

PORSCHE

**CARRERA CUP
BENELUX**

Porsche Carrera Cup Benelux Part 1 - Sporting Regulations 2022

Name of the Series:
Porsche Carrera Cup Benelux

Status of the Series/Events: International

Foreword:

CUP CHALLENGE BENELUX B.V., hereinafter called the Series Organiser, is hosting the Porsche Carrera Cup Benelux for 2022.

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PART 1 – SPORTING REGULATIONS

1 INTRODUCTION

The Porsche Carrera Cup Benelux 2022, herein after called the Series, is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions for Competitions run on circuits and the National Sporting Regulations of the KNAF. It will be run in conformity with these Sporting and Technical regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Art. 277), the Code of driving conduct on circuits of FIA Appendix L (Chapter IV) and the general prescriptions on signaling of FIA Appendix H (Article 2.5).

The Series will be run according to the above regulations. For the avoidance of doubt, should there be any inconsistency or conflict between the individual sets of regulations, then the order of priority shall be firstly those of the International Sporting Code, then the Porsche Carrera Cup Benelux Regulations, followed by the KNAF Regulations and thereafter the Supplementary Regulations.

The Series in 2022 consists of 12 races, held at 6 Events and organised as circuit races.

The Series is supported by the following companies*:

- Michelin Competition;
- Exxon Mobil 1;
- Tag Heuer;
- Hugo Boss AG.

*Subject to change

With the signature on the “Application for Entry”, the “Application for Substitute Entry” or the “Application for Guest Entry” each Entrant and Driver of the PCCB confirms the acceptance of these Regulations as a whole, including the KNAF provisions and the FIA International Sporting Code and appendices. The Entrant and Drivers are responsible that all persons connected to their Entry will observe and follow the conditions and rules of these Regulations.

If required during the season, the PCCB Regulations and the corresponding rules of participation can be supplemented and/or changed, after obtaining authorization by the KNAF. This information is to be provided in writing, for example in a Series- or Event bulletin and published on the website of the KNAF.

2 ORGANISATION

2.1 Series Organiser

Cup Challenge Benelux B.V., hereinafter called the Series Organiser, is hosting the Series for 2022.

Cup Challenge Benelux B.V.
Maastricht Randwyck
Robert Schumandomein 2
6229 ES Maastricht
The Netherlands

T +31 (0)43 790 1000

Contact

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Series Manager of the Porsche Carrera Cup Benelux
Tel.: +32 477 28 26 29
E-mail: olivier.aerts@drivingforce.be

2.2 Name of the parent ASN

KNAF – Knac Nationale Autosport Federatie

2.3 ASN Visa/Registration Number

The Series based on these Sporting and Technical Regulations has been approved by the KNAF on the date with permit number indicated in the footnote of this document.

2.4 List of Permanent Officials

(see also relevant Supplementary Regulations for each Event)

2.4.1 The Organising Committee for the PCCB at each Series Event:

(unless amended in the relevant Event Supplementary Regulations)

- Olivier Aerts, Series Manager – PCCB, Cup Challenge Benelux
- Lars Plato, Organisation – PCCB, Cup Challenge Benelux
- Armand Broekmans, Technical Manager – PCCB, Cup Challenge Benelux
- Dominik Quosdorf, Technical Support Delegate – PCCB, Dr. Ing. H.c. F. Porsche AG

Members of the Organising Committee may delegate functions and responsibilities where appropriate to other employees of Dr. Ing. h.c. F. Porsche AG, and Dr. Ing. h.c. F. Porsche AG may nominate additional members of the Organising Committee where necessary.

The address of the Organising Committee is that of the Series Organiser (see article 2.1).

2.4.2 The Sporting Committee

A Sporting Committee for the Series will be established comprising of the following people or their nominated representatives:

- The Series Organiser;
- The Permanent Race Director;
- The Permanent Chairman of the Stewards;
- The Series Technical Support Delegate.

The role of the Sporting Committee will be to resolve any issues arising in respect of interpretation or application of the Series Sporting and Technical Regulations and will include taking decisions on:

- Any questions concerning points or the classification of the Series;
- Any matters arising from the Series Regulations which are not specific to an individual event.

Decisions taken by the Sporting Committee shall be final and are not subject to protest or appeal.

3 REGULATIONS AND LEGAL BASIS OF THE SERIES

The Series is governed by the following Regulations and documents:

- FIA International Sporting Code (ISC) and its appendices;
- FIA General Prescriptions on circuits;
- These Sporting and Technical Regulations of this Series;
- The KNAF approved Series and Event bulletins;
- Supplementary Regulations;
- The “Applications for Entry” or the “Application for Guest Entry” signed by the Competitor/Driver
- Drivers Briefing notes.

3.1 Official language

Only the English text is binding.

In case of interpretation, the KNAF jurisdiction is the responsible authority.

3.2 Responsibility, changes to the rules of participation and cancellation of the Event

- a) The Participants (Entrants, Team Members, Drivers, passengers, Vehicle Owners and registered keepers) take part in the Event at their own risk. They are solely responsible under civil and criminal law for any and all damage caused by them – or for damage to the vehicles used by them, as far as no exclusion of liability has been concluded. It is recommended that the Participants take out an insurance for any and all damage caused by them.
- b) Once the Event starts, changes in the form of Series or Event bulletins may only be made by the Stewards.
- c) The Event Organiser and Series Organiser reserve the right to cancel, change or relocate the Event or individual Race(s), subject to approval by the KNAF concerned and the FIA where the calendar is affected. Claims for damages or performance shall be excluded in such cases.

3.3 General definitions and Porsche Carrera Cup Benelux Code of Conduct

The PCCB is a racing Series characterized by equality of opportunity and fairness – in both technical and sporting terms. Those involved in the Series, i.e. Participants, Teams with all employees and Team Members, Drivers, Officials and organisation, make a significant contribution to how the Series is perceived – both internally and by the general public – and to the atmosphere in the Series through their conduct and their communication.

All those involved are responsible for conducting themselves in such a way as to uphold and safeguard in the long term the professionalism that prevails in the Series, as well as the esteem

in which the Series and its Participants are held by the general public. Moreover, fair and sporting competition represents an important safety aspect for all Participants and is intended to avoid risk factors. For this reason, all those involved agree to acknowledge the philosophy of the PCCB and to comply with the rules of conduct of the Series.

Both on and also adjacent to the Track, all those involved will:

- treat all participants, officials and the organisers respectfully;
- follow the laws and the rules of the sport, and exemplify and promote fairness and the rules of conduct;
- neither express themselves or behave in an insulting, offensive or abusive way, nor tolerate such expressions or modes of conduct, either in direct conversations, interviews, etc. or in other communication, e. g. press releases, posts in social media, etc.;
- always behave in the interests of safety and permanently cooperate in efforts to reduce risks;
- use resources in a sustainable way, giving priority to the well-being, safety and satisfaction of others before their own personal goal;
- always comply with the purpose of the sport;
- inform those involved if their conduct is not characterized by fairness, sportsmanship, respect and tolerance;
- cooperate with all other persons involved so as to develop and improve the Series and its status further on a continuous basis;
- respect the laws and local customs in the countries visited by the Series.

Participants who are found to have committed one or more of the following may be excluded by the Series Organiser from the Series or may be suspended by the Stewards from taking part in one or more competitions. No reclaim of any Entry fees that have already been paid to the Series Organiser can be (re)claimed.

- failed to comply with the rules of good conduct;
- breached any of the Regulations;
- draw attention to themselves through unsporting behavior on and adjacent to the Track;
- expressed or conducted themselves in a disrespectful way towards other participants, officials, organisers, etc.;
- ignored the specifications, instructions, meetings of the Series Organisation and/or other official bodies in the context of the Organisation and holding of an Event;
- ignore agreements that have been reached (including between Teams and Drivers) and do not meet obligations of performance;
- did not act in the interests of the sport and/or the recognizable objective of undertaking the activities seriously in accordance with the rules that have been acknowledged;
- brought the Series into disrepute.

Specific mandatory requirements or restrictions in respect of behavior of participants, or specific conditions of participation, may be published by the Series organiser in order to minimize to risks of, and maximize protection against, Covid-19 infection. It is essential that these requirements are followed by all participants and any breach of these requirements would be deemed a serious infringement of the Porsche Carrera Cup Benelux Code of Conduct. Competitors (Entrants) are responsible for ensuring full compliance by every person associated with their entry.

4 ENTRIES

4.1 Registrations/Entries, entry closing date and obligation to participate

Application for entry to the Porsche Carrera Cup Benelux must be submitted by a Competitor using the official “Application for Entry” form, supplied by the Series Organiser and must be received by the Series Organiser by **01.03.2022**. If the completed “Application for Entry” is received later than this date, it may only be considered at the sole discretion of the Series Organiser. An extension to an already accepted application of a Competitor may be considered after the closing date. An “Application for Entry” for each Competitor has to be submitted in writing and requires written approval by the Series Organiser.

Each Competitor must nominate his representative in writing on the entry form. If a Competitor is unable to be present in person at the competition, he must nominate his representative(s) in writing to the Stewards. The representative of an entered Car during any part of a competition is responsible jointly and severally with the Competitor for ensuring that the requirements are observed.

The Series Organiser reserves the right to refuse an “Application for Entry” at his own discretion, stating the reason. There is no automatic entitlement to acceptance or participation in the Series. The written acceptance will be accompanied by an invoice.

The Entry fee invoice shall be paid fully no later than seven days after the date stated on the invoice. Only when the complete Entry fee relevant for the Entry has been received by the Series Organiser can a Competitor enter and will be entitled to participate to the PCCB Championship or single Event.

All applications must be fully completed, signed by the Competitor license holder, and must be sent to the following address:

Cup Challenge Benelux BV
Olivier AERTS
Maastricht Randwyck
Robert Schumandomein 2
6229 ES Maastricht
The Netherlands

Knac Nationale Autosport Federatie

4.2 Category

4.2.1 Pro / Pro-Am / Am Classifications

The Championship will have three categories:

- Pro (Professional);
- Pro-Am (Professional Amateur);
- Am (Amateur).

Any individual interested in participating in the Championship as a Driver shall indicate on their Entry Form the Category in which they believe they should participate.

The Series Organiser will review everyone’s selected Category and decide whether to accept that selection. The criteria applied by the Series Organiser in making this decision will include the potential Driver’s “sporting spirit”, past performances, professional profile, age and any other criteria that the Series Organiser will consider useful to consider.

4.2.2 Rookie Classification

A “Rookie” is a Driver contesting his first season in the Series and has not participated in more than 5 races of any Porsche Carrera Cup, and/or Porsche Mobil 1 Supercup combined in previous years. To be eligible for participation, the Driver must be no more than 25 years before the application deadline.

