



2026
SPORTING REGULATIONS



ARTICLE 1 - PREAMBLE

The Prototype Cup Europe is a sports prototype racing series featuring LMP3 class vehicles.

Promoter Creventic invites entries for the 2026 Prototype Cup Europe. The series will comprise 8 races across 4 events. Each event will include two (2) races lasting 55 minutes. These races will include mandatory pit stops with driver changes where applicable. The series will include driver classifications, team classifications, a trophy driver classification, and a junior driver classification.

These Prototype Cup Europe Sporting Regulations have been officially approved by the KNAF under permitnumber 0314.26.062. They will come into effect on February 18, 2026.

Status of the Series/Events: International

Drivers and competitors (teams) will be collectively referred to as participants.

Anything not explicitly approved in these Sporting Regulations, the LMP3 Technical Regulations, Event and Series Bulletins, Event Briefings, and Steward and Race Director decisions will be considered prohibited.

ARTICLE 2 - GENERAL PRINCIPLES OF PROTOTYPE CUP EUROPE

2.1 The Prototype Cup Europe and its Events will be conducted in accordance with the following Sporting Codes, Provisions, and Rules:

- a) The FIA International Sporting Code (ISC) and its Appendices.
- b) Anti-doping rules and regulations of the national and international anti-doping agencies (NADA/WADA code), as well as the FIA anti-doping regulations.
- c) KNAF General Regulations.
- d) Technical Regulations for LMP3 Prototypes.
- e) Published Race Director notification(s).
- f) The present Sporting Regulations, including all appendices, Supplementary Regulations and Series and Event bulletins issued to clarify, modify, or supplement these Regulations.
- g) Driver, Team Manager and additional Briefing Notes and information.

All drivers, competitors, and officials are obligated to adhere to these regulations and are responsible for ensuring that their staff, team members, guests, and any related persons also comply.

Any additional regulations or modifications via Series Bulletin must be approved by the KNAF.

2.2 Responsibilities and Liability Renunciation of Competitors

Responsibility

Competitors, drivers, team members, and owners of the Car take part in the Event at their own risk. They carry sole civil criminal legal responsibility for any damage or injury caused by them or the Cars they are using, provided that no liability exclusion is concluded subsequent to the present regulations.

Liability

With the submission of the entry, each competitor, driver, and owner of the Car agrees to save harmless and to keep indemnified from and against all actions, claims and demands arising out of or in connection with the competitors of the Event:

- The host ASN, the membership organisations, the FIA, its Presidents, organs, managing directors, general secretaries.
- The KNAF and their officials.
- The Promoter and the local Organisers and its officials and members.

- Administrative authorities, racing service providers and any other person being involved in the organisation of the Event.
- Above mentioned racing service providers, includes service companies and pilots of Unmanned Aerial Vehicles (UAV), commonly known as drones. In this context, competitors, drivers, team members and owners of the Car take part in the Event at their own risk, includes any risk, material or personal damage a Drone may cause, directly and/or indirectly.
- The road construction authorities as far as any damage is caused by the condition of the roads used during the Event.
- The agents, workers of all persons and posts mentioned above with the exception of damages arising from life injury, from physical injury or from health injury caused by a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared – and with the exception of other damages arising out of a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared.

Against:

- The other competitors, drivers, team members, their assistants, and the owners of the other Cars.
- The own competitor, drivers and own assistants they agree to save harmless and to keep indemnified from and against all actions, claims and demands arising out of or in connection with the Event (un-timed, timed practice, warm-up, Race), with the exception of damages arising from life injury, from physical injury or from health injury caused by a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared – and with the exception of other damages arising out of a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared.

This liability renunciation comes into force for all persons involved at the moment the entry application is submitted. The liability renunciation refers to any claims for whatever reason, in particular for liability claims arising out of contractual as well as non-contractual responsibility and to any claims arising out of unauthorized actions. Tacit liability renunciations are not affected by the above liability renunciation provision.

Release from Claims of the Car's Owner

- If the competitor or the driver is not themselves owner of the Race Car, they must ensure that the waiver, which is printed on the entry form, is signed by the Car owner.
- If the above-mentioned declaration was not signed by the Car owner, the competitor and driver discharge all persons and posts mentioned in art. 2.2 of these regulations "Responsibilities and Liability Renunciation of Competitors" from any claim by the Car owner, with the exception of damages arising from life injury, from physical injury or from health injury caused by a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared – and with the exception of other damages arising out of a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared.

Regarding claims against the other competitors, drivers, their assistants, the owners and proprietors of the other Cars, the owner competitor, the owner driver(s), (any other agreement among proprietor, competitor, drivers have priority) and own assistants, this release refers to damages arising in connection with the Event (un-timed, timed practice, warm-up, Race). Regarding claims against other persons or posts, this release refers to damages arising in connection with the Event as a whole.

Tacit liability renunciations are not affected by the above liability renunciation provision.

With the submission of the entry to the Promoter, this agreement comes into force in relation to all persons involved.

With the submission of the entry and/or by signing the entry form, the Team Manager confirms that he has informed the driver(s) and the owner of the Car about the entire content of this art. (art. 2.2; Responsibilities and Liability Renunciation of Competitors) and the content of the entry form.

This renunciation of liability is also entirely valid for any additional unofficial testing that the Promoter hosts in the week leading up to or during the Event.

2.3 General Data Protection Regulations (GDPR)

By submitting an entry, competitors and drivers confirm that the Organiser/Promoter may, for the own purpose of the Event, electronically collect, process, store and, as far as necessary for the sporting organisation, publish the personal data of the competitors and/or drivers. The Organiser will not transfer personal data to third parties that have no relation to the Event.

The latest privacy statement of the Promoter is valid.

ARTICLE 3 - GENERAL TERMS

3.1 Participants are responsible for ensuring that all individuals associated with their entry adhere to and comply with the requirements outlined in Article 2. If a competitor is unable to personally attend a Prototype Cup Europe Event, they must designate a representative in writing and communicate this nomination to the Stewards in advance of the event.

3.2 Participants are obligated to ensure that their vehicles conform to both the Prototype Cup Europe Sporting Regulations and the Prototype Cup Europe Technical Regulations throughout the duration of any 2026 Prototype Cup Europe Event. Participants must be prepared to furnish evidence of compliance.

3.3 For all vehicles, an "ACO Electronic Passport" and a valid technical passport issued by the respective ASN (National Sporting Authority) are mandatory. These documents must be presented to the Scrutineers at each Event. Failure to present a valid technical passport will result in denial of admission to the respective Prototype Cup Europe Event.

ARTICLE 4 - DRIVERS' AND COMPETITORS' LICENCES

4.1 All competitors are required to possess current and valid International Competitors' Licenses. Foreign competitors must submit the authorization of their ASN according to ISC Art 3.9.4. If the original license and ASN authorization are drawn up in a language which makes verification impossible, the competitor must submit an authenticated copy in English or German. Participation in Prototype Cup Europe Events is limited to drivers who are registered with a competitor holding a valid International Competitors' License.

According to ISC Art. 9.1.2 if a team does not have a team competitor license, the competitor will become the first driver in the entry form and entry list. In this case, the first driver must hold a valid competitor license.

4.2 Drivers must hold a current and valid International Drivers' License of grade C-Circuit (ITC-C) or a higher grade. Additionally, drivers must have a valid medical certificate of aptitude in accordance with ISC Appendix L.

All foreign drivers must submit the authorization of their ASN according to ISC Art. 3.9.4. If the original license and ASN authorization are drawn up in a language which makes verification impossible, the driver must submit an authenticated copy in English or German.

ARTICLE 5 - PROTOTYPE CUP EUROPE EVENTS

5.1 The 2026 Prototype Cup Europe is open to LMP3 Prototypes that fully comply with the technical regulations and meet the following requirements:

Cars conforming to the ACO LMP3 homologation that is valid from 2025 (equipped with the V35A engine).

All cars must be equipped according to the respective ACO LMP3 Homologation using the engine fuel mapping specified by the engine supplier. Details can be found in the download centre.

5.2 A Prototype Cup Europe Event will consist of the following components:

- a) One (1) or Two (2) Free Practice sessions, each typically lasting 45 minutes.
- b) Two (2) Qualifying sessions of 15 minutes each.
- c) Two (2) Races, each lasting 55 minutes.

Exceptions are published in the Supplementary Regulations of the specific Event or may be granted at the discretion of the Stewards.

5.3 Article not used.

5.4 A compulsory drivers' briefing will generally be held on the day of the first Free Practice session. The precise location and time for the drivers' briefing will be detailed in the Supplementary Regulations for each Event. All drivers of eligible cars and competitors (or their designated representatives) must be present for the entirety of the briefing.

5.5 The finish/control line (the time-measuring line; the Line) is a singular line traversing both the racetrack and the pit lane. The Line serves as the reference point for determining lap times.

5.6 2026 Prototype Cup Europe events:

The subsequent table outlines the schedule for the 2026 Prototype Cup Europe.

A standard timetable will be distributed for each Prototype Cup Europe Event. Any alterations to this event timetable necessitate the approval of the Stewards and will be disclosed in an event bulletin, if deemed necessary.

	2026 Dates	Circuit
1	20-22. 03. 2026	Mugello (I)
2	03-05. 07. 2026	Nürburgring - GP (D)
3	31-02. 08. 2026	Monza (I)
4	03-04. 09. 2026	Spa-Francorchamps (B)

5.7 Regardless of the nationality of their licensing agency, the drivers' nationality must be displayed in podium ceremonies and all publications. In their publications, such as entry lists, starting lists, and result lists, event hosts are required to list the names of all competitors or sponsors as they appear on the respective licenses, along with the names of the drivers. It's important to note that beyond this obligation imposed on the event hosts, KNAF holds no responsibility for the publications made by the hosts.

Typically, the national flags and anthems of the competitors will be used in podium ceremonies as a standard practice.

Exceptions may be granted at the discretion of the Stewards. In doing so, the international and national regulations of the FIA and KNAF must be adhered to.

ARTICLE 6 - CLASSIFICATIONS

6.1 Following each Race, the subsequent classifications will be compiled:

- a) Result of all participants
- b) Result of all participants in the Team classification
- c) Result of all participants in the Trophy classification
- d) Result of all participants in the Junior classification

6.2 The title "Overall Winner Prototype Cup Europe" will be conferred upon the driver(s) with the highest total of points at the conclusion of the final race of the 2026 season. All final results from Races in the LMP3 class (as outlined in Article 6.1, item a) of the 2026 season will be considered.

6.3 Points for the team standings will be awarded to the best-placed vehicle within a team (competitor). Any other vehicles from the same team that achieve scoring positions will not earn points, and vehicles from other teams positioned behind them will move up in the standings.

If a driver switches to another team mid-season, the team championship points acquired by the driver will be attributed to the team for which the driver initially earned those points. The cumulative results from the entire 2026 season will be tabulated.

6.4 The title "Winner of Prototype Cup Europe Trophy Classification" will be presented to the Prototype Cup Europe Trophy driver(s) who accumulate the highest total points by the conclusion of the final Race in the 2026 season. The results from all Races in the 2026 season will be considered. The points awarded in the Trophy classification (as described in Article 6.1, item c) will be used for the point calculation.

All drivers classified under the FIA Category Bronze participate in the Trophy Classification.

The highest-placed driver or crew in the Trophy category for each Race will be honoured on the podium.

6.5 The title "Winner of Prototype Cup Europe Junior Classification" will be bestowed upon the driver(s) of the Prototype Cup Europe Junior driver(s) who accumulate the highest total points by the conclusion of the final Race of the 2026 season. The points awarded in the Junior classification (as outlined in Article 6.1, item d) will be utilized for the point calculation.

All drivers classified under the FIA Category Silver, aged 25 or younger during the Friday of the first event of the season as outlined in Article 5.6, participate in the Prototype Cup Europe Junior classification. Upon winning the Junior classification, the respective driver(s) will no longer be eligible for participation in the Junior Classification.

The highest-placed driver or crew in the Junior category for each race will be celebrated on the podium.

6.6 Points in each Race will be allocated to the Drivers', Team, Trophy, and Junior classifications in accordance with the following scale:

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

In the drivers' classification, each driver within a crew will receive points based on their individual placement. Solo participants will be awarded points as a single entry. Guest participants and cars entered as solo entries will not be eligible for points in any classification. Eligible participants entitled to points will advance in the standings accordingly.

6.7 In the event that a Race is suspended under Article 42 and is not resumed:

- a) No points shall be awarded if less than two laps have been completed since the start.
- b) Half points shall be awarded if more than two laps but less than 75% of the scheduled duration of the Race have been completed since the start.
- c) Full points shall be awarded if over 75% of the scheduled duration of the Race has been completed since the start.

6.8 The drivers or crews finishing first, second, and third in the annual Drivers' classification, as well as the drivers finishing first in the Trophy and Junior classifications, are required to attend the Creventic podium ceremony.

6.9 In cases where subsequent corrections are necessary by the Promoter after the publication of the championship and/or series classification due to an obvious error or mistake, the series organizer has the authority to make such corrections. Complaints regarding the series classification should be directed to the Promoter. Competitors agree that any protest or appeal against a decision by the series organizer will be null and void as the series organizer accurately represents these publications and addresses complaints.

