup name and trademark are and remain the sole and exclusively property of Saleen Automotive (Saleen), which may use them at its own discretion.

The following rights, by way of example and without limitation, are the sole and exclusive property of Saleen, which is entitled to use them without any time limit and worldwide:

- a) the rights to the radio-television and cinema production and broadcasting;
- b) the use of Internet and related broadcasting;
- c) the right to wireless transmission in general and associated technologies;
- d) home-video;
- e) broadcasting with any other media (e.g. cell phone);
- f) any further rights to use said images using any remote broadcasting means or system, whether existing or invented in the future, or using any technical terrestrial or satellite broadcasting or reception equipment current or future.

Saleen has the right to use, inter alia, the images and the names of the Drivers for promotional advertising purpose of the Cup, in addition to all the rights mentioned above.

Therefore, all Drivers acknowledge and accept that Saleen reserves the right to:

- a) use directly or indirectly, worldwide, for commercial, promotional and/or advertising purpose, without prior notice and without any compensation, the names, images and results of the Drivers competing in the Cup;
- b) authorize its sponsors and the Cup main sponsor to use names and images of the Drivers for similar purpose and activities, including the right to produce or have produced merchandising items and communicational materials.

Saleen reserves the right to use the images of the cars, Drivers' overalls and helmets and related equipment and of all other elements used by the Drivers in the context of their participation to the Cup, for any commercial use, including the creation of video games and scale models of cars and for communicational purpose.

Any use of the trademark "Saleen" and/or its logo by the Drivers on or in their apparel, merchandising and/or equipment is subject to Saleen's prior written approval.

The Drivers are entitled to use their own still images and image of the Cup only to promote themselves. Any other use is strictly forbidden. The Drivers' Sponsors are entitled to use the still image of the Driver in question provided that the sponsor logo appears on that image with the exclusion of any other Saleen or Cup-related image, logo and trademark. That use is allowed only for promotional and communication activities and only during the year in which such images have been taken.

With the exception for the rights granted under this article, the Driver and their sponsor are not allowed to use: a) images, drawings and other representations of Saleen, of Cup or Cup vehicles, equipment, facilities, race tracks, personnel, consultants, managers; b) any name, logo, trade/service mark, identification, designation or other elements owned by, pertaining to directly or indirectly referred or referable to Saleen; c) items subject to Saleen intellectual property rights.

Failure to comply with any of these provisions may result in the exclusion from classification as well as in the suspension and/or termination of any activities in the Cup.

## 125 DEFINITIONS

125. The terms used in this Sporting Regulation will have the meanings defined below, unless the context unequivocally gives to understand otherwise:

**Driver:** Person driving an automobile in any competition whatsoever and necessarily holding a driver's license issued by his parent ASN.

**Event:** each meeting which is part of the Series, starting from the beginning of Administrative Checking and/or Scrutineering, including any and all activities which are preliminary and functional to each and all Race/s of the Series, and ending with one or other of the following time limits, whichever is the later (i) the expiry of the time limit for Protests or Appeals or the end of any hearings; or (ii) the end of Administrative Checking and Post-event Scrutineering carried out in accordance with the Code.

**Circuit:** the Circuit, as defined in Art. 20 of the Code, providing the racetrack for each of the Races of the Saleen Cup.

**Organizer:** the national automobile club holder of the sporting power or any other automobile club which organizes one or more Events pursuant to Art. 2.1.2 of the Code.

**Technical Support Crew:** the technical specialists present at each Event supplied by Saleen to offer assistance to all Drivers should technical issues arise.

**Technical Scrutineer:** a permanent delegate present at all Events to work closely with the local Scrutineers of the meeting, for the purpose of the scrutineering activity.

**Race Director:** the person who shall have overriding authority in the control of Practice, Qualifying and the Race in accordance with the Code and Sporting & Technical Regulations.

**Competition Bulletin:** the advisory notification or instruction documents issued by the Race Director, the Stewards or the Technical Delegate to the Competitors.

**Competition car:** automobile registered to participate in the Series.

**Medical Delegate/Medical Officer:** the person who is appointed by XXX and/or by the Organizer and/or by the Circuit in order to take care of any relevant medical aspect during an Event.

**Safety Officer:** the person who is appointed by XXX and/or by the Organizer and/or by the Circuit in order to take care of any relevant safety aspect during an Event.