4.2.3 Talent Pool

To support Rookie Drivers, the Series Organiser may offer the Porsche Carrera Cup Benelux Talent Pool program, which is an official development program for young Drivers. Participation in this program is optional and must be requested by submitting the “Application for Talent Pool 2022”.

The number of program participants is limited to five (except for the 2022 program where the 2021 TP Drivers could also rejoin by submitting the “Application for Talent Pool 2022”). The slots will be allocated based on an assessment by the Series Organiser regarding the Drivers’ eligibility and aptitude to participate in the program. The Series Organiser reserves the right to reject any “Application for Talent Pool 2022” by stating credible reasons at his sole discretion. The Driver will be informed in writing whether or not he has the opportunity to participate in the PCCB Talent Pool program.

To be eligible for participation in the program and to receive full support of the program, the Driver must:

- Be a rookie according to these Sporting Regulations or must have been part of the Talent Pool 2021;
- Be enrolled as a full season entry;
- Take part in at least 5 Events (and all races at these Events);
- Participate in all mandatory program elements specified by the Series Organiser;
- Ensure peak physical and medical condition;
- Not be a member of the Porsche Motorsport Junior Program;
- Have no outstanding sports disciplinary proceedings.

The following Events are part of the Talent Pool program and are therefore mandatory for the participants to attend. An individual schedule for each Event will be communicated by the Talent Pool coach.

Season Kick-Off meeting, location: TBA

Pre-Season Fitness Check at the Bakala Academy (Belgium)

End-of-Season Fitness Check at the Bakala Academy (Belgium)

*subject to amendments

If any participant fails to participate in any of the mandatory Events listed above, the Series Organiser may exclude that individual from the program and /or disallow their entitlement to receive any prize or other benefit from the program.

All Competitors and Drivers participating in this program must agree to provide access to the Cosworth data for data analysis and evaluation as required by the Talent Pool Program Coach after each session. The Series Organiser must ensure that the provided data will only be used for the specified purpose and no data and /or graphical analysis will be distributed or shared with other Drivers or teams.

The Talent Pool program will include a scoring system for participants (approved by the Series Organiser and administered by the Talent Pool Program Coach) based on a number of factors, including both on-track and off-track participation and performance. The details of the scoring system will be communicated at the Season Kock-Off Meeting and a Talent Pool program winner will be declared at the end of the season.

The Series Organiser reserves the right, at its sole discretion, to accept a Guest Driver(s) into any or all elements of the Talent Pool program or to waive a specific Rookie criteria.

4.2.4 Substitute Drivers

Substitute Drivers can apply for participation in single race Events using an “Application for Substitute Entry” form. Entries must be submitted to the Series Organiser as soon as possible, but no later than 7 days before the start of the administrative checks of the respective Event. The Series Organiser reserves the right to accept or reject an application for a substitute Driver that arrives after this time limit.

Substitute Drivers may only participate with a permanently entered Car in the championship with a unique competition number. This restriction may be removed at the discretion of the Series Organiser.

A Competitor may not nominate more than two substitutes’ Drivers for each Car per season. A substitute Driver can participate to several rounds. Each additional (substitute) Driver must be entered under the regulations for guest Drivers of the Series.

Substitute Drivers will score points according to their results and may participate in any podium ceremonies as applicable.

4.2.5 Guest Drivers

Guest Drivers can apply for participation in single Events no later than two weeks prior to the first day of the relevant Event using an “Application for Guest Entry”. The Series Organiser reserves the right to accept or reject an “Application for Guest Entry” that arrives after this time limit.

Guest Drivers will not be awarded points but may participate in any podium ceremonies as applicable.

Guest Drivers participate with a Car that is entered for individual Events only and without a previously existing competition number for the entire Series. Guest Drivers may participate in a Car that has been used by a previous guest Driver with a unique competition number.

The Series Organiser may allow substitute Drivers as well as guest Drivers to participate at individual Events providing that each Driver satisfies the conditions pertaining to the rules of participation for the respective classification rounds. Registered Competitors and Drivers are given priority with regards to their entitlement to race.

The Competitor will receive a written confirmation if his substitute or guest Driver has been accepted. The Series Organiser reserves the right to refuse an “Application for Substitute Entry” or “Application for Guest Entry” at its own discretion, stating the reason. There is no automatic entitlement to acceptance or participation in the Series.

The Series Organiser reserves the right to enter Cars under its own “Application for Entry”.

4.2.6 Authorisation

With the submission of the “Application for Entry”, “Application for Substitute Entry” or the “Application for Guest Entry”, Competitors authorize the Series Organiser to submit entry forms on their behalf for those Events which form part of the races for the Series in 2022 (block entry). Direct nominations to the promoters of an Event by the participants are not permissible. Furthermore, the Competitor/Driver agrees that Porsche AG has access to the reports and documents of the Technical Scrutineers at all times.

The Series Organiser also reserves the right to permit additional entries to individual races. Should one of the named participants of a Competitor not take part in a race, the Competitor must notify the Series Organiser of the absence in writing as soon as possible. Substitute Drivers have to be entered with an “Application for Substitute Entry” in written and in due time but no later than two days before the start of the administrative checks. Recourse to legal action is excluded.

4.2.7 Participation in another Series within the same Event

Participation in one other Series within the same Event is permissible.

4.2.8 Driver transfer

A Driver may transfer from one team (Competitor) to another during the season, but only if the Series Organiser gives its consent in writing. Any Driver wishing to transfer to another team must complete an “Application for Entry” and submit it to the Series Organiser. The Driver must use the same competition number also with the new team.

4.3 Commitment to participate

Upon registration, a Competitor or Driver commits to participate with each registered Car at all official testing and races of the Series in 2022 without exception.

4.4 Failure to participate in the Event

A Competitor or Driver who fails or anticipates failing to fulfil these participation requirements must inform the Series Organiser as soon as possible, providing detailed justification in written form no later than 48 hours before the start of the competition (ISC Art 2.1.7.a refers), stating any mitigating reasons. The Series Organiser may request the Stewards to penalize a failure to comply with this deadline. The Series Organiser may accept a request for non-participation from a Competitor and/or Driver at his sole discretion. Any failure to inform the Series Organiser or to submit justification may be deemed a contravention of these regulations. Failure to participate may result in a fine of up to EUR 3,000 per Car or Driver per Event unless the Series Organiser has previously received and accepted a request for non-participation from the Competitor and/or Driver.

4.5 Entry Fees

4.5.1 Permanent Entries

The entry fees as well as any additional deposit are payable as specified on the “Application for Entry”. The following registration/entry fees are payable by participants:

- Permanent Entry Fee (payment before 15th January 2022) 19.900 EUR ex. VAT;
- Permanent Entry Fee (payment after 15th January 2022) 21.900 EUR ex. VAT.

Included in the Permanent Entry Fee:

- Entry fee for one vehicle and one Driver for a full season of 6 PCCB racing Events;
- 8 support paddock passes per racing Event;
- 2 parking passes for support-Event car park;
- three 3-days team catering passes per Event.

4.5.2 Guest Entry Fee

The registration/entry fee for a guest entry to an Event is **EUR 3,650.00** plus VAT (if applicable) for each Car and Event.

Included in the Guest Entry Fee:

- Entry fee for one vehicle and one Driver at the corresponding Event;
- 8 support paddock passes per racing Event;
- 2 parking passes for support-Event car park;
- three 3-days team catering passes per Event.

The Series Organiser will issue an invoice including VAT where applicable. An invoice will be issued after the Series Organiser has assessed the individual “Application for Entry”. The invoice is neither a confirmation of the “Application for Entry” nor of entry to the Series.

Once the payment has been received by the Series Organiser and the application has been accepted, the Series Organiser will issue a written confirmation of entry. As of the issue date of the written confirmation by the Series Organiser the entry fee is non-refundable.

Once the “Application for Entry” has been accepted and confirmed in writing by the Series Organiser and the entry fee has been paid in full and in due time the entry is valid and the Competitor is entitled to participate.

Force majeure, labor disputes, civil disturbances, action by official bodies and other unforeseeable, unavoidable and serious occurrences, in particular restrictions and measures due to the Covid-19 pandemic, shall release the Series Organiser from his duties to perform regarding the aforementioned scope of services. In case of cancellation of services, the Series Organiser will accordingly try to compensate the cancelled services with other services or refund a reasonable part of the entry fee to the Competitor.

4.6 Conditions

By entering the PCCB the Participants and Drivers accept the terms and conditions indicated on the PCCB Entry form. The Series Organiser reserves the right to refuse any Entry with notification of the refusal. The Series Organiser reserves the right to terminate the Entry of a Participant and/or her Driver(s) during the season in case of unsportsmanlike conduct, infringements of article 3.3 (judgement solely at the discretion of the Series Organiser) or other willful infringements of the Sporting and Technical Regulations without refunding any Entry fee.

4.7 Competition Numbers

All Drivers entered shall be allocated with a unique competition number for the entire season. Drivers participating under substitute or guest entry status shall be allocated a competition number by the Series Organiser from the pool of numbers remaining. Once allocated, the competition numbers remain the same for all subsequent races of the Drivers.

Once a Competition Number has been assigned to a Car, the number will remain with that Car for the remainder of the season and, if a change of chassis is necessary, the number (and corresponding tyre allocation) will be transferred to the new chassis.

5 LICENSES

5.1 Required Grade of License

5.1.1 Drivers/Substitute Drivers

Drivers holding a valid international Driver's license for 2022 issued by an FIA-affiliated ASN, of Grades

A, B, C, D, C/D-historic,

who are registered for the Porsche Carrera Cup Benelux 2022 and have paid the entry fees are eligible.

5.1.2 Competitors

Competitors wishing to register with the Series must be in possession of a valid international Competitor's license issued by an FIA-affiliated ASN and have paid the registration fees. In the case of a combined Driver/entrant license one of the Drivers on a Car may be registered as the official entrant. In case of separate Driver and entrant licenses a separate valid and ASN (from within the EU) supplied entrant license needs to be registered.

5.1.3 Guest Drivers

The Series Organiser may admit guest Drivers with a valid international Driver's license in accordance with item 5.1.1.

Guest Drivers may take part without being eligible for the points classification on condition that they comply with the conditions of the Series Regulations and of the relevant Supplementary Regulations. Priority in the acceptance of entries will be given to the registered Competitors.

5.1.4 Age Regulations

In compliance with the valid KNAF License Regulations and Appendix L, ISC.

5.2 Conditions for Competitors outside their National Territory

KNAF license holders and license holders by another ASN affiliated to the FIA have the right for participation and are entitled to score points for the Series.

For every competition, foreign Competitors/Drivers must present the written approval of their licensing ASN. This permission must be submitted by the Competitor/Driver at Administrative Checks in English language.