ARTICLE 7 - DEAD HEAT

7.1 In the event of a tie in a Race, the points designated to the drivers/competitors, as outlined in Article 6.6, will be combined and evenly distributed among the tied drivers/competitors.

7.2 In the case of a tie (*ex aequo*), the higher ranking in the Prototype Cup Europe classification will be awarded to the driver with the most first-place finishes, followed by second-place finishes, and, if necessary, additional placements in the season's races. If this procedure does not yield a result, both drivers will share the same podium position, leaving the next podium place unoccupied.

Special crew pairing provisions:

Drivers of a car who have partnered in every Event they participated in and find themselves tied for a position will jointly occupy the same podium place, and the following podium place will not be left vacant.

ARTICLE 8 - ADMINISTRATIVE CHECKS

8.1 Administrative checks will be conducted at the start of each Event. The specific time and location will be disclosed in the Supplementary Regulations.

8.2 In 2026, participants are required to personally present their driver's/competitors' and/or sponsor licenses, along with an ASN authorization for foreign competitors' and drivers' license holders.

ARTICLE 9 - ORGANISATION OF EVENTS

Each event host is responsible for publishing Supplementary Regulations that adhere to the FIA standard. The host ASN must receive the Supplementary Regulations no later than four weeks before the Event.

ARTICLE 10 - INSURANCE

10.1 Event hosts are required to procure third-party liability insurance that meets or exceeds the legal requirements and regulations set forth by the competent ASN. This insurance must encompass coverage for participants, competitors' personnel, all individuals granted access to the pits/pit lane, KNAF and series officials (including officials of the local ASN at events outside The Netherlands).

10.2 Confirmation of the insurance coverage must be submitted to Promoter no later than two (2) weeks before the Event.

10.3 The liability coverage arranged by the event host should be in addition to, and not in conflict with, any other insurance coverage.

ARTICLE 11 - OFFICIALS

11.1 The KNAF will appoint the following permanent officials:

- a) Two Stewards, with one designated as chairperson
- b) Race Director

- c) Deputy Race Director
- d) Series Chief Scrutineer

11.2 The event host is responsible for appointing the following officials:

- a) Third Steward
- b) Clerk of the Course
- c) Chief Safety Officer
- d) Race Secretary
- e) Chief Medical Officer
- f) Safety Car driver and co-driver
- g) Lead Car driver and co-driver
- h) Chief Timekeeper

11.3 The Clerk of the Course will maintain continuous communication with the Race Director. The Race Director will have ultimate authority over the Clerk of the Course in matters including:

- a) Control of Practice sessions, Qualifying sessions and Races regarding timetable compliance and, if deemed necessary, proposing timetable or supplementary Event regulations modifications to the Stewards
- b) Requesting Event bulletins
- c) Imposing classification penalties
- d) Neutralising, suspending or interrupting Practice sessions, Qualifying sessions or Races for safety reasons
- e) Implementing the use of the Safety Car
- f) Implementing Full Course Yellow procedures
- g) Stopping a driver, car, or competitor
- h) Managing the race's starting procedure
- i) Handling possible race restarts
- j) Conducting team manager and drivers' briefings

11.4 The Stewards function as an independent body under the jurisdiction of a chairperson. The interpretation of the Supplementary Regulations, these regulations, and Event-related bulletins issued for the Events falls within the purview of the Stewards and the KNAF jurisdiction.

ARTICLE 12 - REGISTRATIONS – FEES – ENTRIES

12.1 To participate in the Prototype Cup Europe, each entrant must submit a registration form to the Promoter and make payment of the registration fees via bank transfer to the Promoter's account. The details for the bank transfer are as follows:

Recipient: Creventic B.V
Bank: Rabobank
IBAN: NL82 RABO 0192 3133 98
BIC: RABO NL2U

Online registration is mandatory and should be completed at www.prototype-cup-europe.com. Additionally, the printed and signed entry form must be submitted to Creventic. Unless expressly stated otherwise, the mandatory VAT applicable in The Netherlands shall be levied on any specified fees in these regulations.

12.2 By submitting the registration application, all drivers and competitors grant the Promoter the right to use their image rights in audiovisual content and promotional materials related to their participation in the Prototype Cup Europe for the purpose of promoting the Prototype Cup Europe, free of charge, even beyond 2026.

12.3 The registration fee per car for the entire season (four events) is € 23,000. The registration fee is due for immediate payment upon registration.

- 12.4 Upon entry, participants commit to participating in every 2026 Prototype Cup Europe Event.
- 12.5 By submitting the registration form, all competitors authorize the Promoter to enter them into all Prototype Cup Europe Events.
- 12.6 The Promoter must receive the registration applications and registration fees on or before 1 March 2026. The Promoter reserves the right to consider applications received after this date.
- 12.7 **Single entries/guest starters:**
Single Event entries or guest entries are allowed if the racetrack license permits additional cars. The registration fee for such single entries is € 6.500. per Event. Single-time entrants will not be officially listed as guest starters until the Promoter has received their registration forms and fees.
- 12.8 In the event of driver crew changes, competitors must nominate in writing one or two participating driver(s) per vehicle, as a crew, no later than the Monday before an event. Failure to meet this deadline may result in the Promoter reallocating the competitor's starting place to another entrant.
- 12.9 A fine of € 1,000 will be imposed by the Promoter on competitors who fail to participate in an Event and do not cancel their registrations before the conclusion of the administrative checks.
- 12.10 The Promoter reserves the right to reject registration applications and single entries, with reasons specified.
- 12.11 Changes to the vehicle make, vehicle type, homologation (EVO), or the nominated vehicle (chassis number) after the initial technical scrutineering in the 2026 season are only allowed with written approval by the Promoter.

ARTICLE 13 - PASSES

All individuals within the paddocks, pits, pit lane, or on the racetrack are required to consistently display the Creventic or relevant passes authorising their presence in the respective area in a clearly visible manner.

ARTICLE 14 - INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 14.1 Only the Race Director or the Clerk of the Course (or their deputies in their absence) are authorized to provide definitive information pertaining to the organization of the event within their respective areas of responsibility.
- 14.2 The link to the virtual noticeboard will be specified in the Supplementary Regulations. The official noticeboard will contain all Practice, Qualifying and Race classifications and results, as well as all announcements, bulletins, and decisions issued by the officials.
- 14.3 All bulletins issued for an event and any bulletins issued by the KNAF will be posted on the virtual noticeboard.
- 14.4 Classification penalties imposed during Practice, Qualifying or Races will be displayed on the official timekeeping screens, at which point they will be considered delivered. It is the responsibility of the entrants to inform the affected drivers promptly.

Any decisions or communications concerning drivers should be provided to them in writing within 30 minutes after the decision is made. Such communication serves purely for informational purposes and does not affect the notification timing outlined in this Article or the delay for implementing the penalty outlined in Article 15.5.

- 14.5 These classification penalties will also be displayed by Race Control to the driver at the signalling point, typically at the pit wall's line, and at eye level if possible. All instructions given to drivers by Race Control will be accompanied by the appropriate flag or board, along with the driver's race number.

It is the participant's responsibility to observe the signals and flag signals at the Clerk of the Course's/Race Director's signalling area each time they pass the area.

No more than two (2) penalties should be displayed at the same time.

Additionally, the following flag signals may be displayed if applicable:

- a) black flag together with the race number,
- b) black flag with an orange disc together with the race number, and
- c) black and white flag together with the race number.

Some circuits feature an additional display board, which, in such cases, replaces the board with the race number. No one else is allowed to use signals identical or similar to these.

14.6 Authoritative announcements, decisions, and instructions for entrants at Prototype Cup Europe Events will be displayed on the official timekeeping screens.

14.7 Communications related to sports law investigations will be issued via email. Opening the email serves as confirmation of receipt by the recipient.

ARTICLE 15 - INCIDENTS

15.1 "Incident" refers to any occurrence or series of occurrences involving one or more drivers that may be subject to investigation by the Race Director. The Race Director is authorized to:

- a) Impose classification penalties.
- b) Report incidents to the Stewards.
- c) Recommend investigations and penalties.

This category encompasses, but is not limited to, the following:

- a) Incidents necessitating the neutralisation or suspension of Practice sessions, Qualifying sessions or Races.
- b) Violations of these Sporting Regulations.
- c) False starts.
- d) Starting from an incorrect starting position.
- e) Collisions.
- f) Forcing other drivers off the racetrack.
- g) Blocking another other driver.
- h) Impeding during overtaking manoeuvres.
- i) Leaving the racetrack to gain an advantage.
- j) Non-compliance with the mandatory pit stop provisions.
- k) Speeding and driving behaviour in the pit lane.
- l) Violations of the rules during a Full Course Yellow (FCY) procedure.
- m) Violations of the rules during a Safety Car (SC) procedure.
- n) Unsporting behaviour on track or endangering others at the discretion of the Clerk of the Course or Race Director

15.2 When a driver's breach of the Code of Driving Conduct during an Event is entirely evident, the case is typically promptly investigated and resolved under the authority of the Race Director. In cases where a more in-depth investigation is deemed necessary or when a serious breach is involved, the Race Director will investigate the incident following the relevant part of the event and submit his findings to the Stewards.

Any participant involved in an incident is not permitted to leave the Event area without prior consent from the Stewards or the Race Director.

15.3 Classification penalties that may be imposed include:

- a) Drop of grid position.
- b) Non-classification (deletion of Practice or Qualifying laps or times, exclusion from results).

Creventic B.V. | www.prototype-cup-europe.com | **Sporting Regulations** |

- c) Time penalty.
- d) Drive-Through Penalty.
- e) Stop-and-go Time Penalty.
- f) Pit-Stop Penalty.

When a classification penalty is imposed by the Race Director, no additional procedures are required. These penalties fall under the authority of the Race Director and are notified during the Event Practice sessions, Qualifying sessions and Races by displaying the penalty or by adding time before the publication of results or through result modification.

In exceptional circumstances and after due consideration, the Race Director may opt for a lesser penalty than prescribed for a specific violation or choose not to impose a classification penalty. This right is independent of the Stewards' authority to impose classification and/or other penalties.

If a time penalty is imposed on a driver, the penalty time will be added to that driver's overall result after accounting for other time allowances.

15.4 A classification penalty imposed by the Race Director may be reviewed by the Stewards if an admissible protest is received. In such cases, the Stewards are not bound by the Race Director's decision and may alter the penalty to the detriment of the involved party or impose one or more additional penalties.

If the findings leading to a classification penalty justify the imposition of one or more penalties, these penalties may also be imposed by the Stewards. The Race Director must inform the Stewards of any classification penalty he has imposed.

15.5 Drivers shall be notified of the following classification penalties as defined in articles 14.4 and 14.5. From the moment of a driver's notification, the driver in question may cross the Line outside the pit lane no more than twice before entering the pit lane to serve the penalty. If the driver fails to serve the penalty, the Stewards may decide to show the black flag.

If a Safety Car or Full Course Yellow procedure occurs within the two (2) laps, the laps under Safety Car or Full Course Yellow procedure will be added to the count of the two (2) laps allowed for entering the pit lane.

15.6 Drive Through Penalty

Upon the display of the "Drive Through" Penalty, the driver in question must enter the pit lane, drive through the pit lane without stopping, and adhere to the designated speed limit.

Drive Through Penalties may not be served during the deployment of the Safety Car or during a Full Course Yellow procedure. In the event of a violation, the penalty is considered not served and must be completed outside of a Safety Car or Full Course Yellow procedure.

A penalty shall be considered served if the vehicle was in the pit entry road after Safety Car Line 1 or in the pit lane after the signal for the declaration of a Safety Car or Full Course Yellow procedure. Otherwise, the penalty will not count as a penalty served.

15.7 Ten Seconds Stop-and-go Time Penalty

After displaying the "Stop-and-Go" board, the driver in question must enter the pit lane and come to a complete stop in front of their assigned pit box or pit area. Subsequently, the driver must wait for a minimum of ten (10) seconds before rejoining the race. The pit lane's speed limit applies both when entering and exiting the pit lane.

The Race Director may decide on a longer stop time. It is the participant's responsibility to comply with the specified stoppage duration.

Stop-and-go Time Penalties may not be served during the deployment of the Safety Car or during a Full Course Yellow procedure. In the event of a violation, the penalty is considered not served and must be completed outside of a Safety Car or Full Course Yellow procedure.

A penalty shall be considered served if the vehicle was in the pit entry road after Safety Car line 1 or in the pit lane after the signal for the declaration of a safety car or full course yellow phase. Otherwise, the penalty will not count as a penalty served.

15.8 Parc Fermé rules shall be applicable to the vehicle subjected to any of the penalties outlined in articles 15.6 and 15.7, from the moment it enters the pit lane until it exits the pit lane. The only permissible exception is the utilization of an external energy source to start the vehicle.

15.9 If a Drive Through Penalty is imposed when the race leader has seven (7) minutes or less remaining to complete the scheduled race duration, the participant has the choice to take the Drive Through Penalty or accept a Time Penalty of 30 seconds added to their total race time.