## **APPENDIX 1 – SUPPLEMENTARY REGULATIONS**

### **ORGANISATION OF EVENTS**

See individual specific Event Supplemental Regulations, detailing nominated officials, Official event details and any additional regulations specific to the event

## **APPENDIX 2 - PODIUM CEREMONY**

At the end of each Race a Ceremony must be organized for the three first Drivers or Crews of each Saleen Cup categories in accordance with the conditions set out below.

### **1. MASTER OF CEREMONIES**

A Master of Ceremonies will be appointed by Saleen conduct the entire Podium Ceremony  
A commentary of the Podium Ceremony should be broadcast to the general public from the platform on the podium

### **2. TROPHIES**

During the first Podium Ceremony, the following Trophies will be awarded:

- Saleen Cup Young winning Driver(s)
- Saleen Cup Young second Driver(s)
- Saleen Cup Young third Driver(s)

A second Podium Ceremony will follow and the following Trophies will be awarded:

- Saleen Cup Pro-Am winning Driver(s)
- Saleen Cup Pro-Am second Driver(s)
- Saleen Cup Pro-Am third Driver(s)

The Trophies which will be provided by Saleen must show:












- the Saleen Cup official logo
- the name of the Circuit
- the date of the Race
- the position of the Driver

### **3. PRESS ROOM**

Immediately after the Podium Ceremony, the Drivers who that have won must go to the press room for interviews, should this be confirmed in the Event timetable.



**APPENDIX 3 – FLAGS**

FLAG	Note: Any flag signal may be accompanied by additional messages from Race Control Flag signals are based on the recommendations of <a href="#">FIA Appendix H Article 2.4.4</a>
	<b>GREEN</b> When displayed by the starter, signals the beginning or resumption of a session. Also shown (waved) on track following a yellow caution area to indicate passing may resume when beyond the green flag
	<b>BLACK/WHITE DIAGONAL (Shown with Number Board)</b> Unsportsmanlike flag. Shown stationary to a competitor ONCE as a warning primarily for their driving conduct. Should further action be taken by the stewards, the team will be informed immediately
	<b>BLACK (Shown with Number Board)</b> Once displayed, the competitor must stop at his pit box WITHIN (2) laps of being shown. Should the driver pass the flag a third time, further penalties may be applied.
	<b>BLACK with ORANGE CIRCLE (Shown with Number Board)</b> Mechanical problem that may endanger the driver or other competitors. Competitor must report to pit lane immediately –failure to follow this instruction will result in a Black Flag being shown to the competitor.
	<b>SINGLE YELLOW</b> Danger: Reduce Speed. Incident in area which could be covering some of the track – overtaking is prohibited until competitor has passed a green flag. 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. If waved, increased danger – be prepared to stop. During official 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)
	<b>DOUBLE YELLOW (Full Course Yellow – FCY)</b> Danger: Reduce Speed, overtaking is prohibited throughout the circuit. Flags are displayed at all stations FCY may be used with or without a Safety Car. All drivers must gather in single file behind the leader or Safety Car. FCY shall remain until the race is resumed and a green flag is shown. May be used in conjunction with a board displaying the letters “SC”, informing competitors that a safety car is deployed on track.
	<b>RED</b> Session suspended. Use caution and proceed immediately to pit lane or a location as directed by Race Control. Overtaking is prohibited. Cars are considered under “Parc Fermé” conditions unless otherwise stated. Race Control will announce separately if the session will or will not resume.
	<b>SOLID BLUE OR BLUE WITH YELLOW DIAGONAL</b> Warning: faster/lapping cars are approaching. Use Caution. Exercise sportsmanship & allow racing room. If waved, this signals that another driver is trying to overtake.
	<b>YELLOW WITH RED STRIPES</b> Caution, the racing surface may be affected by fluids or debris and may be slippery.
	<b>WHITE WAVED AT START/FINISH</b> Indicates the last lap of a competition (advisory only). May be replaced with a ‘LAST LAP’ board or sign.
	<b>WHITE WAVED AROUND THE COURSE</b> Please use caution as you are approaching a slow moving vehicle, which may either be a race car or an Emergency vehicle.
	<b>BLACK &amp; WHITE CHECKERED</b> Indicates completion of a session or race. All cars shall exit the course once they have passed start/finish and received the checkered flag.