5.3 E-Learning

A mandatory e-learning program will be implemented. All Drivers and team managers must successfully complete the e-learning program before the start of the first competition of the Series.

Competitors and Drivers will receive personalized login credentials after registering for the Series, which they must use to sign in and complete the e-learning program via the following link:

<https://porsche-one-make-series-elearning.edubreak.de/>.

The receipt of login credentials for the e-learning program is neither a confirmation of the “Application for Entry” nor of entry to the Series.

All Competitors and Drivers must be familiar with the contents of the e-learning program for the duration of the Series. Random repetition tests can be conducted with Drivers and team managers at any Event. Any case of failing a repetition test will be presented to the Stewards and the Competitor/Driver may receive a penalty.

6 INSURANCE, LIABILITY EXCLUSION AND DISCLAIMER

6.1 Series Organiser’s/Promoter’s Insurance

The insurance company and policy number will be stated in the Supplementary Regulations for each Event.

6.2 Declaration by the Competitor, Driver and passenger on the exclusion of liability

All Participants (i.e. Entrants, Team Members, Drivers, passengers, Vehicle Owners and registered keepers) and any Members of their families attend the Event at their own risk and are aware of the fact that connected third parties and their goods may risk damage, injury, commercial loss including resultant loss. They bear the undivided responsibility, both civil and criminal, for any damages caused either by themselves or by the Car used by them in all cases so long as no liability waiver has been agreed upon with this ‘PCCB Entry form’ document.

By filling the ‘PCCB Entry form’ document, the Entrant and Drivers agree, within the scope of the Events, to waive any claims for liabilities and/or damages of any kind against:

- Porsche AG and its representatives, sponsors and suppliers
- the PCCB, its representatives, sponsors and suppliers
- FIA, KNAF, RACB, their presidents, executive bodies, managing directors and general secretaries
- D’Ieteren Porsche Import (Porsche Belgium), Pon Porsche Import (Porsche Netherlands), Autosdistribution Losch (Porsche Luxembourg), and their legal representatives
- Series Organiser representatives of the Events, Stewards, Race directors, Clerks of the course, circuit owners, ASN-Officials
- the authorities, racing services, and all other persons involved in the organisation of the Event
- the Track construction authorities, in so far as damages are due to the condition of the Track and Track equipment used for the Event
- the various agents of all the persons and authorities mentioned above except for injury to a person’s life, body or health or any other damages, caused knowingly and willfully or

through gross negligence by the waiving persons including their legal representatives or various agents.

The Entrant and Drivers further agree to also release:

- the other Participants (Entrants and Drivers), their assistants, the owner and keepers of other Cars
- their own Entrant, Drivers (special agreements to the contrary between the Entrants and Drivers shall prevail!) and assistants

from liability for damages of any kind, which might occur in connection with the Events (test-days, practice, qualifying, warm up, Race) except for injury to a person's life, body or health or of any other damages, caused knowingly and willfully or through gross negligence by the waiving persons including their legal representatives or various agents.

It is recommended that the Entrants/Drivers take out an insurance for any and all damage caused by them.

6.3 Vehicle Owner's disclaimer

Only required, if Entrant, Driver, or passenger are not the owner of the entered vehicle, see specifications above.

The Vehicle Owner agrees with the participation of the vehicle specified on the Entry form in the Event (= untimed and timed practice, qualifying practice, warm-up, Practice, and reconnaissance runs, Races, and time trials for the top speed or shortest time) of the PCCB 2022 and confirms that he/she waives any claims or rights to pursue action for damages in connection with the events against the parties, persons and agents mentioned in article 6.2 of this Regulation.

7 EVENTS

7.1 Calendar of Events

05.05 – 07.05.2022	FIA WEC	Spa-Francorchamps (BEL)
TBA	TBA	TBA
24.06 – 26.06.2022	ADAC GT Masters	Zandvoort (NLD)
TBA	TBA	TBA
TBA	TBA	TBA
07-10 – 09.10.2022	DTM	Hockenheim (DEU)

Pre-Season Testing: Participation is mandatory for all teams and Drivers, who are entered on a permanent entry.

TBA	Pre-Season Test	TBA
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7.2 Maximum number of vehicles authorised

Subject to the maximum number of permitted Cars being defined in the circuit license.

8 CLASSIFICATION

8.1 Awarding of points

The winner of a race is the participant who has driven the specified distance with their Car within the shortest time, considering all penalties.

All participants who started the race will be classified in accordance with the number of laps of the circuit covered, providing that they have completed at least 75 % of the complete number of laps covered by the winner (rounded up to the nearest whole lap). Drivers who have completed the same number of laps will be classified in the order in which they last crossed the finishing line.

If the race duration is shortened or stopped and not resumed, the participants will be awarded the points as indicated, providing that at the time the race is stopped the leader has covered the following distance (based on the laps completed by the winner as shown in the Final Classification):

- at least 75 % of the completed number of Laps* = 100 % points;
- at least 50 % of the completed number of Laps* = 50 % points;
- less than 50 % of the completed number of Laps* = no points.

The race distance is the duration specified in the Supplementary Regulations for the race(s). No additional laps are added to the race distance, in the event of the Safety Car is used at any time in a race.

All laps of the race circuit covered after starting the race will be counted to obtain the distance covered. The warm-up and slowdown laps do not count towards the distance.

Drivers cannot switch classes during the season. The Class, a Driver is allocated in is communicated on the Official Entry list and, whenever possible, on the timing screens. Should the timing system not be able to clearly indicate the respective classes of each PCCB Driver then an alternative way of communicating will be chosen and communicated in the Supplementary Regulations.

8.2 Table of points

8.2.1 Points awarding according to the Race result, in each classification

Participants who satisfy the conditions for the allocation of points in the Overall Driver and/or Rookie and/or Pro-Am Classification and/or Am Classification for the individual races shall be awarded the following points in the order in which they are ranked in the final classification of each race, in accordance with the rules for the Overall Driver and/or Rookie and/or Pro-Am Classification and/or Am Classification.

1 st place:	25 points	9 th place:	7 points
2 nd place:	20 points	10 th place:	6 points
3 rd place:	16 points	11 th place:	5 points
4 th place:	13 points	12 th place:	4 points
5 th place:	11 points	13 th place:	3 points
6 th place:	10 points	14 th place:	2 points
7 th place:	9 points	15 th place:	1 point
8 th place:	8 points	16 th place:	0 points

In addition to receiving points for the Overall Driver Championship, Pro-Am, Am and Rookie Drivers receive points according to their respective table of points for their separate classification, when being classified in the final classification. For the avoidance of doubt, no other Driver competing in a race other than permanent Drivers or substitute Drivers are eligible to score points. No Driver from another Series competing in the same race is eligible to score points.

8.2.2 Points awarding for the fastest Race Laps, in each classification

- one point, only counting in the general classification, is awarded during each Race to the Driver who achieves the fastest Race Lap;
- one point, only counting in the “Pro-Am” - classification, is awarded during each Race to the “Pro-Am” - Driver who achieves the fastest Race Lap in “Pro-Am” – class;
- one point, only counting in the “Am” - classification, is awarded during each Race to the “Am” - Driver who achieves the fastest Race Lap in the “Am” - class.

In case a “Pro-Am” or “Am” – Driver achieves the fastest Race Lap, one point will be awarded to this Driver, counting in the general classification and one point, counting in the classification of his/her class. This means a Driver cannot earn 2 points in the general classification or in the “Pro-Am” / “Am” classification for achieving the fastest Race Lap.

The fastest Race Lap during a Race must have covered the whole circuit length distance and should not be obtained exceeding any Track limits.

8.2.3 Points awarding for the fastest qualifying Lap, in each classification

- one point, only counting in the general classification, is awarded during each Qualifying Session to the Driver who achieves the fastest qualifying Lap;
- one point, only counting in the “Pro-Am” - classification, is awarded during each Qualifying Session to the “Pro-Am” - Driver who achieves the fastest qualifying Lap in “Pro-Am” – class;
- one point, only counting in the “Am” - classification, is awarded during each Qualifying Session to the “Am” - Driver who achieves the fastest qualifying Lap in the “Am” - class.

In case a “Pro-Am” or “Am” – Driver achieves the fastest qualifying Lap, one point will be awarded to this Driver, counting in the general classification and one point counting in the classification of his/her class. This means a Driver cannot earn 2 points in the general classification or in the “Pro-Am” / “Am” classification for achieving the fastest qualifying Lap.

8.3 Driver Classification

8.3.1 Overall Driver Classification

The Overall Driver Classification is the official Driver championship classification of the Series. All results of the individual races count towards the final Overall Classification at the end of the year. There are no void or ‘dropped’ results.

The winner of the 2022 Series is the entered Driver with the highest total number of points in the Overall Classification from all races.

8.3.2 Pro-Am Classification

The Pro-Am Classification is independent of the Overall Driver Classification and the Am Classification, however, it uses the same points awarding table. It is only open for Pro-Am Drivers.

All results of the individual races count towards the final Pro-Am Classification at the end of the year. There are no void or 'dropped' results.

The winner of the Pro-Am Classification is the entered Driver with the highest total number of points in the Pro-Am Classification from all races.

For the Pro-Am Classification to take place, a minimum of 5 applicable Drivers must have permanently entered the Series. The slots will be allocated on a first come first serve basis.

8.3.3 Am Classification

The Am Classification is independent of the Overall Driver Classification and the Pro-Am Classification; however, it uses the same points awarding table. It is only open for Am Drivers.

All results of the individual races count towards the final Am Classification at the end of the year. There are no void or 'dropped' results.

The winner of the Am Classification is the entered Driver with the highest total number of points in the Am Classification from all races.

For the Am Classification to take place, a minimum of three applicable Drivers must have permanently entered the Series. The slots will be allocated on a first come first serve basis.

8.3.4 Rookie Classification

The Rookie Classification is independent of the Overall Driver Championship. Points for the Rookie classification will not be awarded separately but will be based upon the points scored in the final race results.

All results of the individual races count towards the final Rookie Classification at the end of the year. There are no void or 'dropped' results.

The winner of the Rookie Classification is the entered Driver with the highest total number of points of all races. As a reminder, Rookie Drivers are Drivers from the "Pro" category. The classification must count a minimum of 3 Drivers.

8.3.5 Substitute Drivers

Substitute Drivers will be awarded points according to their results (Overall Driver Championship, Pro-Am, Am or Rookie Classification).

8.3.6 Guest Drivers

Guest Drivers (including "Porsche AG" entries) will not be awarded points but may participate in any podium ceremonies as applicable. Drivers classified behind guest Drivers in the race results from an Event will move up within the points ranking accordingly.