15.10 In the event of a Ten Second Stop-and-go Time Penalty imposed when the race leader has seven (7) minutes or less remaining to complete the scheduled race duration, the participant may decide to take the Stop-and-go Penalty or accept a Time Penalty of 40 seconds added to their total race time. In cases involving a longer stoppage time, the Time Penalty will be extended.

Should the penalty be taken, the driver must cross the Line outside the pit lane at least once more before receiving the checkered flag. Failure to do so will result in a Time Penalty of 30 seconds added to the driver's total race time.

15.11 Pit Stop Penalty

A Pit Stop Penalty is only applicable to drivers who have not yet fulfilled their mandatory pit stop when the penalty is issued. The provisions of Article 15.5 regarding the maximum number of laps before taking the penalty do not apply to a Pit Stop Penalty.

The Pit Stop Penalty time is added to the minimum duration of the obligatory pit stop. The participants mandatory pit stop duration increases by the duration of the imposed Time Penalty. The pit lane's speed limit applies to both entering and exiting the pits.

An additional time penalty equivalent to a Pit Stop Penalty may also be imposed on drivers who have already completed their obligatory pit stop.

15.12 In less severe cases, the Race Director may choose not to impose one of the aforementioned classification penalties (see articles 15.6, 15.7, or 15.11) provided that the competitive advantage wrongly gained is at minimum neutralised.

The Race Director may require the driver who committed the offence to immediately neutralise the advantage gained. If the driver complies with this request and allows the other car they wrongly overtook to pass, the advantage is considered neutralised.

Relevant information will be communicated to the participants through timekeeping monitors. If the driver does not make use of the opportunity to neutralise the irregular advantage, one of the classification penalties specified in articles 15.6, 15.7, or 15.11 will be imposed. Relevant information will be communicated to the participants through the timekeeping monitors.

15.13 Penalty Lap

In less serious cases, the Race Director may order the completion of a so-called "Penalty Lap" as an alternative to the penalties mentioned in Articles 15.6, 15.7 and 15.11. For this purpose, a Penalty Lap will be set up on each track. For this purpose, a penalty zone will be set up on each track in which the vehicle concerned must drive at a maximum speed of 60 kph for a defined distance. The location, nature and marking of this zone as well as the distance will be announced in the respective drivers' meeting.

When the message "Car xx - Penalty lap" appears on the official timekeeping monitors, the penalty is deemed to have been announced. The driver concerned is requested to drive through the penalty zone once in accordance with the rules immediately after the penalty has been announced. The finish line may be crossed a maximum of once after the penalty has been announced and before passing through the penalty zone. If, in the opinion of the Race Director, the

penalty has not been served in accordance with the rules, the driver concerned may repeat the serving of the penalty once on the following pass.

For safety reasons, the driver concerned must activate the hazard warning lights of his vehicle at the latest at the time defined in the drivers' briefing before taking the penalty in order to draw the attention of following drivers to the fact that the penalty will be served. In addition, the white flag will be waved by the marshal immediately in front of the penalty zone. After completing the penalty, the driver concerned may rejoin the racing line without endangering other drivers.

Violations of the above rules will be penalized at least with a penalty according to Article 15.

A Penalty Lap may not be completed during a Safety Car procedure or Full Course Yellow procedure. A Safety Car procedure in the sense of this article starts when the message "Safety Car deployed" is displayed on the timing monitors and ends when the green flag for the participant concerned car concerned is shown at the finish line. The rule regarding the occurrence of a penalty remains unaffected, but laps behind the safety car are not included.

Should the Race be finished behind the Safety Car, five (5) seconds will be added to the overall Race time of the participant vehicle concerned as a substitute.

The Race Director can also order the repeated passing of the Penalty Lap with the message ""Car xx - Penalty lap - xx times" on the official timekeeping monitors. The regulations apply accordingly to the repeated passing of the Penalty Lap.

ARTICLE 16 - PROTESTS AND APPEALS

16.1 Protests and appeals are subject to the provisions outlined in the FIA International Sporting Code, KNAF General Regulations, the FIA Legal System and Code of Procedure for FIA appeals.

Protest deposit – payable to the KNAF:
Status International: € 500,00

Appeal deposit – payable to the KNAF:
Status International: € 1.750,00

Review deposit – payable to the KNAF:
Status International (acc. Art. 14.1.1. ISC): € 1.000,00

Appeal to the FIA – payable to the FIA: € 6.000,00
In accordance with FIA Judicial and Disciplinary Rules

Protest and appeal deposits are exempt from Value Added Tax (VAT).

16.2 Protests can not be filed against the following decisions made by the Race Director:

- a) Drive Through Penalty (as per Article 15.6)
- b) Stop-and-go Time Penalty (as per Article 15.7).
- c) Pit Stop Penalty (as per Article 15.11)
- d) Penalty Lap (as per Article 15.13)

ARTICLE 17 - PENALTIES

17.1 The Stewards have the authority to impose any penalty specified in these regulations as a substitute for or in addition to penalties outlined in the International Sporting Code (ISC). Any breach of the regulations reported to the Stewards may result in a penalty issued by the Stewards. The Stewards reserve the right to suspend penalties.

17.2 The Stewards may also enforce a demotion in grid positions. This demotion can be applied for the current Event as well as for one or more subsequent Events of the Series.

For drivers, the following rules apply:

- a) Any driver who accumulates three (3) reprimands within a single season shall be subject to a five (5) position grid penalty in the subsequent Race of the Series upon receiving the third reprimand. If the third reprimand results from an incident during a Race, the grid position penalty shall be enforced in the next Race of the Series in which the driver participates.
- b) Any driver who accumulates six (6) reprimands within a single season shall be subject to a ten (10) position grid penalty in the subsequent Race of the Series upon receiving the sixth reprimand. If the sixth reprimand results from an incident during a Race, a pit lane start penalty shall be enforced in the next Race of the Series in which the driver participates.
- c) Any driver who receives a seventh (7th) reprimand in the course of the same season must start the next Race of the Series from the pit lane after the seventh reprimand has been imposed. If the seventh (7th) reprimand is issued due to an incident during a Race, the driver will be penalized for the next Race of the Series in which he participates. The same applies to any further reprimand.

Grid position penalties apply to driver pairings. If the penalty is imposed for one or more following Events of the Series and one of the two drivers in the pairing changes to a new driver pairing, the penalty will apply to the original and the new driver pairings. If both drivers change to new driver pairings, the penalty will be applied to both new pairings but not to new drivers in the original car.

For the final Race of the last Event, the following regulations apply:

- a) Any driver who receives three (3) warnings during the same season shall be penalized with a 5-seconds time penalty after the imposition of the third (3) warning.
- b) Any driver who receives six (6) warnings during the same season shall be penalized with a 10-seconds time penalty after the imposition of the sixth (6) warning.
- c) Any driver who received seven (7) reprimands issued against him during a single season will be penalized with three (3) Penalty Laps after the seventh (7th) reprimand has been imposed (in accordance with Art. 15.13). This applies analogously to every further reprimand.

Warnings for track limit violations shall not be counted under these regulations.

The seconds time penalties in the final Race will be applied for a driver pairing. In case the penalty is imposed for one or more following Events of the Series and one of the two drivers changes to a new driver pairing, the penalty is applied for the original and the new driver pairing. In case both drivers change to new driver pairings, the penalty will be applied for both new pairings, but not for new drivers in the original car.

17.3 Fines imposed by the Stewards must be paid to the KNAF within 48 hours of their notification.

17.4 No appeals are allowed against the following decisions by the Stewards:

- a) Drive Through Penalty (as per Article 15.6)
- b) Stop-and-go Time Penalty (as per Article 15.7).
- c) Pit Stop Penalty (as per Article 15.11)
- d) Penalty Lap (as per Article 15.13)

ARTICLE 18 - DRIVER CATEGORIES/PAIRINGS, DRIVER/CAR CHANGE

18.1 The FIA Driver Categorization System shall be in effect. Only drivers classified as Gold, Silver, and Bronze are permitted to participate. A driver classified as FIA category Gold is only allowed to enter when paired with a driver of FIA category Bronze.

All drivers must be graded by the FIA. For grading purposes, drivers must provide their complete racing records (results) on the official FIA Career Record form along with their entries, no later than two weeks before the first Event (available at <https://driverscategorisation.fia.com/>).

In exceptional cases, drivers not classified by the FIA may receive temporary classifications by the Promoter for a maximum of two (2) consecutive Events. The Promoter also has the authority to categorize a driver differently from their FIA Category.

18.2 Entry as a single driver requires the entered driver to complete both Qualifying sessions and both Races.

For entries with two (2) drivers, each driver must participate in one (1) Qualifying session and one (1) part of each Race.

The lower-ranked driver (based on the official driver categorization) is designated as Driver A and must complete the first Qualifying session and start the first Race. The higher-ranked driver is designated as Driver B and must complete the second Qualifying session and start the second Race. If both drivers have the same official driver categorization, either driver may be designated as Driver A or B. This does not have to be declared.

Any changes to the driver pairing, driver sequence, or the entry of an additional driver after the administrative checks must be approved by the Stewards. Unauthorized changes will result in a penalty – demotion to the rear of the starting grid in both races.

If the first Qualifying session is completed by the incorrect driver, the other driver must complete the second Qualifying session.

18.3 Following scrutineering, any substitution of a car or the entry of an additional car must be approved by the Stewards. In no circumstance may a driver, initially entered for a specific car, change to a different car after the start of the first Free Practice session of an Event.

18.4 The decision on whether a car is considered repaired or changed will be made by the Stewards based on a report by the Technical Scrutineer.

18.5 If a Black and White flag has been shown to a driver for any incident during a session, any subsequent incident that results in a penalty will be imposed in accordance with Article 15 for the respective driver.

ARTICLE 19 - DRIVING/DRIVERS' EQUIPMENT

19.1 Each driver is required to operate their car independently and without assistance on the racetrack. Furthermore, every driver must fasten his seat belts. Driving is defined as any movement of the car under its own engine power.

19.2 Whilst driving, each driver must always wear his complete driver's clothing in compliance with the Appendix L of the ISC, Chapter III. In particular, the following is required:

- a) Helmets according to FIA standards:
 - a. 8860-2010 (Technical List No. 33), or
 - b. 8860-2018 or 8860-2018-ABP (Technical List No. 69)
- b) Frontal Head Restraint system (FHR) according to FIA standards:
 - a. 8858 (Technical List No 29)
- c) Flame-resistant clothing according to FIA Standard:
 - a. 8856-2000 (Technical List No. 27) or
 - b. 8856-2018 (Technical List No. 74).

ARTICLE 20 - CAR IDENTIFICATION

20.1 Race Numbers

Race numbers are required to be displayed in three (3) locations on each car, as detailed in the Organizer's Regulations. The specific position and method of attachment are provided in the regulations.

Race numbers and the accompanying panels are to be provided by the Promoter and should be affixed to the cars without any alterations.

20.2 Advertising Surfaces

All mandatory official advertising surfaces must be adhered to, as outlined in the Prototype Cup Europe Organizer's Regulations.

ARTICLE 21 - TESTING

Registered drivers and/or teams operating a vehicle eligible for entry into the Prototype Cup Europe, or a similar vehicle, are prohibited from testing their race car on a specific circuit after the Monday preceding an Event at the same circuit. If there is uncertainty, it is the responsibility of the driver, team, or competitor to obtain approval from the Promoter before commencing the test. This restriction does not apply to tests organized by the Promoter. Exceptions to this rule will be announced by the Promoter.

Any breach of the aforementioned testing restrictions will be reported to the Stewards.

ARTICLE 22 - PITS/PIT LANE

22.1 A line shall divide the pit lane into two (2) sections along its entire length in front of the pits. The portion nearest to the pits will be designated as the working lane, while the portion nearest to the pit wall will be designated as the fast lane.

Cars are permitted to enter the fast lane only if the driver is seated in the vehicle while properly secured with a seatbelt and wearing the appropriate racing driver clothing, including fire-resistant underwear, a racing suit, gloves, shoes, socks, and a balaclava, and is equipped with a helmet and FHR system.

No work or repairs may be conducted on the car in the fast lane, and no parts or tools may be in this area.

Cars positioned in the fast lane of the pits when a race is suspended according to Article 41.5 are an exception to this rule. Under no circumstances should work on a car obstruct other vehicles.

The boundary of the pit lane closest to the pits will be marked by a line, and the specific pit lane limits will be communicated during briefing(s) or in the briefing notes.

22.2 The mandatory pit stop must always be carried out at the designated team area or in front the respective team garage. The use of booms is generally prohibited. Compressed-air cylinders must be securely held in suitable holders or brackets to prevent them from falling over or sustaining damage. Carrying compressed-air cylinders on one's back, known as pit runners, is strictly prohibited.

22.3 Only individuals with appropriate passes will be granted access to the pit area. Children and young people under the age of 16 are not allowed in the pit lane, even if accompanied by an adult, and this applies regardless of the possession of valid passes.

22.4 During Practice sessions, Qualifying sessions, and Races, a maximum of three (3) persons per race car will be permitted at the pit wall, and they must be identifiable with special credentials.

22.5 For safety considerations, the authorisation of the Race Director is required to move Prototype Cup Europe cars along the pit lane during a session of another event.

22.6 All electrical devices must adhere to current and valid safety standards. Smoking, including e-cigarettes, is strictly prohibited within the pit box, pit lane and on the starting grid for safety reasons.

22.7 During an Event, drivers are only allowed to exit the pit lane when the green pit exit light is illuminated.

A marshal, equipped with a blue flag and/or a blue flashing light, will signal to drivers when a car on the racetrack is approaching the pit lane exit.

The Race Director will announce the opening of the fast lane via the race control radio and timing monitors. Once the fast lane is open, drivers are permitted to enter the fast lane and queue up at the pit exit light.

It is not obligatory for the Race Director to initiate the opening of the fast lane via the race control radio or timing monitors. The fast lane will become accessible when the pit exit light is green.

The same applies for the suspension of any Practice or Qualifying session.

The Race Director will impose the following penalties for drivers entering the fast lane before it is permitted as outlined in this article:

- a) Before or during Practice: A reprimand to the relevant driver.
- b) Before or during Qualifying: The fastest lap time in the relevant Qualifying session will be disallowed.
- c) Before or during a Race: A reprimand to the relevant driver.

22.8 Cars must always travel through the pit lane using the fast lane. Only when approaching or leaving the pit stop is it allowed to travel through the working lane, and the distance traveled through the working lane must be kept to only the necessary minimum. It is prohibited to use the working lane to overtake a temporarily blocked car, for example, when it is being pushed into the pits by team members.

22.9 It is the responsibility of participants to release their cars from their pit or pit stop positions only when it is safe to do so, without endangering other participants.

Cars in the working lane must yield to those in the fast lane. Generally, the mere fact that a vehicle in the 'fast lane' needs to slow down to avoid a collision with a vehicle emerging from the 'working lane' is not considered an endangerment ("unsafe release").

22.10 Compliance with these safety regulations for entering and exiting the pit lane and during pit stops will be monitored by marshals.

22.11 Climbing on the fencing of the pit wall, especially at the end of the Race, is strictly prohibited during a Prototype Cup Europe Event. Teams failing to adhere to this rule can be penalised.

22.12 Animals, except those specifically authorized by the event host for use by security services, are prohibited on the racetrack, in the paddocks, and in the pit lane.

22.13 All team members involved in working on the vehicle during a session, as well as guiding the vehicle, must wear overalls and helmets, as well as closed shoes.

ARTICLE 23 - SCRUTINEERING

23.1 Prior to the start of the Event, each participant is required to perform a safety and compliance check on their vehicle, in accordance with the Sporting and Technical Regulations and relevant homologation. A scrutineering document provided by the Chief Series Scrutineer or his representative for this purpose must be meticulously completed and electronically submitted to the Race Director or their representative. The Race Director or their representative may verify the compliance of vehicles with the submitted scrutineering document at any point during the Event.

Only engines with intact seals, affixed by the engine manufacturer, are permitted for use.

Creventic B.V. | www.prototype-cup-europe.com | [Sporting Regulations](#) |

It is the responsibility of the competitor to ensure that no vehicle with an unsealed engine participates in Practice sessions, Qualifying sessions, or Races. The opening of an engine seal or an engine replacement between events must be promptly reported in writing to the Chief Series Scrutineer, no later than the submission of the acceptance document. Opening an engine seal or making an engine change during an event is only permissible with the prior written approval of the Chief Series Scrutineer.

23.2 The deadline for the complete submission of the scrutineering document will be announced before each Event. Unless a waiver is granted by the Stewards, competitors who fail to adhere to the prescribed deadlines for presenting the scrutineering document or submit an incomplete document will not be permitted to participate in the Event.

23.3 Any car that sustains damage, is disassembled, or undergoes modifications during the Event that could impact safety or raise concerns about compliance with the technical regulations must be made available for examination by the Scrutineers without a specific request and requires approval from the Chief Series Scrutineer before participating in the Event after work has been completed.

23.4 Throughout the Event, all cars must be accessible for inspections when called upon. Furthermore, the tyres marked for the respective car and Event must be provided to the Chief Series Scrutineer whenever requested.

The applicant is obliged to grant unrestricted access to the Chief Series Scrutineer for all integrated data recording and control devices. The Chief Series Scrutineer is authorized to download saved data from the devices that were recorded during the Prototype Cup Europe Event for subsequent analysis.

23.5 In coordination with the Stewards and the Chief Series Scrutineer, the Chief Series Scrutineer or their representative may conduct inspections of cars or individual car components after an event at a location outside the circuit premises. The results of such inspections shall be reported to the Stewards. The race results will remain provisional until the Stewards render a decision.

23.6 The expenses related to disassembly or assembly necessitated by inspections conducted both during and after an Event shall be the responsibility of the concerned competitor.

23.7 If a car loses a component during a Qualifying or Race session, the weight of this component may be factored into the car's overall weight. The decision of whether and which components to consider for weighing will be at the discretion of the Stewards, in consultation with the Chief Series Scrutineer.

23.8 The Scrutineers retain the authority to carry out various checks on the race cars at any time, including immediately before a car leaves the pit lane. Competitors must account for this in their schedules.

23.9 The Race Director may require that any car involved in an incident (as described in Article 15) undergo an inspection.

23.10 Compliance with the prescribed presentation of series sponsors and race numbers, as outlined in the Prototype Cup Europe Organizer's Regulations, will be assessed during scrutineering. Participants will have until the first Qualifying session to make any necessary adjustments.

23.11 The Stewards will make public the findings of the Scrutineers in relation to technical checks conducted on the cars. The results shall not include specific numerical values, except for cars found to be in breach of the technical regulations.

23.12 Use of Measuring Plate:

The use of the measuring plate for technical inspection during the specified operating hours is subject to the following conditions: movement on the measuring plate under the car's own engine power is prohibited. Vehicles may only be pushed onto and off the measuring plate. Any form of lifting vehicles on the measuring plate is strictly prohibited. A penalty of €3,000.00 will be imposed for violations of the aforementioned provisions.

ARTICLE 24 - TYRES

24.1 The use of tyres other than those provided by the series' tyre service provider is strictly prohibited.

Any alterations or modifications to the tyre tread or its pattern are prohibited. This includes any form of chemical, mechanical, or thermal treatment, and the use of equipment such as microwaves and infrared systems.

Exceptions:

- a) Cooling the tyres with water and ambient air is permitted.
- b) Removal of any foreign debris (such as stones or pick-up) from the dry-weather tyre treads is allowed but only using thermal-mechanical scrapers.

Increasing the temperature of the tyres beyond ambient temperature through any means or covering the tyres while vehicles are on the starting grid is prohibited. Tyres may only be filled with chemically unmodified ambient air or nitrogen.

24.2 Each dry-weather tyre must have a bar code label that was incorporated during its manufacturing process, enabling the unambiguous identification of each tyre. Prior to the Free Practice session of a Prototype Cup Europe Event, the bar code labels of the dry-weather tyres eligible for that specific event shall be registered with the Scrutineers. Only tyres ordered via the official order may be used during the official sessions of the Event.

The following requirements must be adhered to:

- a) All newly registered tyres must be sourced from the stock of the tyre supplier present at the circuit.
- b) Once a tyre has been registered with the Scrutineers, the tyre supplier may not take it back.
- c) The registered bar code numbers will be digitally transmitted to the participants for verification.
- d) Any discrepancies in the transmitted barcodes must be reported to the Scrutineers at least two (2) hours before the start of the first Free Practice session. Failure to report discrepancies will be considered implicit acceptance of the transmitted barcodes.

24.3 Dry-Weather Tyres:

Vehicles participating in their first Prototype Cup Europe Event will be provided a maximum of four (4) new sets of tyres, each set consisting of two (2) front and two (2) rear tyres, for use in Free Practice sessions, Qualifying sessions, and Races.

Participants must inform the tyre supplier about the number of set of tyres they wish to purchase for a competition no later than 18:00 on the first day of the Event.

For cars participating in their second or subsequent Prototype Cup Europe Event, a maximum of three (3) sets of tyres for Free Practice sessions, Qualifying sessions, and Races will be allocated. Participants may also nominate two (2) sets of tyres used in a previous Event for the Free Practice sessions of a current Event. The bar code numbers of these nominated tyres must be digitally communicated to the Chief Series Scrutineer or his representative by 18:00 on the day before the event begins, typically on Thursday.

At no point during an event may a car use dry-weather tyres on the racetrack that were not specifically allocated to that car for that event.

Tyres allocated by the Scrutineers during a Prototype Cup Europe Event cannot be changed without permission from the Chief Technical Scrutineer.

Each vehicle is eligible for a maximum of two (2) additional new tyres per season to replace damaged tyres. The damaged tyre must be shown to the Chief Series Scrutineer or his representative before being replaced.

24.4 Wet-Weather Tyres:

There are no restrictions on the number of wet-weather tyres that may be used.

Wet-weather tyres are only to be used during Practice sessions, Qualifying sessions, or Races if the Race Director has officially declared the session or a part of the session a Wet Practice, Wet Race or Wet Session.

The timing of that decision is at the sole discretion of the Race Director.

24.5 Tyre Change:

If a punctured tyre needs replacement during a Qualifying session or a Race, immediate notification must be provided to the Chief Series Scrutineer or his representative. After approval from a Scrutineer, the tyre can be removed from the pit box by the team.

24.6 Inspection of Tyres:

Throughout an Event, the Scrutineers have the authority to inspect tyres for correct identification and compliance with regulations. All participants must cooperate with and provide assistance for such checks.

24.7 Tyre Exchange:

The Chief Series Scrutineer is empowered to replace any tyre on a single car with a tyre from the tyre manufacturer's stock at his discretion, at any time during an Event until two (2) hours before the Qualifying session and/or the Race.

24.8 Tyre Storage:

Tyres allocated to a vehicle for an Event in accordance with Article 24.3 and 24.4 must be always kept in plain view within the team's pit area once the team has taken responsibility for them. Tyres must not be stored out of sight, such as in trailers, vehicles, other rooms or spaces, or behind screen walls.

24.9 Penalties for Regulation Violation:

Any violation of these tyre regulations, including the use of tyres lacking proper identification, may lead to a grid position penalty or non-classification in the race. Additional penalties may be imposed by the Stewards.

ARTICLE 25 - WEIGHTS AND WEIGHING

25.1 Minimum Weight of Cars:

As per Article 4.1 of the Technical Regulations, the minimum weight of the car, excluding the driver and fuel, is set at 1000.0 kg.

During Practice sessions and Qualifying sessions, the weighing process is as follows:

25.2 Weighing Area Designation:

Weighing occurs in a designated weighing area, as designated by the Chief Series Scrutineer. When a driver is notified that their car is to be weighed, they must proceed directly to the weighing area and turn off the engine.

25.3 Driver on Board:

The car is weighed with the driver on board. The result is provided in writing to the driver or a team member. During weighing, the driver must avoid any movements that might influence the result.

25.4 Non-Mobile Cars:

If a car is unable to proceed to the weighing area under its own power, it will be pushed to the weighing area by marshals only.

25.5 Multiple Weightings:

If the car's weight is found to be below the specified minimum weight, a second (2) and third (3) weighing of the same car and driver, using the same scale and configuration, will be carried out immediately. The highest of these three (3) weighing results will be considered the actual weight of the car.

25.6 Tolerance:

A weighing tolerance of two (2) kg is factored in when determining the actual weight. The weighing result is the decision of a Scrutineer.

25.7 No Leaving:

The driver is not permitted to leave the weighing area, nor can the car be removed without the consent of the Chief Series Scrutineer.

25.8 Parc Fermé:

All cars selected for weighing are subject to Parc Fermé regulations. No substances may be added to or removed from a car after it has been chosen for weighing. The same applies during weighing and after the end of the race, except by Scrutineers acting in their official capacity.

Weighing after Qualifying sessions and Races:

25.9 Scrutineering:

Cars are weighed during scrutineering without the driver on board. A two (2) kg weighing tolerance is considered in determining the actual weight. If a car weighs below the prescribed minimum weight during scrutineering, a second (2) and third (3) weighing of the same car, using the same scale and configuration, will be conducted immediately. The highest of these three (3) weighing results is considered the actual weight of the car.

25.10 Parts Verification:

All parts replaced during qualifying, and races must be made available to the Scrutineers for verification without requiring explicit requests. When necessary, parts removed from the car will be marked by Scrutineers and cannot be subsequently modified in any way. These parts must remain visible in front of the respective team's garage until released by the Scrutineers. These parts may be considered in determining the car's weight.

25.11 Non-Compliance in Qualifying:

Failing to meet the minimum weight during Qualifying sessions results in the disqualification of the car from the session. However, the driver may start the Race from the last grid position.

25.12 Responsibility and Parc Fermé:

Participants must ensure that their race cars can be immediately pushed onto the designated weighing scale upon instruction by the Stewards or Scrutineers. The car is subject to Parc Fermé rules from the moment the instruction for the weighing procedure is issued until the procedure is completed. The route to the weighing area and the area itself are also subject to Parc Fermé rules. Only officials on duty are allowed to enter the weighing area. No intervention of any kind is permitted in this area without proper authorization, which may be reported to the Stewards in case of non-compliance.