8.3.7 Team Change

It is permitted for a Driver to change teams during a season and to continue scoring points for the Overall Driver Championship, the Pro-Am, the Am or Rookie Classification. It is permitted

for a Driver to use a Car already registered and entered by a team, however if the Driver intends entering a new Car then the competitor must submit a new “Application of Entry” and the appropriate fees to the Series Organiser.

8.4 Equality of points

- a) Points for all the positions which are tied will be added together and shared equally.
- b) If two or more Drivers set identical fastest lap times in the same race, priority will be given to the one who set it first.
- c) If there is a tie of positions in the championship classifications at any time, the positions will be determined by the highest number of first place results, then second place results and so on achieved at the given time during the 2022 Series in the championship classification in question until the time is resolved.
- d) If, after application of this rule, a tie remains, the decision is made based on the better result of the final race.

8.5 Publication of points

Points standings will be published by the Series Organiser in an official Team Information communication after the end of each Event. Should an obvious error or mistake in any classification require a correction to be made after publication, this can be done by the Series Organiser. Any questions or complaints concerning the Series classifications must be submitted in writing to the Series Organiser and be received within seven days of the first publication of the points or prizes concerned.

The points classifications will be considered final seven days after the end of the last Event of the season and, subject only to any ongoing judicial or sporting matters, from that time no further amendments or corrections will be made. In case of any disputes concerning point or prize attributions, these will be decided by the Series Organiser.

9 PRIVATE PRACTICE AND TESTING

There is no restriction on private practice or testing.

10 ADMINISTRATIVE CHECKS

The competitor and Driver must ensure that all the necessary documents as set out in the Series Organiser’s rules of participation are submitted by the correct date and time for license verification. Failure to comply with this requirement may result in Driver(s) not admitted to the (final) Entry list of the Event. The following documents must be presented by the Driver/Competitor:

- Competitor’s license,
- Driver’s license,
- Possible ASN confirmation (if required),
- Medical aptitude form,
- Authorization to take part in Events abroad.

The requirements for completion of administrative checks and license verification applies to all race Events and official season tests.

The Series Organiser’s information board serves as the official medium for announcements.

10.1 Timetable for Administrative checks

See relevant Supplementary Regulations, Team Information communication or digital notice board.

Competitors and Drivers must comply with the timetable for administrative checks. Any failure to do so may be reported to the Stewards.

All Competitors and Drivers may be required to submit a signed declaration at each Event regarding the validity of their licence and any necessary authority to participate. Where this is required, Competitors will be informed by the Series Organiser and must submit the declaration by the time specified in the Official Timetable for the Event.

10.2 Drivers' Briefing

The time and location of the Drivers' meeting/briefing will be published in the Supplementary Regulations of the Event.

Participation is mandatory for all competitors and Drivers. An established non-attendance or incomplete attendance (according to the list of signatures) results in a fine of EUR 200,00 being imposed by the Stewards (without any particular penalty procedure). Any attendance of competitor or Driver operating a mobile device (phone, tablet, etc) during the briefing will be deemed incomplete and will be referred to the Stewards.

The Season Briefing notes and the Event specific Briefing notes and presentation material issued by the Race Director are formal documents which must be complied with.

In exceptional cases a Driver can request permission to be absent from the Drivers Briefing from the Race Director.

In any Event, a Driver who misses the Drivers Briefing, must present himself to the Race director in order to have a personal Briefing, before taking part in the racing activities of that Event.

10.3 Team Managers' Meeting

The time and location of the Team Managers meetings are specified in the internal Event schedule. Participation is mandatory. Any non-attendance or late attendance (according to the list of signatures of attendees) may incur a penalty. Any instructions issued at the Team Managers' meeting must be complied with. For every competitor license only the team manager indicated in the "Application for Entry" may participate. If the team manager cannot participate in the team managers' meeting, they can send a substitute who is authorized to represent. Any substitute must be announced in writing as soon as possible, but no later than the start of the administrative checks of the respective Event.

10.4 Official meetings, press conferences, representation meetings

The time and place for all official meetings, press conferences and representation meetings (autograph session, photoshoots, etc.) are specified in the internal Event schedule. Any established non-participation or incomplete participation (according to the sign-on sheet) may result in a fine of EUR 200,00 imposed by the Stewards.

11 SCRUTINEERING/TECHNICAL CHECKS

Before and as required, during each Event all Cars will be inspected by one or more Technical Scrutineers licensed by a FIA-affiliated ASN. The names of the Technical Scrutineers will be stated in the Supplementary Regulations or in a Series- or Event Bulletin. They may be

provided by the promoter or by the Series Organiser. Any Car can be selected at any time by the Stewards for a further technical examination, including examination outside the Event venue. The Technical Scrutineers are entitled to check any aspects of the Cars in competition at any time during the Event and may conduct checks without prior request from the Race Director or the Stewards.

The Technical Scrutineers may require a Car or parts of it to be dismantled by the competitor to verify the conditions of eligibility or conformity are fully satisfied. Competitors must supply the Technical Scrutineers with the parts and samples necessary.

The Technical Scrutineers are responsible for the operation of the Parc Fermé and are the only persons authorized to give instructions in this respect to the competitors. Competitors and Drivers shall at all times follow the instructions of the Technical Scrutineers regarding the checking and re-inspection of Cars.

11.1 Repair, sealing and marking vehicle parts

See Part 2: Technical Regulations.

11.2 Scrutineering

11.2.1 Scrutineering before the Start of an Event

Before the commencement of each Event, the competitor must present his race Car and the Driver must present the compulsory Driver's safety equipment at Technical Scrutineering at the published times. The Car must be presented in the configuration as it will be used in the competition (including competition numbers and advertising) and it is the competitor's responsibility to ensure that the Car fully complies with the applicable Technical Regulations at all times throughout the Event, commencing with pre-Event scrutineering. The presentation of a Car for scrutineering will be deemed an implicit statement of conformity.

The following Car documents must be presented with the Car to the Technical Scrutineers:

- technical passport: folder of the Car with registration documents of engine, gearbox, chassis, ...;
- certificate for rollover structure;
- certificate for the FT3 Fuel Tank;
- up to date gearbox logbook.

The Cars and Drivers' safety equipment are to be shown to the Technical Scrutineers for technical and visual examination during the stated inspection periods. The inspection periods are to be strictly adhered to.

Once pre-Event Technical Scrutineering is completed, the Cars may only leave the paddock with the permission of the Series Organiser. Any Car that is permitted to leave the paddock must be presented again to the Technical Scrutineers before taking any further part in the Event. It is the competitor's responsibility to present the Car to the Technical Scrutineers.

No Car may take part in an Event until it has been passed by the scrutineers.

Unless a waiver is granted by the Scrutineers or Stewards, competitors who do not keep to the set time limits will not be permitted to take part in a competition.

11.2.2 Scrutineering during an Event

After qualifying and each race, the Cars are to be brought to the Parc Fermé area by the route described in the Drivers' Briefing. The Parc Fermé area of the Series will be identified in the Supplementary Regulations for each race Event or in the notes from the Drivers' Briefing. The route from the finish line to the Parc Fermé is subject to the Parc Fermé provisions. All Cars must be driven by the relevant Drivers in full racing equipment to the Parc Fermé after qualifying and racing; this does not apply to the Technical Scrutineers and their assistants or nominated Drivers for podium Cars in accordance with article 13.2. of these regulations.

All Cars are subject to Parc Fermé conditions until the end of the protest period and until released by the Stewards. During this time, no works of any kind may be performed on the Cars. Once in the designated area, no Car may be removed without the permission of the Stewards. No individual may enter Parc Fermé without the permission of the Technical Scrutineers.

Cars that have been involved in an accident at any time during an Event are to be presented to the Technical Scrutineers. Any repairs identified by the Technical Scrutineers must be undertaken by the competitor and the Car represented to the Technical Scrutineers. It is the competitor's responsibility to do so before taking part in the Event again.

The Stewards, Race Director or the Chief Medical Officer can require a Driver to have a medical examination at any time during an Event.

Any vehicle that is permitted to leave the paddock for repairs after an incident must be presented again to the Technical Scrutineers before taking any further part in the Event. It is the competitor's responsibility to present the vehicle to the Technical Scrutineers.

An engine or gearbox change must be approved in advance by the Series Organiser in writing.

The Technical Scrutineers will report the results for each Car scrutineered to the Race Director and the Stewards. These results will not include any specific figures or data except where a Car is found to be in breach of the technical regulations.

11.3 Data

The PCCB Technical Manager or his representative has at all times the right to download any of the logged data in the Car, or to request previously downloaded data by the Team.

11.4 Technical compliance (see technical Regulations)

Should a Car be found in breach with the PCCB Technical Regulations or any other Regulations relevant for the technical compliance of the Car this will be reported to the Stewards for penalty evaluation.

At all times, the Series Organiser might add additional penalties for Teams or Drivers such as a loss of championship points or the Stewards might add exclusion from the Event or championship.

12 RUNNING OF THE COMPETITIONS

12.1 Pre-Start

The Pre-Start is the Line-up of all vehicles before entering the circuit for the Free Practice, qualifying and Races.

All Cars must be driven from the team awning/pit to the official pre-start by the relevant Driver unless described otherwise in the Drivers Briefing.

All Drivers must be ready for collection in full racing clothing in their Team awning/Pit at the time defined in the timetable or as indicated in the Drivers Briefing.

Should a Participant not be ready in time, he/she will possibly not be allowed to take part in the relevant Session or Race. The final decision on participation in the Session or Race is taken by the Stewards.

12.2 Free Practice

Two Free Practice sessions, up to 40 minutes each (unless otherwise indicated in the Supplementary Regulations or Briefing), are scheduled for each Event.

The order of the Cars in the pre-start is determined by the result of the preceding race. For the first pre-start of the season, the order of the Cars will be determined by a draw. Guest competitors will be placed at the back in the order of their competition numbers.

The free practice session time duration may be reduced in length should it be temporarily stopped for reasons of safety or Force Majeure. Should a practice session be stopped for any reason, all Cars must proceed slowly back to the Working Lane, without overtaking other Cars.

Any Drivers who were not classified in the previous Race, will then be placed in the Pre-Start in the following order:

- a) Any Driver who participated in the previous Race but was not classified.
- b) Any permanently entered Driver who did not participate in the previous Race.
- c) Any Substitute Drivers.
- d) Any Guest Drivers.

In each of cases a) to d) above, the Drivers will be placed in the order of their Competition Numbers.

The order of the Cars in the Pre-Start of the second Session is determined by the classification of the first Session.

If more entered/nominated Drivers are present for an individual Race Event than permitted in the Supplementary Regulations for the respective Event, the Series Organiser may determine a regulative procedure (via bulletin) which decides on admission to Free Practice and qualifying for the Race/Races of the corresponding Event.