ARTICLE 26 - GENERAL CAR REQUIREMENTS

Television Cameras and Antennas:

26.1 Camera Installation:

Selected participants may be required to install inboard and onboard cameras as assigned by the Promoter. These cameras must be placed within the cars at positions specified by Promoter or the contractor, and suitable mounting points inside the car must be created if necessary. Furthermore, the cameras must be operated as instructed. It is essential to make provisions for antenna installation by creating holes in the car's roof. Any interior areas of the car, including the passenger compartment and both the inside and outside surfaces of the windows, that are within view of the cameras must remain free from any form of advertisement or branding.

The complete camera system installation process should adhere to the "PCE Installation Instructions." Teams are permitted to use their own inboard and onboard cameras; however, any footage captured during a Race may not be published without the prior approval of the Prototype Cup Europe Promoter. It's important that the camera does not weigh more than two (2) kg and is secured by two (2) separate fastenings.

Each participant must mount a functional and operational incident camera, which complies with the specifications outlined in the "PCE Installation Instructions," in the vehicle. This camera should be positioned in a manner that allows it to simultaneously capture images of the entire steering wheel and the area in front of the vehicle through the windshield. The Chief Series Scrutineer reserves the right to prescribe changes in the camera's position and viewing angle, and the associated costs will be the responsibility of the applicant. No component that affects the camera's field of view should be present between the camera and the steering wheel or between the camera and the windshield.

A required memory card will be provided by the Chief Series Scrutineer or his representative and installed by a Scrutineer at the beginning of a Prototype Cup Europe Event. The memory card slot could be sealed by a Scrutineer or their representative at the start of the Event. It is the participants' responsibility to ensure that the memory card is installed and that the seal remains intact until the end of the Parc Fermé of the last session.

Only Scrutineers are allowed to remove memory cards until the end of the Parc Fermé of the last session, and participants must not delete any data from the memory card until the conclusion of the event. In exceptional cases, participants may request written permission to remove the memory card.

The "Incident Camera" must be connected according to the "PCE Installation Instructions," with power supply ensured during the "ignition on" state.

The decision to seal the memory cards provided rests within the discretion of the Chief Series Scrutineer or the Stewards.

26.2 Timing Transponder:

Each car must be equipped with a fully functional timing transponder (direct-power transponder) supplied by AMB or Mylaps, including driver identification. Entrants are responsible for the associated costs. The transponder must be securely fixed to the car, ensuring it cannot move in relation to the car's chassis. It should be located in the right front wheel housing, mounted vertically in relation to its longitudinal axis (with a maximum permitted inclination of +/- 10 degrees). The lower edge of the transponder housing should not be more than 500 mm above the ground when the car is on its wheels. The transponder must have clear visibility of the ground within a cone of at least 10 degrees.

The transponder must be directly connected to the car's main circuit, excluding any separating devices such as switches or relays. If instructed by Promoter, participants must install additional timing transponders or other devices for timing, speed control in the pit lane, and recording pit stop times, all of which must be in good working order.

In addition, the telemetry system of the timekeeping incl. displays must be installed in the vehicle according to the "PCE Installation Instructions". The participant is responsible for ensuring that the system is operational and in working order at all times.

In particular, the GPS/ISM antenna must be mounted outside the interior of the vehicle.

26.3 Telemetry/Radio Communication:

Compliance with the rules in this section will be monitored by the Scrutineers. The following regulations pertain to the transmission of data and/or signals between a moving race car and any external station or device during an Event:

Prohibited transmission, with exceptions for:

- a) Admissible messages displayed on car boards from the pit wall.
- b) Signals exclusively for lap or sector time information (lap trigger signals).
- c) Driver's body movements and hand signals.
- d) Verbal radio communication using officially licensed systems.
- e) Radio signals from official TV cameras.

Except for the above exceptions, any transmission of data or signals during an Event to or from the car using infrared, laser, digital/analog radio interfaces, or similar systems is strictly prohibited. The presence of any such system inside the car during an Event is also prohibited. The measurement of tyre and brake temperatures with infrared devices while the car is stationary is allowed.

26.4 Team Manager Radio Communication:

Each competitor must ensure that the connection for voice communication with all cars of the specific team and the team manager of the competitor is operational and functional at all times during a Prototype Cup Europe Event.

Each competitor must ensure that the team manager is equipped with an operational Race Control radio system. This team manager must be available on permanent radio standby during all Prototype Cup Europe sessions. The associated costs are the responsibility of the competitors.

Failure to have the team manager available via Race Control radio may result in a penalty imposed by the Stewards of the Meeting.

26.5 Article not used.

26.6 Engine, ABS, and Control Units:

Engine, ABS, and other control units may only be used with the homologated software versions. The relevant homologated engine software can be found in the download centre.

26.7 Safety Belt:

Any elastic rubber bands attached to the shoulder belts and any other device that introduces forces into the shoulder belt beyond what is required for proper use are prohibited.

26.8 Bodywork Gaps/Voids/Apertures:

All parts of the car in contact with the external air stream are considered "bodywork." The external air stream is considered to end 20 mm behind the outer edges of any opening in the bodywork, except for the engine air intake. The surfaces of the engine air intake up to the cylinder head, which are in contact with the air feeding into the engine, are considered as part of the bodywork.

It is forbidden to fill any gaps or voids in bodywork parts or junctions of bodywork with tape, silicon, resin, or any other material. Apertures in bodywork, such as Naca ducts or similar, may not be closed, either completely or partially, on the outside. However, for the sole purpose of temperature regulation, tape may be applied to mesh in bodywork apertures, covering up to 50% of the surface of the meshed opening. Each opening will be considered separately for the purpose of calculating the surface.

In the event of accident repair, the Chief Series Scrutineer may accept the use of tape on bodywork parts. For non-bodywork parts, tape may be applied.

26.9 Flexible Bodywork:

Any body parts that influence the vehicle's aerodynamic performance must be rigidly connected to the chassis, meaning they should not have any room for movement.

These body parts must remain stationary relative to the chassis.

To verify compliance with the requirements outlined in this Article, the Promoter may subject any bodywork component suspected of moving during vehicle motion to static deformation tests.

26.10 Materials:

It is prohibited to alter the material of any part of the car or replicate parts in a different material than what was originally supplied by the car manufacturer.

26.11 Repairs:

The weight of any bodywork part should not exceed the weight of the part originally supplied by the car manufacturer.

Genuine repairs are allowed, but any weight increase beyond 15% is not considered a genuine repair.

26.12 Boost Control of Supercharged Engines:

Cars with supercharged engines are not permitted to have any device that allows the driver to adjust boost pressure or the electronic management system controlling boost pressure while the car is in motion.

26.13 Sensors:

In addition to the sensors necessary for running the engine, the following sensors are allowed:

- a) Wheel speed sensors
- b) Steering angle sensor
- c) Brake pressure sensors
- d) Suspension travel sensors
- e) Acceleration sensors
- f) TPMS (Tyre Pressure Monitoring System)

26.14 Accident Data Recorder:

Every car must be equipped with a functioning Accident Data Recorder (ADR) that complies with FIA Standard 8872-2018.

Competitors are responsible for always ensuring the proper functioning of the ADR.

Competitors are required to bear the cost of the ADR.

Competitors agree to assign data ownership rights of any and all data recorded by the ADR to the KNAF in perpetuity.

26.15 At any time during the Event, any device or structure that is not part of the vehicle or any device or structure that uses an energy source other than the vehicle's engine that is intended to increase the temperature of the vehicle or a component of the vehicle is prohibited. For the avoidance of doubt, any device or structure that is not homologated with the vehicle and/or is not on board while the vehicle is on the track is considered not to be part of the vehicle.

Fluids such as fuel, coolant or oil are considered components of the vehicle.

It is prohibited at any time during the Event to reduce the temperature of any part or component of the vehicle in any way below the ambient temperature.

This does not apply to external devices such as fans or blowers to increase the airflow through any part of the vehicle, provided that these devices only use air at ambient temperature and to air conditioning systems which are part of the relevant homologation.

ARTICLE 27 - DATA LOGGER

The competitor is responsible for ensuring that all engine data, characteristic values, and the required sensors are consistently logged on the homologated Engine Control Unit (ECU) while the car is on the racetrack. It is the duty of the competitor to guarantee that the Chief Series Scrutineer or their representative always has uninterrupted access to this data.

ARTICLE 28 - REFUELLING/FUEL

28.1 Unless otherwise specified in the Supplementary Regulations or the racetrack license, refueling and defueling of race cars are permitted within the teams' tents and inside the pit boxes. Refueling or defueling outside the teams' tents or pit boxes is strictly prohibited.

28.2 Refueling or defueling during a session (Practice, Qualifying, Race) or in the starting grid of a race is strictly forbidden.

28.3 During any refueling operation, there must be at least one (1) team member present, equipped with a manual fire extinguisher (Class AB, foam AFFF), fully operational, and of sufficient capacity, standing by near the car being refueled. Each competitor is responsible for ensuring compliance with this rule.

28.4 All cars must be equipped with a self-sealing connector (sample port) that the Scrutineers will use to extract fuel from the tank. This port must be of a type approved by the FIA (as specified in FIA Technical List No. 5 for position and type). It should be possible to attach a pipe to this connector, which must extend to the ground outside the car and be equipped with a shut-off device.

28.5 Only the fuel specified by the Promoter is authorized. After scrutineering, only regulated fuel may be present in any car during the Event. The fuel provided for the Event must comply with at least National EN-228 standard. The regulated fuel may not be altered in any way. No substances may be added, removed, or modified in their concentration, and mixing with other fuel, including fuel assigned at a previous event, is strictly prohibited.

28.6 Only unmodified ambient air may be used as an oxidant mixed with the fuel in the race car during the Event. Any artificial modification of the composition of the ambient air is strictly forbidden.

28.7 During the Event, fuel may only be cooled using unmodified ambient air.

ARTICLE 29 - INSPECTIONS

29.1 Fuel inspections

At each Event, a reference fuel sample from the nominated fuel supplier in the Supplementary Regulations for that specific Event will be collected at the circuit. If the fuel at the circuit is stored in different tanks (excluding the chambers of a fuel tank truck for the interpretation of these regulations), a corresponding sample shall be taken from each tank.

Gas and fuel-tight locking containers shall be used for the fuel samples. Three (3) samples shall be placed in the containers, which will be distributed as follows:

1. One (1) container to the Chief Series Scrutineer for analysis
2. One (1) container to the event host
3. One (1) container to the fuel supplier.

The containers must be labelled and sealed.

At any time during the Event, and especially after every Qualifying session and Race, each car's fuel tank must contain a minimum of two (2) kg of fuel, which can be used for a fuel sample taken from the connector defined in Article 28.

The defueling process will take place on the measuring platform of the scrutineering area. If necessary, the Chief Series Scrutineer may specify a different location. During defueling, the vehicle must remain on the ground with all four tyres and must not be moved. The required quantity of fuel must be extracted from the connection defined in Article 28 within a maximum of ten (10) minutes after the start of defueling.

The Chief Series Scrutineer or the Scrutineers may order fuel samples to be taken from the race cars at any time during the Event.

Gas and fuel-tight locking containers shall be used for the fuel samples. Three (3) containers shall be filled with the samples and delivered as follows:

1. One (1) container to the Chief Series Scrutineer for analysis
2. One (1) container to the event host
3. One (1) container to the participant.

The containers must be labelled and sealed.

If suppliers dispense the regulation fuel at the circuit from different containers, samples taken from each of the different containers shall be compared with samples taken from a race car if necessary.

29.2 Tyre Inspections

Before tyres are released to the participants at an Event, a reference tyre sample shall be collected at the circuit from the designated tyre stock for that event.

Gas-proof locking containers will be used for the tyre samples. The containers must be labeled and sealed. Three (3) samples shall be placed in the containers, which shall be delivered as follows:

1. One (1) container to the Chief Series Scrutineer for analysis
2. One (1) container to the event host
3. One (1) container to the tyre supplier.

At all times during the Event, the tyres used must comply with the tyre manufacturer's specifications. The Chief Series Scrutineer or the Scrutineers may order tyre samples to be taken from the race cars at any time during the Event. Gas-proof locking containers will be used for the tyre samples. The containers must be labeled and sealed. Samples shall be put into three containers and delivered as follows:

1. One (1) container to the Chief Series Scrutineer for analysis
2. One (1) container to the event host
3. One (1) container to the participant.

29.3 Software version check: Engine, ABS, and other control units

In coordination with the respective car manufacturer, all relevant control units may be read on-site or sent to the manufacturer for follow-up inspection.

29.4 Engine check

Engine checks shall be conducted in coordination with the respective car manufacturers. During Events, engines shall be sealed (cylinder heads and engine block/oil sump and block). The checks shall be carried out after the Event in coordination with the entrants and manufacturers. The entrants shall make arrangements for sealing.

29.5 Gearbox check

To check gearbox compliance with the respective homologation, the gearbox may be sealed during Events. The checks shall be carried out after the Event in coordination with the entrant. To check gear ratios, I-Meter tests may be conducted during Events.

ARTICLE 30 - GENERAL SAFETY PROVISIONS, CODE OF DRIVER CONDUCT

30.1 The Code of Driver Conduct, as well as the safety requirements, apply equally to Races, Practice sessions, and Qualifying sessions.