Any Car which has not left on time the Pre-Start will only be permitted to proceed to the Pit Lane at the sole discretion of the Race Director.

No Driver may start in the race without taking part in at least one Practice session.

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 will be shown in the Pit Exit to warn Drivers leaving the Pit Lane if Cars are approaching on the Track.

Any Driver causing a session to be stopped may be referred to the Stewards and may receive a penalty.

12.3 Qualifying

One qualifying session will be held at each Event of 35 minutes duration. All participants must qualify for the respective race. Admission to the starting grid and the races is dependent on the result of the qualifying session and the maximum number of Cars according to the requirements of the circuit license.

If a Car which has qualified for the race is unable to participate in the race for any reason, succeeding Cars may fill in according to the qualification classification.

The order of the Cars in the pre-start for qualification is defined by the results of the preceding Free Practice session of the Event. Should circumstances force the cancellation of both the free practice sessions, the pre-start order of the Cars for qualification will be defined by the results of the preceding race (for the first pre-start of the season, the order of the Cars will be determined by a draw, guest Drivers will be placed at the back in the order of their competition numbers).

At the end of the qualification, all Cars which participated in the qualification are subject to the Parc Fermé rules.

Should circumstances force the cancellation of the qualification session, then the times set in the free practice sessions will be used to determine the starting grid. The best free practice time of the Driver in question determines the position on the starting grid for race 1, while the second-best free practice time of the Driver in question determines the position on the starting grid for race 2.

Should circumstances force the cancellation of both the free practice session(s) and the qualification session, then the current championship positions at the beginning of the Event will be used to determine the starting grid for the race and for the second race and any additional race (for the first Event of the season, the order of the Cars will be determined by a draw, guest Drivers will be placed at the back in the order of their competition numbers).

Any Driver causing a session to be stopped may be referred to the Stewards and may receive a penalty.

12.3.1 Incidents during the timed Practice or qualifying sessions

In the Event of a driving infringement during the timed Practice / qualifying sessions, the Stewards, or the Clerk of the Course and/or Race Director may 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. 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 timed Practice Session that day.

12.3.2 Stopping the Free Practice and timed Practice (Qualifying)

The Race Director or the Clerk of the Course may interrupt Qualifying 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 or the Clerk of the Course may decline to prolong the Free Practice period after an interruption of this kind with the agreement of the Stewards.

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 and the abort lights to be shown at the Line.

When the signal is given to stop all Cars must immediately reduce speed and proceed slowly back to their Pit Allocation in the Working Lane.

If a Qualifying Session is suspended (red flag) and subsequently resumed, then Teams are permitted to work on the Cars. However, if a Qualifying Session is stopped and not continued then all work must cease, and all Cars will be under Parc Fermé conditions from the point in time when it is declared that the Session will not be resumed.

Should a Qualifying Session be stopped and cannot be resumed, the following will apply:

- If less than 7 minutes have been completed the Session will be deemed null and void and the times set in the Free Practice Session will be used to determine the Starting grid (as above for competitions with 2 Races).
- If 7 minutes or more have been completed the Qualifying Session classification will be used to set the Starting grid.
- Any Driver who has not set a Lap time in Qualifying will be placed on the Starting grid behind those Cars which have done so, in the order based on their fastest Free Practice time.

Should circumstances force the cancellation of the entire Qualifying, then the times set in the Free Practice Sessions will be used to determine the Starting grid. At any competition with 2 Races, the best Free Practice time of the Driver in question determines the position on the Starting grid for Race 1, while the second-best Free Practice time of the Driver in question determines the position on the Starting grid for Race 2.

Should circumstances force the cancellation of both the Free Practice Session(s) and the Qualifying, then the current championship positions at the beginning of the Event will be used to determine the Starting grid for the first Race and for the second Race where two Races are held at a competition. Any Full Season Entry Driver with a null score will be placed in the order of their Competition Numbers behind those who have a score, with any Substitute Drivers placed behind them in the order of their Competition Numbers and any Guest Drivers placed at the back in the order of their Competition Numbers. (For the first competition of the season, the order of the Full Season Entry Drivers will be determined by a draw, with Substitute Drivers placed behind Full Season Entry Drivers in the order of their Competition Numbers and Guest Drivers placed at the back in the order of their Competition Numbers.)

12.4 Races

The 2022 Series consists of 12 races, held at 6 Events, organised as circuit races. The races will run to a time limit of 30 minutes plus one lap after which the leading Driver will receive the chequered flag the next time, he/she passes the Finishing Line. The Finishing Line applies both to the Track and to the Pit Lane.

A Race will not be stopped in the Event of rain unless the circuit is blocked, it is dangerous to continue, or due to a general force majeure in the Event. If a Car stops during the Race, it must be removed from the Track as quickly as possible so that its presence does not constitute a

danger or hinder other competitors. If the Driver is unable to drive the Car from a dangerous position, it shall be the duty of the Marshals to assist him. 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. The assistance of the Marshals and their equipment may not be used to start the engine (e.g. 'Bump-Starting') under penalty of disqualification.

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.

If a race is cancelled because of force majeure or for safety reasons, the Series Organiser reserves the right to reduce the number of races or to designate a replacement Event. The Series Organiser is under no obligation to reschedule a race in its original format within an Event.

12.5 Starting grid of the Race

All Participants must qualify for their respective Race(s). Admission to the Starting Grid and the Races is dependent on the result of the qualifying session. A Driver can only be admitted to a Race by participating in the Qualifying Session and achieving a qualifying time not exceeding 120% of the fastest Driver in the qualifying session.

Admission of Drivers who have not qualified will be considered by the Stewards in consultation with the Race Director after a written application by the Entrant/Driver. Any decision of the Stewards regarding this is final.

The starting grid for the races will be determined by the fastest times achieved in qualifying. The fastest lap times of each Driver relevant for their starting position in each race will be published after the qualifying.

The fastest time determines the starting grid for race 1. In case that two or more Drivers have the same lap time, the Driver who achieved the time first will get the better position.

The second fastest time determines the starting grid for race 2. In case that two or more Drivers have the same lap time, the Driver who achieved the time first will get the better position.

If one or more than one Driver has not set a lap time (for reasons other than cancellation of the qualifying session), but are given permission by the Stewards to take part in the Race, these Drivers will be placed at the end of the starting grid in the following order:

- a) the Drivers who have started a timed lap from the pit Lane, in the order of their best time in free practice;
- b) the Drivers who have not started a timed lap from the pit Lane, in the order of their best time in free practice.

Drivers whose entire lap times were cancelled by decision of the Race Director or the Stewards must in all cases start the race at the end of the starting grid. Should more than one Driver have his/her entire times removed, their starting positions at the back of the grid will be determined by their best time in free practice. In that case, their place on the starting grid will remain empty.

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. If one or more Cars are withdrawn before this time the grid will be closed up accordingly.

Any Car which has not taken up its position on the grid by the time the 5-minute signal is shown must start from the Pit Lane and their place on the Starting grid will remain empty.

12.6 Starting mode of the Race

The Races will be started with a standing Start with staggered formation (GP Start) unless amended by instruction of the Race Director.

Before the Start of the Race, the Cars will leave the Pit Lane/Pre-Start to cover a (partial) reconnaissance Lap, or otherwise defined in the Drivers Briefing. At the end of this Lap, they will stop on the grid in starting order with their engine stopped. Any Car coming into the Pit Lane at the end of this Lap will not be allowed to go out to the Track again and it will take the Start from the Pit Lane only after the Start has been given and the complete field of Cars has passed the exit of the Pit Lane after the Official Start.

All Cars will be Lined up in a 1 x 1 staggered formation for standing Starts. The Car appointed to start in first position will be positioned on the pole position location, designated as such by the circuit license.

12.7 Starting Countdown

The approach of the Start will be announced by signals shown 5 minutes, three minutes, one minute and fifteen seconds before the Start of the Formation Lap, each of which will be accompanied by an audible and visible warning.

5 minutes signal: Pit Lane exit, and access for Cars to the Starting grid, will be closed. Any Car failing to leave the Pit Lane at that time, will have to Start from Pit Lane.

3 minutes signal: All Team staff, with the exception of 1 person per Car, must leave the grid. Drivers need to be in their Cars in full racing clothing wearing the helmet with their seatbelts fully fastened. No more work is allowed on the Car and the Car should be on the ground. Any Car which is not lowered to the ground, with four wheels when the 3 minutes signal is given, will receive a time penalty of 10 seconds.

1 minute signal: Engines will be started all remaining people except any Officials must leave the grid.

15 seconds signal: 15 seconds after this signal, a green flag/light will be shown at the front of the grid whereupon the Cars will begin a Formation Lap, maintaining their starting order. During this Lap, Practice Starts are forbidden and the formation must be kept as tight as possible, with a maximum of 5 Car lengths between the Cars.

12.8 Formation Lap behavior

Cars in the Pit Lane are not permitted to participate in the Formation Lap.

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

Any Driver who is unable to Start the Formation Lap must make himself known, such as flashing the head lights, waving his arm, by illuminating his 4 indicators, etc....

If the Driver can restart the Car and leave the starting grid under his own power before he has been overtaken by the last competing Car, then the Driver must not overtake any Cars but must maintain position during the Formation Lap. At the end of the Formation Lap, The Driver can return to his position on the Starting grid.

If the Car is restarted under its own power, or is pushed by Marshals, and then joins the Formation Lap after the last Car has passed, then the Driver must remain at the back of the starting field and take up the last starting position. The space on the grid must not be made up by other Cars.

If a Car cannot start under its own power or with the assistance of the Marshals, then it will be pushed into the Pit Lane by the Marshals.

When leaving the grid, all Drivers must proceed at a greatly reduced speed until clear of any Team personnel or Marshals standing beside the Track. Marshals will be instructed to push any Car (or Cars) remaining on the grid into the Pit Lane by the shortest route as soon as all Cars able to leave the grid have done so. Any Driver being pushed from the grid may not attempt to Start the Car and must follow the instructions of the Marshals.

If the Driver can restart the Car, then he must wait in the Pit Lane until the race has started and then may join the race once the last Car has passed the Pit Lane exit.

If a Driver has a problem on the grid after the Formation Lap, then he must make this known to the Starter, by means such as flashing the head lights, waving his arm, etc. If the Starter decides to delay the start, the yellow flashing lights will be switched on. Then the green lights will be illuminated, and Drivers must complete a further Formation Lap. The Driver that caused the Delayed Start will be pushed into the Pit Lane and will, if able, become a Pit Lane Starter. The race distance will be reduced by 3 minutes each time this occurs.

A time penalty will be imposed on any Driver who, in the opinion of the Stewards, unnecessarily overtook another Car during the Formation Lap.