All drivers shall comply with the provisions of Appendix L to the FIA International Sporting Code concerning driver conduct on circuits. The regulations below shall complement those provisions.

30.2 Manoeuvres that may hinder or endanger other drivers can lead to the exclusion of the offending driver from the Event. The same shall apply to drivers who, on the surface, do not meet the standards of the Event. The Race Director may require any driver to undergo a medical examination conducted by the Chief Medical Officer. If the Chief Medical Officer deems a driver unfit for racing, the driver shall be barred from the Event, and the corresponding license will be withdrawn until the participant proves their medical suitability to the KNAF or another responsible ASN with a medical certificate.

30.3 No more than one (1) swerve, moving off the ideal racing line, shall be allowed to defend one's position. Any driver returning to the ideal racing line after defending their position off the line should maintain a distance of at least one (1) vehicle width between their car and the racetrack boundaries when approaching a bend or turn.

Any driver defending their position on a straight, while approaching a braking zone, may use the full racetrack width during the lane change, provided that no "major part" of a car attempting to overtake is alongside them. In this case, the driver must not change their line without good reason while defending their position. To eliminate any ambiguity, "major part" means that the front of the passing car is next to the rear wheel of the other car.

30.4 Stopping in front of, in, or behind a turn shall be prohibited. If a driver is compelled to stop their car on the racetrack, the car must be removed from the racetrack as soon as possible, exercising extreme caution. The driver must leave the car in neutral with the steering wheel in place. This also applies to cars parked in the Parc Fermé. The driver must then immediately move to a safe position, at least behind the first line of protection if they cannot assist in recovering the car. The instructions of the officials must be followed at all times.

30.5 The racetrack shall be defined by white boundary lines on both sides of the racetrack. The kerbs shall not be considered part of the racetrack, as defined in this Article. Drivers may use the full width of the racetrack between these white lines. The car is considered to be off the racetrack as soon as all four wheels of the car are outside these white lines.

30.6 Drivers are strictly prohibited from driving their cars in the opposite direction of the racetrack or crossing the racetrack sideways, unless it is absolutely necessary to move the car from a dangerous position or directed to do so by a marshal.

If a car comes to a stop on the racetrack, it is the responsibility of the marshals to remove it as quickly as possible to ensure it does not pose a danger or obstruct other competitors. Unless under specific instructions from a marshal, any pushing of a car during a session is strictly forbidden. During Practice sessions, Qualifying sessions, and Races, only marshals are authorized to provide assistance to drivers outside the pit lane.

If a driver receives mechanical assistance from an intervention vehicle during a Qualifying session or a Race, that part of the Event shall be concluded for the respective driver. However, if the driver continues in that Qualifying or Race, the following penalty shall apply: Completed laps and lap times from the moment the assistance is received shall be cancelled, and the driver shall also be shown the black flag.

30.7 Unless otherwise specified in these Regulations, only the driver may interact with a stopped car, except when it is in the pit lane, paddocks, or on the starting grid. This provision does not affect the acceptance or tolerance of outside assistance provided by marshals or any other person for safety reasons.

Repairs or any work on a race car may be carried out only in their respective pits, in the paddocks, and on the starting grid. During Practice sessions, Qualifying sessions, and Races, no team member is allowed on the racetrack.

Work under a competition vehicle in the pit lane is only allowed if it is secured by a device to prevent unintentional lowering.

30.8 A penalty may be imposed on any driver who clearly hinders or blocks other participants.

30.9 Any driver leaving the racetrack may only rejoin it if this manoeuvre does not pose a danger or obstruction to other drivers. Depending on the circumstances, classification or other penalties may be imposed on any driver who gains a permanent advantage from leaving the racetrack. The Race Director may, at their discretion, give such drivers the opportunity to relinquish the advantage gained by leaving the racetrack. Special parts of the circuit, such as chicanes, may be monitored by officials.

30.10 Drivers intending to leave the racetrack must signal their intention well in advance, ensuring a safe exit without endangering others. When entering the pits, drivers must adhere to the following regulations:

- a) Access to the pits is only allowed through the deceleration zone, which may not be left once joined.
- b) Drivers must reduce speed upon entering the deceleration zone to safely stop at their designated pits without risking others or the marshals.
- c) All pit stops must take place at the designated team area in the working lane or in front the respective team garage.
- d) In the pit lane, vehicles in the "fast lane" have the right of way over those in the working lane.
- e) After a pit stop, drivers may rejoin the racetrack at the end of the pits and must ensure a safe re-entry without endangering or obstructing other participants.
- f) It is strictly prohibited to cross the solid white line at the pit entry road and pit exit road. Violations will result in penalties.
- g) The maximum speed limit shall be enforced and monitored. Violations will be treated as decisions by a Judge of Fact. A 60 km/h speed limit is enforced in the pit lane between the two (2) designated markings (pit lane entry/pit lane exit) throughout the Event. The Race Director may adjust this limit for safety reasons. Cars may not be reversed under their own power in the pit lane at any time.

For violations of the pit lane speed limit, the following penalties shall be imposed:

- a) During Practice and Qualifying sessions: €50 for each km/h above the limit up to a maximum of 10 km/h violation. A violation of more than 10 km/h will result in a €500 fine and an additional demotion by 3 positions on the starting grid.
- b) During Races: a minimum penalty according to Article 15.

Additionally, deliberate slow driving and blocking other participants during the obligatory pit stop shall be penalised. The Stewards may impose additional penalties, especially in the case of dangerous breaches or repeated offenses during the season.

30.11 Cars leaking oil must immediately exit the racetrack. Drivers are not allowed to drive the car back to the pits, regardless of the risk of soiling the racetrack.

30.12 The cars' head, rear, and rain lights must be illuminated when the official timekeeping displays the "lights on" message, or the "lights" board is shown at the Finish Line.

30.13 The Race Director may stop any car involved in an accident or with malfunctioning rear lights to be checked. After inspection and/or repair, the car may rejoin the race.

30.14 Extreme caution must be exercised when intervention vehicles are on the racetrack. Drivers must promptly yield the right of way to such vehicles.

30.15 No spare oil, water, or fuel cans, or empty cans, may be carried on board the race car.

30.16 It is prohibited during Practice sessions, Qualifying sessions, and Races to position partition walls, use covers, or take any other actions that obstruct the view of cars while in the paddocks, teams' tents, pit lane, or on the starting grid. Exceptions are allowed for covers serving the specific purpose of protecting mechanically sensitive parts, covering cars in Parc Fermé or the pit lane in rainy conditions, and using heat protection on the starting grid.

It is prohibited to cover the rear wing, use pit stop stations, toolboxes, tyre trolleys, engine bonnets, or similar items with the intent to obstruct the view.

30.17 Drivers with medical conditions (e.g., allergies, bleeding disorders, diabetes, etc.) must provide written information to the Chief Medical Officer before the start of an Event, including the driver's name and race car number. Participants with injuries or temporary handicaps must promptly contact the Chief Medical Officer.

ARTICLE 31 - FLAG SIGNALS/SIGNALLING

The emergency services and racetrack control must be organized in compliance with the regulations outlined in appendix H to the FIA International Sporting Code. All drivers are required to familiarize themselves with these requirements, adhere to the signals, and follow any instructions issued.

Signalling may be conducted using flags and electronic flag panels (light panels). In the event of conflicting signals, the signal with the higher level of warning takes precedence.

It should be noted that signals displayed on vehicle displays do not hold any sporting significance.

The flag signals, while important, do not absolve drivers of their responsibility to mitigate risks and ensure the safety of other drivers when they perceive potential hazards.

ARTICLE 32 - PRACTICE

32.1 On the day before the first Race, two (2) Free Practice sessions, each lasting typically of 45 minutes, shall be conducted as per the schedule for the respective Event. The following regulations are to be observed:

- a) Changing of tyres is allowed.
- b) Refuelling and defueling are prohibited.

During Free Practice sessions, only timed laps that start and finish on the racetrack, outside the pit lane, will be counted.

32.2 Drivers who are rated as bronze drivers are required to have completed a minimum of five (5) timed laps during one of the Free Practice sessions. This is up to the discretion of the Race Director.

32.3 The following procedures shall be followed in case a Practice session is suspended:
If a Practice session needs to be stopped due to an accident that obstructs the circuit, adverse weather conditions, or any other situation that renders it unsafe to continue, the Race Director will issue an order to display red flags at all marshal posts and abort lights at the start line. When the signal to suspend Practice is given, overtaking is prohibited, and all cars must proceed slowly back to their respective pits. Any cars left on the racetrack will be recovered. If possible, the Event host will return these cars to the pit lane, but they are not obligated to do so.

The Race Director may interrupt a Practice session as many times and for as long as necessary to clear the racetrack or recover a car. However, the session shall not be extended, or the timetable adjusted as a result.

If one or more sessions are interrupted in this manner, no protests will be accepted regarding the potential impact of the interruption on the qualification of drivers cleared to start. The same applies to reductions in practice time.

A suspended Practice session will resume only on the instructions of the Race Director.

32.4 In general, drivers are not permitted to participate in a Race unless they have taken part in at least one (1) Practice session, at the discretion of the Race Director.

32.5 At the pit lane exit during each Practice session, green and red lights shall be displayed. Drivers may only leave the pit lane when the green light is illuminated. Additionally, a blue flag and/or a blue flashing light will be shown at the pit lane exit to alert drivers leaving the pit lane to the presence of a vehicle approaching on the racetrack.

ARTICLE 33 - QUALIFYING

33.1 Generally, two Qualifying sessions, each lasting 15 minutes, will be conducted.

During Qualifying sessions, only timed laps that start and finish on the racetrack, outside the pit lane, will be counted.

During Qualifying sessions, refuelling and de-fuelling shall be prohibited.

33.2 From the start of a Qualifying session until parking in the Parc Fermé, all vehicles must be parked in the working lane in front of their designated pits. Exception: Stopping the vehicle at the red pit exit lights if a Qualifying session is interrupted.

Except for changing damaged tyres or switching between dry-weather and wet-weather tyres and vice versa, tyre changes are not permitted during a Qualifying session.

During each Qualifying session, a maximum of one (1) set of slicks and one (1) set of wet tyres is allowed to be used. A tyre change will not be considered complete until the car has crossed the Line outside the pit lane with the new tyres fitted. Any attempt to circumvent this rule shall be reported to the Stewards.

33.3 If a driver achieves a better lap time in a lap in which they have passed a displayed yellow flag at any point on the racetrack than the lap time achieved up to that point, this lap time shall be disallowed. Additional classification and/or other penalties may be imposed by the Race Director and/or the Stewards.

33.4 If, in the view of the Stewards, a driver intentionally stops his car or obstructs another driver during a Qualifying session, a penalty will be imposed.

33.5 Each car participating in a Qualifying session is subject to the in-session Parc Fermé regulations in accordance with Article 45.1 as soon as the car concerned has started and completed a lap outside the pit lane (timed lap).

33.6 After the respective Qualifying session, all race cars that participated in Qualifying session will be subject to Parc Fermé regulations throughout the circuit premises, and no technical changes to the cars are allowed. Furthermore, no materials or substances may be removed or added to the cars on their way from the racetrack to the designated Parc Fermé. All cars must proceed directly to the Parc Fermé as indicated in the respective supplementary event regulations.

Any cars in the Parc Fermé before the conclusion of Qualifying session will be subject to Parc Fermé regulations from that point on.

The driver must leave the car in neutral and keep the steering wheel in place.

33.7 A driver who fails to participate in the respective Qualifying session or does not complete a timed lap may only start the race with special approval from the Race Director. A written application must be submitted no later than two (2) hours before the start of the formation lap(s).

33.8 Immediately after the Qualifying session, the fastest lap times of each driver will be published. If several drivers set identical times during Qualifying session, priority will be given to the driver who set the time first.

33.9 If both Qualifying sessions take place consecutively, separated by a short break, the following rules apply: Q1 and Q2 are considered as separate event parts. For technical scrutineering, Q1, Q2, and the break are considered as one event. The technical condition of the cars established after Q2 will be considered for the complete session. The condition of the cars established in Parc Fermé after Q2 will be considered for Q1 and Q2. During the break between Q1 and Q2, work may be carried out on the cars, and tyre changes are allowed. Refuelling or removing fuel from the cars is forbidden from the beginning of Q1 until the end of Parc Fermé after Q2. Cars using pit boxes must be positioned in front of the pit boxes or their designated area from the start of Q1 until the end of Q2. All tyres intended for use during the session must be visible in front of the garage from the start of Q1 until the end of Q2.

ARTICLE 34 - DEFINITIVE STOPPAGE OF QUALIFYING

34.1 If a Qualifying session is suspended with less than five (5) minutes remaining until completion, there will be no requirement to resume the Qualifying session. In such cases, the starting grid will be determined based on the fastest lap times of each driver.

34.2 In situations where a Qualifying session is suspended with more than five (5) minutes remaining until completion and cannot be resumed, or in cases where no Qualifying session could take place due to extraordinary circumstances, starting grid positions will be determined according to the current driver championship standings. The driver entered for the respective Qualifying session will have their standing used as the reference. During the first event, the starting grid for the race will be based on the Free Practice results.