12.9 The Start

At the end of the Formation Lap all Cars will proceed with reduced speed to their Starting Position. The automobile shall be placed in their respective grid space marking with no part of the contact patch of the front tyres ahead of, or outside of, the white line marking the front of the space. No tyres may be completely beyond the white lines defining the side of the grid's space.

Once stopped in their grid positions, Cars must not move until the race start signal is given. Should a Driver be in an incorrect position on the grid or move forward from his grid position before the race start signal is given (red lights out), this may be recorded as a 'False Start' and be referred to the Stewards.

A penalty will be imposed for any infringement during the Starting Procedure or false Starts. The Race Director and Stewards may use any form of technical means or assistance available which enables them to make better informed decisions. In case of a “False Start” (incorrect position or Jump Start), the Driver will be punished with a 5 second time penalty. The Start Countdown will be given by means of red Starter lights coming on. When all red lights have been illuminated, they will be extinguished all at once, which will act as the Starting Signal.

If during the standing Start a minor problem arises this will be indicated by yellow flashing Starting lights and yellow flags shown by the Marshals. The Cars will remain at their starting position with the engine running.

As soon as the problem causing the cancelled Start is removed the green lights / green flag will be illuminated and Drivers will complete a further formation lap.

12.10 Aborting or stopping the Race

Should it become necessary to suspend or stop the Race because the circuit is blocked as the result of an accident or because weather or other conditions make it dangerous to continue, the clerk of the course shall order a red flag to be shown at all marshal posts and the abort lights to be shown at the Line. The decision to stop the Race can only be taken by the clerk of the course (or in his unavoidable absence, his deputy).

When the signal to stop is given all Cars shall immediately reduce speed and proceed slowly into the Pit Lane in the knowledge that:

- a) the Race classification will be that at the end of the penultimate Lap before the Lap in which the signal to stop the Race was given;
- b) Race and service vehicles may be on Track;
- c) the circuit may be totally blocked because of an accident;
- d) weather conditions may have made the circuit undriveable at racing speed;

The first Car to arrive in the Pit Lane should proceed directly to the Pit Exit staying in the Fast Lane, all the other Cars should form up in a line behind the first Car.

Any Car in their Working Lane at the time the race was suspended will be arranged at the back of the line of Cars in the Fast Lane in the order they got there.

The Safety Car will then be driven to the front of the line of Cars in the Fast Lane.

Whilst the race is suspended Cars may be worked on once they have stopped in the Fast Lane.

Only Team Members, Officials and duly accredited television cameramen will be permitted in the Pit Lane.

Unless asked to do so by the Stewards, Cars may not be moved from the Fast Lane whilst the race is suspended. A penalty will be imposed on any Driver whose Car is moved from the Fast Lane to any other part of the Pit Lane.

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

The delay will be kept as short as possible. As soon as a resumption time is known all Teams will be informed via the Official messaging system. In all cases a 10 minutes warning will be given. The Starting Countdown Procedure - in accordance with article 12.7 of the present

Regulation - will start precisely 5 minutes after the moment the 10 minutes warning has been given.

Any Car which does not stop in the Fast Lane and decides to go to its Pit allocation / Working Lane will be permitted to start after all Cars in the outer Fast Lane have started in the order they came in the Pit Lane.

The race will be resumed behind the Safety Car when the Pit Exit green lights are illuminated.

The message "SAFETY CAR DEPLOYED" will be sent to all Teams via the Official messaging system, all Marshal's posts will display waved yellow flags and "SC" boards for the duration of the intervention.

The Safety Car will then leave the Pit Lane and all Drivers must follow, no more than 10 Car lengths apart.

The Safety Car will enter the Pits after one lap (i.e. one Out-Lap) unless:

- a) the race is being resumed in wet conditions and the race director deems more than two laps necessary;
- b) all Cars are not yet in a line behind the Safety Car;
- c) a further incident occurs necessitating another intervention.

When the clerk of the course decides it is safe to call in the Safety Car and as the Safety Car is approaching the Pit Entry the yellow light flag will be extinguished and the yellow flag and SC board will be replaced by waved green flags with green lights at the 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 or braking nor any other maneuver which is likely to endanger other Drivers or impede the restart.

No Driver may overtake another Car on the Track until he passes the Line for the first time after the Safety Car has returned to the Pits.

If a race is aborted or suspended after the leader has completed more than 50% of the scheduled racing laps (rounded down to the next whole lap) then, at the Race Director's sole discretion, the race may not be restarted.

If a race is stopped before time is achieved and the race is not restarted, then the results will be declared on the basis of the classification order when the Leading Car crossed the control (timing) line for the penultimate time before the race was stopped.

Any Driver causing a race to be stopped may be reported to the Stewards and may be subject to penalty up to disqualification from the race.

12.11 Change of weather conditions - Wet Track Procedure

A Wet Track is announced based on a decision by the Race Director/Clerk of the Course by displaying the "Wet Track" board (messages will also be displayed on the electronic timing screens where possible). In this case, the decision is left to the Entrants/Drivers as to whether they wish to take appropriate measures (change tyres).

In case the Teams are hosted in the Paddock, once the Pit crew equipment and tyre trolleys have left the Paddock, the Cars will go from the Paddock into the Pit Lane.

If a Wet Track is displayed or announced before the Race starts, the Start Process is subject to the following conditions:

a) During the Pre-Start Procedure:

- the Race Director will confirm where tyres may be changed and the procedure for doing so;
- the normal Start Procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may decide to Start the Race behind the Safety Car.

b) During the Start Procedure (on the grid) before the Formation Lap:

- the Drivers are shown the Start Delayed board;
- the Race Director will decide where Teams may change tyres and issue instructions accordingly
- the normal Start Procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may decide to Start the Race behind the Safety Car.

c) During the Formation Lap:

- the Start is aborted,
- the Race Director will decide where Teams may change tyres and issue instructions accordingly,
- the normal Start Procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may decide to start the Race behind the Safety Car.

A race will not be stopped in the event of rain unless the circuit is blocked, or the Race Director considers it unsafe to continue.

Once a Race has started, the Teams and Drivers are free to choose slick tyres or wet weather tyres at any time without waiting for the Race Director to declare a "Wet Track". Any Car running on wet weather tyres must have its rain light and headlights switched on.

12.12 Safety Car

The Safety Car will be deployed according to Article 2.10 of Appendix H of the International Sporting Code.

12.13 The Finish

The end-of-Race signal will be given by means of a checkered flag at the Finishing Line as soon as the Leading Car crosses it, whether this is after the scheduled time has lapsed, or for any reason the end-of-Race signal is given under green flag before the scheduled time has lapsed, or when the Race is ended under Safety Car Procedure. Should the end of Race signal be delayed for any reason, the Race will be deemed to have Finished after the scheduled time has lapsed.

After receiving the end-of-Race signal, all Cars must proceed directly to the Parc Fermé without any unnecessary delay with the exception of the Cars required during the podium ceremony, which need to follow the marshal's instructions to proceed to the location specifically dedicated for this.

12.14 Parc Fermé

The Parc Fermé time period starts immediately after the Qualifying Session is complete (in other words, as soon as the Session expires on the timing screens) or after the Finish of the Race.

At the end of the qualifying sessions and after the Finish of the Race, all Cars must make their way directly from the Track, under their own power and driven by the Driver who has participated in the Qualifying Session or Race, to the Parc Fermé.

Should a Car for any reason not be able to make its way to the Parc Fermé under its own power, it is the responsibility of the Team Manager to communicate this to the Race Director, so an alternative means of transportation can be arranged, unless the Car is stopped on Track in which case the Race director and Marshals will always order the transportation to Parc Fermé.

The location of the Parc Fermé will be announced in the Supplementary Regulations of the Event. In the designated Parc Fermé area only the duly appointed Officials are authorised to give instructions to the Entrants who shall at all times follow these instructions.

Parc Fermé will last at least 30 minutes after the provisional Race results have been published, though the Scrutineers, the Stewards or the Race Director may extend that period for as long as they consider necessary.

It is not allowed to connect Laptops or any device serving the same purpose to the Car. In case of technical problems, the Technical Scrutineer might grant a Team the right to, under their supervision, break the Parc Fermé Regulations to the extent that it is necessary to repair the damage.

Any infringement of the Parc Fermé protocol will be reported to the Stewards for penalty evaluation. In case of frequent infringements, the Series Organiser is allowed to apply additional penalties such as a loss of championship points or the Stewards might add disqualification from the Event or championship.

The Parc Fermé can only be reopened after a decision of the Stewards. The Stewards shall take such a decision after studying the Scrutineers' report.

13 TITLE AND TROPHIES

13.1 Titles

The PCCB will award titles at the end of the year to the overall champion, the Driver Finishing in first position in the Pro-Am classification and the Driver Finishing in first position in the Am classification. These titles are respectively:

- PCCB Champion 2022 and Dutch GT Champion
- PCCB Pro-Am Champion 2022;

- PCCB Am Champion 2022.

13.2 Podium and Ceremonies

The three overall winners as well as the first three of the Pro-Am & Am classification of each race receive an adequate trophy during the podium ceremony after the race. The podium ceremony may be conducted either directly after the race on the podium or at a later point in time of the Event at an alternative podium structure.

Additionally, the first three Overall, the Pro-Am champion, the Am champion & the Rookie champion will receive trophies at the end of the year ceremony event.

All scheduled podium ceremonies will be communicated in the Supplementary Regulations and/or in the detailed timetable of the Event. In all cases, the Drivers for whom a podium ceremony is held, whether it is on the Official podium area of the Event or in the PCCB Paddock, must mandatorily attend these ceremonies and immediately thereafter make themselves available for a period of 60 minutes for the purpose of television and press interviews in the media center.

14 PROTESTS AND APPEALS

Protests and appeals shall be covered by the FIA International Sporting Code. The protest fee is regulated by the KNAF.

In accordance with Art. 15.1.4 of the FIA International Sporting Code, the Series is registered with the FIA by the KNAF which is the competent sporting tribunal for appeals.

In accordance with the FIA International Sporting Code Article 12.3.4, certain decisions are not subject to appeal. No appeal may be made against any element of decisions resulting in the application of the following penalties applied by the Stewards or the Race Director:

- a) "Drive through" or "Stop/Go" penalties including those imposed during the last laps of a race (or after the race) and converted to a time penalty.
- b) Penalties stating or implying the cancellation of a number of practice or qualifying lap times.
- c) Penalties stating or implying a drop of grid positions for the race.
- d) Time penalties added to the Driver's elapsed race time (either during or after the race)
- e) Imposition of Reprimands or penalty points.

15 EXCLUSION OF JURISDICTION OF A COURT AND LIMITATION OF LIABILITY

The jurisdiction of a court is excluded for decisions of the FIA, the KNAF, their jurisdictions, the Stewards, the Series Organiser and his representatives as judge.