ARTICLE 35 - WET PRACTICE/WET RACE

Once the Race Director has granted permission for the use of wet-weather tyres as per Article 24.4b, the choice of using dry-weather or wet-weather tyres during Practice sessions, Qualifying sessions, and Races will be at the discretion of the participants.

A "Wet Practice", "Wet Race" or "Wet Session" board shall be displayed to indicate the racetrack conditions. The timing of that decision is at the sole discretion of the Race Director.

However, the Race Director retains the authority to mandate the use of wet-weather tyres when necessary

ARTICLE 36 - STARTING GRID

36.1 The starting grid for the Races will be determined based on the fastest times achieved in the respective Qualifying session. The fastest laps from the first Qualifying session will establish the grid for the first Race, and those from the second Qualifying session will determine the grid for the second Race. No changes of positions are allowed, and in case two (2) or more drivers set identical times, priority will be given to the one who set it first.

36.2 In situations where multiple drivers fail to set a time during the Qualifying session, they must apply in writing to be placed at the end of the grid, following this order:

1. Drivers who started their timed lap.
2. Drivers who did not start a timed lap.
3. Drivers who failed to leave the pit lane.

36.3 In all cases, a driver whose lap times were deleted by the decision of the Race Director, or the Stewards must start the race behind the cars mentioned above.

36.4 Article not used.

36.5 The starting grid for the Race will be published no less than thirty (30) minutes before the start of the formation lap(s). This deadline is also the cutoff for any qualified participant unable to start the Race to inform the Race Director.

36.6 All race cars must be positioned in the starting area following the race direction. Pushing or driving a car in the opposite race direction is not permitted, except for slight corrections of positions at the corresponding start position itself.

36.7 Cars that are still in the pit lane when the pit lane is closed (indicated by a red light) are not allowed to join the starting grid. These cars may start from the pit lane after the entire field has started the formation lap(s) or the Race, provided that the pit exit light shows green. Their designated grid positions must remain vacant.

ARTICLE 37 - STARTING MODE

The Race shall be started in a rolling mode from a formation where two (2) cars are positioned side by side, with the two (2) rows separated by no more than three (3) car lengths. The pole position will be the starting slot located closest to the first turn following the starting line, as specified in the Supplementary Regulations for the specific Event.

ARTICLE 38 - START/DELAYED START

38.1 No later than ten (10) minutes before the start of the formation lap(s), the pit lane or pre-start area shall be opened, allowing cars to complete on one (1) reconnaissance lap. Following this lap, cars shall enter the starting grid at a walking pace and take their designated positions. Engine operation shall be stopped. Specific details regarding starting positions assigned after the reconnaissance lap and the overall schedule shall be communicated during the drivers' briefing. Beginning another reconnaissance lap is strictly forbidden. Any cars returning to the pit lane may start only after the entire grid has initiated the formation lap(s), adhering to the following rules. Under no circumstances, on either the pit lane or the racetrack, shall a car be pushed or driven in the opposite race direction, with the exception of grid presentation or minor adjustments at the respective starting positions.

Not later than five (5) minutes prior to the start of the formation lap(s), the exit from the pit lane shall be closed. Any cars still in the pit lane may start the formation lap(s) or the race from the pit lane. They may move to the pit lane exit only with the driver in place. After the entire field has passed the pit exit in the formation lap(s), the pit exit lights will turn green for ten (10) seconds to allow these cars to leave the pit lane and join the formation lap(s) already in progress at the rear of the field. They are not allowed to reclaim their original grid positions.

Cars remaining in the pit lane after the ten (10) second window may enter the Race when the entire field has passed the pit lane exit on their first racing lap. Any violation of the above regulations will result in a penalty in accordance with Article 15.

38.2 The start of the formation lap(s) is indicated by boards displaying the following time intervals, each accompanied by an audible signal, in the following order:

- a) 10-minute board:
The formation lap(s) will start in ten (10) minutes.
- b) 5-minute board:
Only team personnel and officials are allowed on the starting grid.
- c) 3-minute board:
All cars must have their wheels fitted, and cars must not be jacked up again. Any infringements will result in a penalty as per Article 15.
- d) 1-minute board:
Engines should be started, and drivers must be seated in their cars. All other individuals must vacate the starting grid immediately.
- e) 30-second board

Thirty (30) seconds after this signal, a green flag or green light will start the formation lap(s) and indicate to the participants to follow the Leading Car for at least one (1) formation lap, if not specified different by the Race Director.

38.3 The Leading Car will lead the competition cars into the formation lap(s). Alternatively, the Leading Car may also be equipped with yellow/orange revolving lights. Drivers must maintain a maximum following distance of three (3) car lengths. Overtaking during the formation lap(s) is only permitted when a car leaving its grid position experiences a delay, and cars behind it cannot avoid passing without excessively delaying the rest of the field. In this case, overtaking is allowed only to restore the original starting order.

Cars overtaken by the entire grid before reaching the start line must reposition themselves to the end of the starting grid and start the Race from that point. If multiple drivers are affected, they should line up at the back of the starting grid in the sequence in which they exited.

Cars not overtaken by the entire grid before reaching the start line are allowed to return to their assigned starting positions until the "GRID" board is presented.

Any change in position after the "GRID" board shall be strictly prohibited. In such cases, the Race Director may, at his sole discretion, deny permission to start the Race and order an additional formation laps.

Drivers unable to start the formation lap(s) must immediately signal this situation. Other drivers must maintain the grid order while passing the stationary car and allow other drivers immediately behind the stopped car to pass it. Once the chasing Medical Car has passed the halted car(s), the latter should be returned to the pit lane without delay, where team members may assist with the car(s). The car(s) may be push-started and then start from the pit lane.

During the formation lap(s) and the start of the Race, vacant starting positions should not be occupied by drivers further back. If entire rows remain vacant, drivers further back may move up to close the gap.

Each driver is responsible for maintaining their position on the starting grid. The Starter is not required to order another formation lap to reestablish the starting order. The regulations above apply to any additional formation laps ordered after the initial formation lap.

38.4 The Race start shall be conducted under the supervision of the Starter.

All cars should approach the start line in a two-by-two formation at a constant speed (approximately 80 km/h). The starting lights will be red. Drivers must maintain the starting formation when driving over the starting boxes (starting corridor) on their respective sides. Acceleration, deceleration, and any deviation from the corridor before the start signal are strictly prohibited. The Race Director may impose a penalty on violators.

The Starter will initiate the start by turning off the red light(s). Specific instructions will be provided during the drivers' briefing.

If the Starter deems the formation to be irregular, they may order one or more additional formation laps. The starting lights shall remain red, and yellow lights shall flash. Marshals will wave yellow flags along the racetrack.

If additional formation laps are completed, the Race will be considered as having started from the conclusion of the initial formation lap.

If the number of formation laps is increased by the decision of the Race Director due to special circumstances, the Race shall be deemed to have started after the initial formation lap.

In cases where no start signal is given, the starting lights will remain red. In this scenario, participants must complete a lap at low speed past the red light and return to their original starting positions without overtaking. Extra caution must be exercised to prevent rear-end collisions (no braking or acceleration). No teams or helpers are allowed on the renewed starting grid; only marshals may enter. After drivers return to their original starting positions, the cars will be led across the racetrack to the starting line behind the Leading Car for an additional formation lap.

Following an aborted start, the Race Director and the Stewards will agree on the race's duration, the new countdown, and the pit stop window, and publish this information for the participants on the official timekeeping monitors and the public announcement system.

38.5 Drivers causing an additional formation lap, a delayed or aborted start will be reported to the Stewards and may be penalised.

38.6 Compliance with the starting rules will be monitored by officials.

38.7 During the start of a Race, the pit wall must be kept clear of any people.

38.8 A false start shall result in a penalty in accordance with Article 15, imposed by the Race Director. The Stewards may impose additional penalties. Any overtaking (leaving the starting position) before the starting signal is given shall be considered a false start.

38.9 A Race will not be stopped due to rain, unless the circuit is blocked, or conditions are deemed too dangerous to continue.

Delayed Start

38.10 In case weather conditions cause a delayed start, the Race Director shall implement the following variations in the starting procedure: If it starts raining after the 5-minute signal but before the start into the formation lap(s), a "START DELAYED" board shall be displayed, and the yellow light shall start flashing. The starting procedure shall resume at the 10-minute point in the countdown, with the procedure outlined in Article 38.2 to be applied from that moment on.

38.11 If the start of a Race is imminent, and the Race Director is convinced that the racetrack cannot be safely driven even with wet-weather tyres, he may delay the start by activating the yellow flashing lights and displaying the "START DELAYED" board. Information about the estimated duration of the delay or the new start time will be displayed on the timekeeping monitors. The starting procedure will start again at the 10-minute signal.

After a delayed start, the Race Director and the Stewards shall agree on the race's duration and the pit stop window and publish this information for the participants on the official timekeeping monitors and over the public announcement system.

ARTICLE 39 - PIT STOP/OBLIGATORY PIT STOP

39.1 The following regulations pertain to pit stops during a Race:

- a) No team members other than the person guiding the car to its pit stop position shall be allowed in the working lane until the car has come to a complete standstill.
- b) No materials and tyres may be brought into the working lane until a car has come to a complete standstill. This includes signs and/or boards in the working lane, which are considered materials under these regulations.
- c) Only signals held by a person's hand may be used.
- d) At no time during the pit stop shall more than three (3) persons work on a car, either simultaneously or in turns. These individuals shall wear armlets issued by the Promoter, and no more than three (3) persons shall take turns working on the car.
- e) At no time during the pit stop shall more than one (1) wheel gun per car for central locked wheels or two (2) wheel guns per car for wheels locked by nuts and bolts be used or be within the working lane.
- f) The connection of a jump-start cable is permitted. The external starting battery and the jumper cable must be located behind the boundary line, i.e., outside the working lane when the vehicle departs.
- g) All materials and tyres must be removed from the working lane before a car exits the designated team area in the working lane or in front the respective team garage after a pit stop; at this time, no team members other than the person guiding the car to its pit stop position shall be allowed in the working lane.
- h) Reversing under the engine's own power shall be prohibited.
- i) Refuelling and defueling is prohibited during a Race.
- j) No liquids of any kind may be refilled or added.
- k) Cooling car components with water or blowers using ambient air is permitted. That work must be done by one of the three (3) persons wearing armlets issued by the Promoter from the inside of the working lane.
- l) No work shall be carried out on a car from inside the pit. To eliminate any ambiguity, "inside the pit" means behind the line separating the pit garage from the working lane.
- m) No tyre change shall be permitted during the pit stop, except for the replacement of damaged tyres, swapping near-side and far-side tyres, or switching from dry-weather tyres to wet-weather tyres and vice versa. A change of damaged tyres must be reported immediately in accordance with Article 24.5.

39.2a In addition to the above, the following provisions apply to mandatory pit stops during Races:

Creventic B.V. | www.prototype-cup-europe.com | **Sporting Regulations** |

- a) During each Race, all vehicles must make a mandatory pit stop with a driver change, where applicable.
- b) Mandatory pit stops must begin between the 22nd and the 32nd minute (not before 22 minutes and 0 seconds .000 and not after 31 minutes and 59 seconds .999) (pit stop time frame) and must not take less than a stipulated minimum duration.
- c) The Race Director can make a different decision (postponement of the pit stop window) up to the end of the 21st minute of the Race without following a special procedure if a Safety Car or Full Course Yellow procedure is expected to be in use by the time the pit stop window originally begins. The postponement will initially be announced on the official timing monitors with the message "pit stop window will be postponed." The modified pit stop window will be announced as an absolute time at the latest one (1) minute before its start with the message "new pit stop window from hh:mm:ss until hh:mm:ss" on the official timekeeping monitors. The regulation concerning the beginning of the compulsory pit stop applies accordingly. The prescribed minimum duration remains unaffected.
- d) The minimum duration will be determined for each event and announced in the respective Supplementary Regulations or via bulletin before the first Practice session. The pit lane entrance and exit timing lines shall be defined for each circuit in the supplementary event regulations. A pit stop shall be deemed to have begun upon crossing the line which marks the beginning of pit lane timekeeping.
- e) The minimum pit stop duration shall be extended by ten (10) seconds to change one damaged tyre.
- f) Automatic signals marking the entry to a garage shall be banned. GPS points that function as virtual triggers are allowed.
- g) The first-turn driver shall be allowed to help the second-turn driver get into the car and buckle up.
- h) Exceptionally slow driving or stopping in the fast lane shall be prohibited.

39.2b Adjustment of minimum pit stop duration (Pit Stop Handicap):

The minimum pit stop duration, as mentioned above, increases as follows:

Single driver in bronze category	+ 5 seconds
Single driver in silver category	+ 25 seconds
Driver pairing of categories Bronze/Bronze	+ 0 seconds
Driver pairing of categories Bronze/Silver	+ 10 seconds
Driver pairing of categories Bronze/Gold	+ 10 seconds
Driver pairing of categories Silver/Silver	+ 20 seconds

The provisions above on increasing the minimum duration for tyre changes remain unaffected.

The Promoter reserves the right to adjust the minimum pit stop duration for driver pairings involving a Bronze-rated driver during the season. Adjustments may be made if there are special circumstances, such as an exceptionally fast or exceptionally slow Bronze driver. The Promoter may reduce or extend the pit stop times for Bronze drivers or pairings involving a Bronze driver during the season if their performance significantly deviates from expectations.