No claim for compensation of whatever kind may be derived from actions and decisions of the KNAF or its jurisdiction as well as of KNAF representatives or the Series Organiser, except in the case of a damage caused on purpose or by gross negligence, except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any

other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

Implied exclusions from liability shall remain unaffected by the above exclusion of liability clause.

16 PLACE OF JURISDICTION

As far as there is no exclusion of jurisdiction and claims against PCCB / Cup Challenge Benelux B.V. are asserted and a jurisdiction clause is admissible, The Netherlands is herewith agreed as place of jurisdiction.

17 TV RIGHTS/ADVERTISING AND TELEVISION RIGHTS

Copyright, all picture and sound rights as well as all television rights for the Porsche Carrera Cup Benelux 2022 for both terrestrial broadcasting and cable and satellite television broadcasts, all video rights and all rights for exploitation by all electronic media are held by Cup Challenge Benelux. All manner of recording, broadcasting, repetition, and reproduction for commercial purposes without the written permission of Cup Challenge Benelux shall be prohibited.

The Series Organiser is entitled to use exclusively all rights of the teams and their Drivers, particularly names, logos, team equipment and Car, for the production of interactive games of the Series and to assign the rights to a third party for this purpose.

The Entrant must allow on-board cameras to be mounted to their Car by the partner authorized by the Series Organiser to do so. Cameras will be installed in the Cars no later than 15 minutes before the Start of a Session or Race.

The footage recorded will at all times be owned by the Series Organiser and utilized for marketing and promotion activities. Teams are encouraged to share the footage from their own on-board cameras with the Series Organiser representatives for the same purpose.

In case the Series Organiser purchases extra TV-material, whether raw footage or edited, during an Event, the full rights of these images remain in possession of the PCCB under the provisions of any rights agreed upon with the party providing the TV footage services.

18 SPECIFIC REGULATIONS

18.1 Paddock

- a) The image of the Series and the participating teams must be to a professional standard at all times. This includes, for example, team clothing, trucks, awnings, pit walls and antistatic floor coverings. Each team is required to provide an articulated truck with a working awning. Furthermore, every Competitor must ensure that all safety-relevant aspects of its team's working processes are fulfilled and observed.
- a) Only the team trucks shall have access to the Series paddock. Small trucks and trailers shall only have access to the Series paddock for the purposes of loading and unloading during the official set-up and dismantling periods. Passenger cars, motorhomes and other vehicles are strictly forbidden and shall not have access to the Series paddock at any time, except for the Leading Car. The precise times for setting up and dismantling the paddock

will be determined by the Series Organiser for each Event. These times must be strictly adhered to.

- b) All trucks must be washed before they are parked in the paddock. The location of the nearest truck wash will be announced by the Series Organiser prior to the respective Event.
- c) Except for the official Porsche Hospitality, all other kinds of catering are prohibited in the paddock of the Series.
- d) Each Competitor will be permitted one transporter and awning for a minimum of 2 and a maximum of 3 competing Cars and must be parked in their designated Paddock area and may contain an area at the rear specifically for team seating and relaxation. Prior to making any change to the on-site set up and working appearance a Competitor must submit a written request to, and receive approval from, the Series Organiser a minimum of 14 days prior to the first day of the Event in question. No separate hospitality or entertaining structures will be permitted by Competitors/Drivers within the paddock. During opening hours of the official hospitality no preparation or serving of meals is allowed in team awnings.
- e) The entire on-site setup, e.g. awnings, trucks or any other temporary structures and their components, must fully comply with the applicable laws of the relevant Event venue at the sole accountability of the Competitor.

18.2 Pit Lane allocation

Teams will be allocated a working area in the pit Lane.

At the first Event of season 2022, the Pit Lane allocation will be determined following the Team Classification order at the end of the season 2021. For each Event of season 2022 that will follow, the Pit Lane allocation will rotate, following the Team Classification order at the end of the season 2021.

The Series Organiser reserves the right, in exceptional circumstances, to reassign pit Lane allocations at its sole discretion.

18.3 Instructions of the Series Organiser

Instructions of the Series Organiser and the paddock supervisors must be followed at all times. In the event of failure of any team, team member, Driver, guest or other individual to comply with these regulations, the Series Organiser will notify the Stewards who may impose a penalty including a fine of at least EUR 500.00 and up to disqualification from the Event.

18.4 Publication Obligation

The nationality of the issuing license authority must be stated for publications and podium ceremonies.

18.5 Podium Ceremony

During the entire podium ceremony, except for the time during which the national anthems are being played, the Drivers on the podium must wear the caps of the tyre manufacturer on their heads with the logo to the front. The ceremony starts with ascending the podium and ends with leaving the podium after the group pictures for the press.

Any violation of this regulation will be penalized with a sports penalty of at least EUR 250.00 by the Stewards. The fine is payable to the Parent ASN of the Series. The payment of the penalty does not preclude any further penalty.

Competitors must nominate a team member in respect of each of their Cars who will return that Car from the pit Lane to Parc Fermé should its Driver be required to participate in any podium ceremony.

18.6 Stewards' Inquiries

The Stewards may hold inquiries into incidents observed by them or referred to them by the Race Director, Technical Scrutineers, Series Organiser or other parties. The Stewards may seek evidence from any source they choose – in the case of incidents on track the Race Director shall present any video evidence available and at any time requested by the Stewards including during inquiries with Competitors and Drivers.

Drivers attending Stewards' inquiries must always be accompanied by an authorised representative of the relevant Competitor.

18.7 Incidents

- a) "Incident" means any occurrence or series of occurrences involving one or more Drivers, or any action by any Driver, which can be reported to the Stewards by the Race Director (or directly noted by the Stewards) which:
- i. necessitated the suspension of a session (red flag);
 - ii. constituted a breach of these Sporting Regulations or the Code;
 - iii. caused a false start in a race by one or more Cars;
 - iv. caused a collision;
 - v. forced a Driver off the track;
 - vi. illegitimately prevented a legitimate overtaking manoeuvre by a Driver;
 - vii. 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.
- b) It shall be at the discretion of the Stewards to decide, upon a report by the Race Director, if a Driver or Drivers involved in an incident shall be penalized.
- c) If a Driver is involved in an incident, he may not leave the Circuit without the consent of the Stewards.

18.8 The Track

Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

- a) The white lines defining the edge of the track are considered to be part of the track.
- b) A Driver will be judged to have left the track if all four wheels of the Car go beyond the white line.
- c) Any kerbs installed beyond the white lines are not considered to be part of the track.

The following penalties may be applied:

During Free Practice:

Any Driver identified by a judge of fact as having left the track (unless for reasons beyond his control) may have that lap time deleted by the Race Director.

Any Driver who repeatedly leaves the track may receive a penalty, the minimum being a Stop/Go penalty of 5 minutes during the session and if not possible in the following session.

During Qualifying:

Any Driver identified by a judge of fact as having left the track (unless for reasons beyond his control) may have that lap time deleted by the Race Director.

Any Driver who repeatedly leaves the track may receive a penalty up to and including a deletion of all lap times.

During the Race:

Any Driver identified by a judge of fact as having left the track (unless for reasons beyond his control) will be at the third infringement shown a warning on screen and will be shown at the fourth infringement an official warning with the black and white flag.

Any Driver who continues to leave the track a fifth time may receive a penalty, the minimum being a race time penalty of 5 seconds.

Further offences may result in further penalties. It is not a condition that the Driver must have been shown the Black and White flag or received a radio warning from the Race Director before a penalty is applied.

18.9 Effectiveness of the Regulations and Ranking

In the event of a conflict between the entry documents and these regulations, then the current version of these regulations shall take precedence.

19 GENERAL SAFETY

Any breach of the provisions of the Code or these Sporting Regulations relating to General Safety rules will result in penalties.

19.1 Extrication exercise

At each Event, the Series Organiser, in conjunction with the Event medical personnel, may elect to hold an Extrication Exercise. The Series Organiser shall, by rotation, nominate a team and Driver to take part in the exercise. The team and Driver must comply with this request and have the nominated Car and Driver, with all racing equipment, available at the designated date and time in the Series paddock, in full race condition.

Failure to comply with this regulation may result in a penalty. The Series Organiser or the Race Director, at their sole discretion, may elect to replace the Driver with a member of the medical team undertaking the exercise.

19.2 Pit Lane Regulations

The following Pit Lane Safety rules must be followed:

- The maximum speed in the pit Lane during practice, qualifying and each race is 60 kph (unless otherwise specified in the Drivers´ Briefing) and will be monitored by the Race Director and the Stewards. Drivers exceeding the permitted maximum speed during free practice or qualifying sessions may be penalised, including by Stop-and-Go penalties during either of those sessions or a drop of grid places for the race. Drivers who repeatedly exceed the permitted maximum speed in the pit Lane during free practice and/or qualifying may face additional penalties for speed limit violation. Drive-Through or Stop-and-Go penalties may be issued if the permitted maximum speed in the pit Lane is exceeded during a race.
- The use of safety stands (securing the Car from dropping unintentionally from the air jacks) for any type of work underneath the Car will be strictly enforced. Any non-compliance will

be reported to the Stewards and penalised at the full discretion of the Stewards. Engines must not be running while a Car is on jacks or other temporary supports.

- For the avoidance of doubt and for description purposes, the Pit Lane shall be divided into two Lanes. The Lane closest to the Pit wall is designated the "Fast Lane ". The Lane closest to the garages is designated the "Working Lane" and is unless exception the only area where any work may be carried out on a car.
- Except under red flag procedure during the Race, all work on Cars in the pit Lane must only be undertaken in the Competitor's own allocated working area in the inner (Working) Lane. No work may be undertaken in the outer (Fast) Lane or elsewhere in the inner (Working) Lane. When Cars are waiting in the outer (Fast) Lane prior to exiting the Pit Lane at the start or restart of any practice or qualifying session or race, no work of any description may be undertaken on the Car. It is permitted to use a forced air blower to cool the Driver, but any such cooling equipment must be removed from the outer (Fast) Lane before the pit Lane open signal is given.
- The outer (Fast) Lane is to be kept unobstructed to allow safe passage of Cars at all times. It is the responsibility of each Competitor to release their Car from the working area only when it is safe to do so. Cars in the Fast Lane have priority over those leaving the Working Lane.
- Unless instructed otherwise by the Race Director, during all practice and qualifying sessions Cars must be parked at an angle of 45 degrees, nose in towards pit garages, whenever they are stopped in the team's pit area. When a Car is ready to leave its pit area, the Car must be pushed backwards (not reversed under its own power) with a team member responsible for ensuring the Car is released safely and without impeding other Cars. The onus shall be on all Drivers to take due care and drive within the pit Lane speed limit. Drivers must respect the designated pit entry and must not cross the white line at pit exit, details of which will be provided in the Drivers' Briefing.
- All equipment must be kept in a safe position towards garages as soon as Cars leave their pit areas at the start of and during practice, qualifying and races.
- No equipment may be positioned on top of the pit wall or any adjacent structure unless it is firmly secured in position.
- Competitors, team members and Drivers are responsible for the conduct and safety of their guests in the pit Lane area. Guests must carry the correct credentials at all times. Any guest found in the pit Lane without the correct pass will be excluded from the pit Lane and the Competitor will be reported to the Stewards. No person under the age of 16 is permitted in the pit Lane at any time.
- Competitors, team members and Drivers must ensure that their guests always respect the pit Lane regulations and be vigilant at all times. To this end, it is the responsibility of each Competitor and/or Driver to give a briefing to each individual guest regarding pit Lane safety.
- Competitors, team members and guests must wear closed footwear in the pit Lane at all times, open footwear is not permitted. It is strongly advised that long trousers (not shorts) are worn by team members. Competitors are responsible for informing their guests of

suitable clothing standards when in the pit Lane, including footwear and a recommendation for long trousers (ladies and gentlemen) together with covered shoulders.

- Cars must not be released from a garage or Pit Stop position in a way that could endanger Pit Lane personnel or another Driver.
- Competitors must provide a means of clearly establishing, when being viewed from both above and in the front of the Car, when a Car was released.
- During any Pit Stop, the Driver is obliged to turn off his engine. For any tuning or regulating, the engine may be started with the help of an auxiliary source of energy. However, when the Car goes to re-join a Race, the Driver must start the engine from his seat, using only those means available on board of the Car can only be restarted when the four wheels are lowered on the ground. Infringement will lead to 5 seconds Stop and Go penalty with a mandatory engine stop.
- Entrants must not paint Lines on any part of the Pit Lane. 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.
- Refueling in the Pit Lane is not allowed at any time (including during Free Practice(s). Replenishing of lubricants and various fluids, without fuel) is allowed during all sessions and Races.

The Series Organiser will supply the Teams with a Pit Lane allocation, indicating their position in the Pit Lane during any sessions or Races. This allocation will be distributed before the start of the Event.

- Should a Driver, at any time during the execution of a Pit Stop, hinder another Driver, for instance by driving slowly in Pit Lane or inappropriately parking the Car, the Stewards will apply any penalty they consider appropriate.
- Only three Team Members per participating Team (all of whom are issued with special identification should an Event Organiser require this) and Drivers wearing their racing overalls are allowed in the signaling area / Pit wall during practice, qualifying and the Race. Guests and people under 16 years of age (without Driver License) are not allowed in the Pit Area.

19.3 General Safety Regulations

The following General Safety rules must be followed:

- At no time may a Car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other Drivers or any other person;
- Drivers will be judged to have left the Track if no part of the Car remains in contact with it and, for the avoidance of doubt, any white lines defining the Track edges are considered to be part of the Track but the kerbs are not;
- 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 lasting advantage. At the absolute discretion of

the Race Director a Driver may be given the opportunity to give back the whole of any advantage he gained by leaving the Track;

- A Driver who abandons a Car must leave it in neutral or with the clutch disengaged and with the steering wheel in place;
- It is the Drivers' responsibility that all clothing is worn properly and that at all times the seating position is correct and the seatbelts correctly closed. Especially the latter will be checked by representatives of the Series Organiser at the Start of sessions or after Pit Stops with Driver changes;
- Animals, except those which may have been expressly authorized by the circuit for use by security services, are forbidden in the Pit Area and on the Track and in any spectator area.
- Drivers are strictly forbidden to drive their Cars in the opposite direction to the specified direction unless this is 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. No Car may be reversed in the pit Lane under its own power.
- At any time whilst on track, Drivers may only use the track and must always observe the provisions of the International Sporting Code and these regulations relating to driving conduct on circuits.
- Official instructions will be given to Drivers by means of the signals set out in Appendix H of the FIA International Sporting Code. Competitors are responsible for observing and complying with these at all times. At circuits where flag signals are supplemented by light panels/signals, both means of signaling will be deemed to have regulatory value.
- If a Car stops during any session or race it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If the Driver is unable to drive the Car from a dangerous position, it shall be the duty of the marshals to help; however, if any mechanical assistance is required to move the Car then the Car will not be permitted to re-join. A Driver who abandons a Car must leave the steering wheel in place.
- A Car's lights must be illuminated at all times when it is running on treaded tyres and/or the "lights on" board has been shown. The Technical Scrutineers may check the lights at any time until 15 minutes before the green flag. Should any lights fail during the session, no penalty will be imposed but the Race Director may stop a Car using the black and orange flag if he considers this is causing an immediate safety issue.
- Should any session or race run into dusk or darkness all Cars must, on the Race Director's instruction, have two front headlights and two rear red lights illuminated. Should any lights fail during the session, no penalty will be imposed but the Race Director may stop a Car using the black and orange flag if he considers this is causing an immediate safety issue.
- Throughout all sessions there will be a green/red light at the pit exit. Cars may only leave the pit Lane when the green light is on.
- 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.

- In the Drivers Briefing, the Race Director may define a time and place where practice starts will be permitted. It is forbidden to undertake a practice start at any other time or place, or if practice starts have not been authorized.
- At the end of any session or race, each Driver may cross the Control (Timing) Line only once
- Team personnel are not permitted to ride on the tyre trolleys or on buggies (or similar vehicles) apart from using the specific seats provided with the vehicle.
- Only small two- and four-wheeled motorized paddock vehicles may be used within the paddock and must be authorized by the Series Organiser prior to use. These vehicles may only be used when driven by a current full road traffic license holder and for race team related business. Recreational use is strictly prohibited. Private cars and vans are not considered as paddock vehicles.
- The speed limit in the paddock at each venue is 10 kph.
- Tailgates on transporters must remain closed at all times except when loading and/or unloading at the beginning and end of each Event.
- All personnel working on set-up or dismantling of the paddock area must wear high-visibility clothing.
- All paddock vehicles that require personnel to be on the roof (i.e. to affix awnings or flag poles/ flags) must have the relevant safety equipment fitted. Any personnel on the roof must wear the relevant safety harnesses which must be affixed to the equipment on the roof.

20 **PENALTIES**

20.1 **Generality**

At the individual Events, the Stewards and the Race Director are responsible for imposing sports penalties on the Participants/Drivers.

In addition to the cases listed in the Sporting Code and other Regulations, the following circumstances or offences may always be punished by refusing permission to participate, or disqualify a Participant from participating, in the Event:

- Non-compliance with the prerequisites for participation;
- Non-compliance with the Regulations in the Code;
- Advertising for brands that compete with the Series sponsors;
- Unsporting behavior;
- Failure to comply with the instructions of the Series Organiser;
- Refusal to undergo a vehicle check that has been ordered.

If any special examinations or investigations are required and ultimately lead to a penalty being applied by the Stewards or the Race Director then the costs of such examinations or investigations shall be met by the Competitor.

The fact that penalties have been imposed by the Stewards or the Race Director does not rule out more extensive penalties by the relevant ASN or the FIA. These disciplinary bodies shall also be entitled to disallow points won in races in the 2022 Series races.

In the case of disqualification from an Event, the points gained for the relevant race shall be forfeited. In the event of disqualification from participating further in the Series, all points won up to that point shall be forfeited.

Following penalties are defined:

- a) Time penalties for Overtaking under yellow flag:
In qualifying: Cancellation of best Lap time of the respective Session
In Race: 5 seconds time penalty
- b) Overtaking under Safety Car Procedure:
5 seconds time penalty
- c) Improvement of Lap time in qualifying when yellow flag is out in sector(s):
Cancellation of best Lap time.
- d) Not respecting Track limits, as defined in accordance with Chapter IV of Appendix L to the ISC:
in qualifying: cancellation of time of that particular Lap,
in Race: 3rd infringement = following warning on screen :“*must respect track limits turn*”;
4th infringement = Official warning with warning-flag signal;
5th infringement and onwards = 5 seconds time penalty.
- e) All Drivers must respect the Track limits, defined in accordance with Chapter IV of Appendix L to the International Sporting Code. It is prohibited for the Drivers to improve their Lap time in qualifying when yellow flag is out in a sector.

Each time the Stewards or the Race Director have to consider imposing or not a penalty, they study the case.

There are cases where the Stewards or the Race Director has no discretion regarding the penalty (i.e. speed limit).

20.2 Drive-Through or a Stop-and-Go penalty

Should the Stewards decide to impose either a Drive-Through or a Stop-and-Go penalty, the following procedure will be followed:

- a) The Stewards will give notification of the penalty which has been imposed to the Entrant concerned by means of a message on the timing monitors.
- b) From the time the Stewards' decision is notified on the timing monitors the relevant Driver may cross the control (timing) Line on the Track no more than twice before entering the Pit Lane. In the case of a Drive-Through penalty the Driver must proceed down the Pit Lane and re-join the Race without stopping. In the case of a Stop-and-Go penalty, the Driver must stop in the designated area where they shall remain for the prescribed stop time. Unless notified otherwise by a Series- or Event' Bulletin or Race Directors Briefing Notes for a particular Event, the designated area for Stop-and-Go penalties to be served will be in the respective Entrant's Pit Lane working area. Entrants are responsible for ensuring that their Car stops for the prescribed stop time, and this will be checked by the Timekeepers. When the prescribed stop time has lapsed, the Driver may re-join the Race.

However, unless the Driver was already in the Pit Entry for the purpose of serving a Drive-Through or Stop-and-Go penalty, they may not carry out the penalty while the Safety Car has been deployed. The number of times the Driver crosses the control Line behind the Safety Car will be added to the maximum number of times they may cross the control Line on the Track. Whilst a Car is stationary in the Pit Lane as a result of incurring a Stop-and-Go penalty it may not be worked on. However, if the engine stops it may be started after the prescribed stop time has lapsed.

- c) Should either a Drive-Through or Stop-and-Go penalty be imposed and notified during the last 5 Laps/10 minutes or after the end of the Race, or cannot be imposed for operational reasons, then at the discretion of the Stewards the procedure above may not apply and may the penalty be converted to a time penalty of a minimum of 30 seconds in the case of a Drive-Through penalty or a minimum of 35 seconds plus any penalty time in the case of a Stop-and-Go penalty which will be added to the lapsed time of the Car concerned.
- d) For any breach of the Regulations during Free Practice, the Stewards may (as an alternative to or in addition to any other penalty) impose a Stop-and-Go penalty which they may order to be taken at the Start of the Qualifying Practice session, in which case the Car concerned may not leave its Pit Lane working area at the Start of the Qualifying Session until the prescribed stop time has lapsed.
- e) Any breach or failure to comply with the above procedure may result a penalty.