39.2c For the top three (3) overall winners (Art. 6.1a), a success penalty will be imposed to the respective drivers. In the event of a change in driver pairings, both drivers will inherit the success penalty, which will carry over to the subsequent Race of the Series only.

The success penalty will be added to the minimum pit stop duration (as outlined in articles 39.2a and 39.2b) for the top three (3) overall winners (Art. 6.1a). This success penalty will solely be enforced for the subsequent Race of the Series and will not accumulate.

Additional pit stop success penalty for the next Race of the Series in seconds:

1st placed car	+ 6 seconds
2nd placed car	+ 4 seconds
3rd placed car	+ 2 seconds

The provisions above on increasing the minimum duration for tyre changes remain unaffected.

39.3 Any violation of the pit stop, or mandatory pit stop regulations shall result in a penalty.

In case the mandatory pit stop duration falls short of the required minimum duration by up to five (5) seconds, at least a Drive-Through Penalty shall be enforced.

If the mandatory pit stop duration deviates by more than 5 seconds from the required minimum duration, a Stop-and-Go Time Penalty equivalent to the shortfall below the mandatory pit stop duration (including pit stop handicap) shall be applied.

Additionally, at least a 10-seconds Stop-and-Go Time Penalty plus the time outside the pit stop window shall be imposed if the pit stop begins outside the prescribed time slot for the obligatory pit stop.

39.4 If a mandatory pit stop is taken after the signal for the suspension of the race, it shall only be considered an mandatory pit stop if the vehicle was in the pit entry road after Safety Car line 1 or in the pit lane at the moment the signal was given. Otherwise, the pit stop shall not be counted as an mandatory pit stop.

39.5 If a Race is stopped after the beginning of a pit stop window or if the pit stop window begins while a Race is interrupted, the driver who was driving at the time of the interruption shall restart (art. 39.4 shall apply). A new pit stop window shall begin one (1) lap after the restart. The Race Director shall define its duration and post the announcement on the official timekeeping monitors.

39.6 If a Race is stopped after the beginning of a pit stop window and not resumed, the classification from the last lap before the pit stop window shall apply.

39.7 During a Race, all persons in the pit lane, except the team mechanics of the registered teams, must wear the appropriate additional identification.

39.8 It is the responsibility of each team to ensure that a car leaves its pit stop station only when it is safe to do so without endangering other cars.

39.9 Compliance with the above rules shall be monitored.

ARTICLE 40 - SAFETY CAR

40.1 The Safety Car shall meet the requirements as outlined in ISC Appendix H.

40.2 The Race Director may deploy the Safety Car to:

- a) Neutralise a Race when participants or officials are in imminent danger, but the situation does not require the Race to be stopped.
- b) Start a Race under extraordinary circumstances (e.g., bad weather).
- c) Restart a suspended Race.

40.3 Two (2) continuous Safety Car Lines, each 20cm thick, must be painted with non-slip paint across the racetrack in the pit entry and exit areas as follows:

- a) Safety Car Line 1: At a point where it is reasonable for a car entering the pit lane to overtake the Safety Car or other cars remaining on the racetrack. This shall also be the point where competition cars may overtake the Safety Car turning into the pit lane after its deployment.
- b) Safety Car Line 2: At a point where cars exiting the pit lane are likely to drive as fast as the competition cars on the racetrack. Before this line, cars on the racetrack may overtake a car exiting the pit lane. After the line, overtaking cars exiting the pit lane shall be prohibited.

40.4 Ten (10) minutes before the beginning of the formation lap(s), the Safety Car shall take up position at the front of the grid and remain there until the five-minute signal is given. At this point (except under Article 40.14 below), it shall cover an entire lap of the circuit and exit the racetrack to get to the station assigned by the Race Director.

40.5 When the Safety Car is ordered to deploy, the "SAFETY CAR DEPLOYED" message shall be posted on the timekeeping monitors, the yellow lights over the line shall flash, and all observers' posts shall display waving yellow flags and the "SC" board until the Safety Car intervention is over. All cars must immediately slow down.

The Safety Car, with its yellow/orange lights on, shall join the racetrack immediately, regardless of the race leader's position.

40.6 Any car being driven unnecessarily slow or erratically shall be reported to the Stewards. This applies whether such a car is driven on the racetrack, in the access lane to the pits, or in the pit lane.

40.7 All competing cars must then form up in a line behind the Safety Car, no more than five (5) car lengths apart. With the exceptions below, overtaking shall be forbidden until the cars reach the Line after the Safety Car has turned into the pit lane. Overtaking shall be permitted under the following circumstances:

- a) If the Safety Car crew signals a car to do so.
- b) Under Article 40.14 below.
- c) Any car heading for the pit line may pass another car remaining on the racetrack or the Safety Car after it has crossed the Safety Car Line 1.
- d) Any car leaving the pits may be overtaken by another car on the racetrack before it crosses the Safety Car Line 2.
- e) When the Safety Car turns into the pits, it may be overtaken by cars on the racetrack once it has crossed Safety Car Line 1.
- f) Any car stopping at its designated pit stop station while the Safety Car is using the pit lane may be overtaken.
- g) If another car slows down with an obvious problem.

40.8 When ordered to do so by the Race Director, the observer in the Safety Car shall use a green light to signal to any cars between it and the race leader that they should pass. Such instruction shall refer only to the car immediately following the Safety Car. Such cars shall continue at an appropriate speed and without overtaking other competitors until they reach the line of cars behind the Safety Car.

40.9 The Safety Car shall stay out at least until the leader is behind it, and all remaining cars are lined up behind him. Once behind the Safety Car, the race leader must keep within five (5) car lengths of it (except under Article 40.11 below), and all remaining cars must keep the formation as tight as possible.

40.10 The cars may enter the pit lane while the Safety Car is deployed. Overtaking the Safety Car is forbidden when entering the pit lane, except as described in Article 40.3. The cars may rejoin the racetrack when the green light at the end of the pit lane is on. It shall be on at all times except when the Safety Car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the racetrack shall proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car. Under certain circumstances, the Race Director may direct the Safety Car to use the pit lane or other parts of the circuit. In such cases, and provided its yellow/orange lights remain illuminated, all cars must follow the Safety Car without overtaking it. Cars entering the pit lane under such circumstances may stop in their designated pit areas. As a general rule, all cars must follow the Safety Car as long as its yellow/orange lights are on.

40.11 When the Race Director calls the Safety Car in, it must extinguish its yellow/orange lights; this shall be the signal to the drivers that it will be entering the pit lane at the end of that lap.

At this point, the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than five (5) car lengths behind it. In order to avoid the likelihood of accidents before the restart, from that moment on, all drivers must proceed at a constant speed, which involves no acceleration, braking, or other risky manoeuvres until the Safety Car turns into the pit lane.

As the Safety Car approaches the pit lane entrance, the yellow flags and SC boards at the marshal posts shall be withdrawn and replaced by waving green flags and by green lights at the Line, which shall be displayed until the last car has crossed the Line.

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

40.13 Should the Race end while the Safety Car is deployed, it shall enter the pit lane with extinguished lights at the end of the final lap, and the cars shall take the chequered flag as usual without overtaking. The marshals shall continue to wave yellow flags.

40.14 In exceptional circumstances and after a suspension under Article 42.5, the Race may be re-started behind the Safety Car. In such a case, it shall turn on its yellow/orange lights at any time before the one-minute signal. This shall be the signal to the drivers that the Race will be re-started behind the Safety Car. All marshals' posts shall display waving yellow flags and the "SC" boards as long as the Safety Car is deployed.

When the green lights are on, the Safety Car shall leave the grid with all cars following in grid order no more than five (5) car lengths apart. There shall be no formation lap, and racing shall start when the green lights are on.

When the Race Director calls the Safety Car in, it must extinguish its yellow/orange lights; this shall be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point, the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than five (5) car lengths behind it. As the Safety Car approaches the pit lane entrance, the yellow flags and SC boards at the marshal posts shall be withdrawn and replaced by waving green flags and by green lights at the Line, which shall be displayed until the last car has crossed the Line.

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

If stationary after the remainder of the cars have crossed the starting line, drivers who shall be delayed leaving the grid may not overtake any other moving car and must form up at the back of the line of cars behind the Safety Car. Should more than one (1) driver be affected, they must form up at the back of the field in the order they left the grid.

Any of the penalties under Article 15 shall be imposed on any driver whom the Race Director or the Stewards deem to have unnecessarily overtaken another car during the first lap.

ARTICLE 41 - FULL COURSE YELLOW

41.1 In order to temporarily neutralise a Practice session or a Race, the Race Director may order a Full Course Yellow procedure (FCY) as an alternative to the use of the Safety Car.

The FCY may be used as an alternative if double waved yellow flags are necessary in a part of the racetrack, and participants or officials are in danger.

41.2 The initiation of an FCY phase will be communicated to competitors via the official timing monitors with the message "FCY DEPLOYED" or "FULL COURSE YELLOW" and waved yellow flags and the "FCY"-board will be displayed at the Line and at all marshal posts.

41.3 No car shall be driven unnecessarily slowly, erratically, or in a manner that may be considered potentially dangerous to other drivers or other persons at any time during the FCY procedure. This applies whether such a car is being driven on the racetrack, in the pit entry, in the pit exit, or in the pit lane.

All vehicles must immediately reduce their speed to 80 km/h on the entire racetrack while observing extreme caution (no full braking, but also no slow coasting). A deviating determination of the maximum speed can be made in the drivers' briefing. All vehicles must maintain the prescribed maximum speed until the end of the FCY procedure.

41.4 Except for the cases listed under a) to d), no driver may overtake another car on the racetrack during the FCY procedure. Exceptions to this are:

- a) Any car heading for the pits may pass another car as soon as it has crossed the Safety Car Line 1.
- b) Any car leaving the pit lane may overtake or be overtaken by cars traveling on the racetrack before it has crossed the Safety Car Line 2.
- c) Any car that is in the pit entry, pit lane, or pit exit may overtake another car that is also in one of these three areas.
- d) If another car slows down due to an obvious problem.

41.5 When the Race Director decides that the FCY procedure can be ended, the message "FCY ENDING" will be sent to all competitors via the official timing monitors. Between 10 to 15 seconds later, the yellow flags and FCY boards will be retracted simultaneously and replaced by green flags at all marshals and at the Line. The relevant part of the event is immediately reopened for all participants.

41.6 Each lap completed during the FCY procedure will be counted.

41.7 In the event that the Full Course Yellow procedure is used in the pit stop time window, the pit stop time window will be extended once by three (3) minutes. The modified pit stop time window will be announced as an absolute time with the message "Pit Stop Window extends to hh:mm:ss" on the official timing monitors. In any case, a pit stop window of three (3) minutes will be guaranteed after the completion of Full Course Yellow procedure.

41.8 Any infringement of the above rules will be penalised with a penalty in accordance with Article 15.

ARTICLE 42 - SUSPENDING A RACE

42.1 Should it become necessary to suspend a Race because the racetrack is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director shall order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

42.2 Overtaking shall be forbidden when such signal has been given, and the pit exit shall be closed. All cars must proceed slowly to the starting grid. The first car takes the pole position, and all following cars fill up the positions behind and wait for information on whether the race can be restarted. If the Safety Car uses the pit lane (Article 40.10), the cars shall line up in the fast lane.

42.3 Should the racetrack be blocked, the cars concerned shall be directed onto the starting grid by the marshals where they must take up their grid positions in the order they occupied before the race was suspended. The order shall be taken at the last point at which it is possible to determine the position of all cars by measuring points/loops of the official timekeeping system. Such cars shall then be permitted to resume the Race.

The Safety Car shall then take up a position at the front of the starting grid.

42.4 While the Race is suspended, the provisions below shall apply:

- a) Neither the race nor the timekeeping system shall be stopped.
- b) Each participating car is subject to the in-session Parc Fermé regulations in accordance with Article 45.1.
- c) Only team members and officials shall be permitted on the grid.

42.5 Cars may enter the pit lane when the Race is suspended, but a penalty according to Article 15 shall be imposed on any driver entering the pit lane or any driver whose car is pushed to the pit lane after the Race has been suspended. Cars that were in the pit lane entry or pit lane when the Race was suspended shall not incur a penalty. However, when the Safety Car (Article 42.2) directs the cars into the pit lane, the penalty according to Article 15 shall only be imposed on drivers whose cars are moved from the fast lane to any other part of the pit lane.

Such cars must remain in the pit lane until the Race is resumed, and the green pit exit lights are on. Priority shall be given to the cars that were in the pit lane or in the pit lane entry at the moment the Race was suspended. Subject to the above, any car intending to resume the Race from the pit exit may do so in the order in which they got there under their own power. Passing/overtaking of other cars shall only be permitted if such other cars have obvious problems exiting the pit lane.

Working shall be permitted on the starting grid or in the fast lane during the time in which the Race is stopped, but any such work shall be restricted to:

- a) Starting the engine and any directly associated preparation.
- b) The use of external devices such as fans or blowers for cooling with ambient air with Article 26.15.
- c) Changing tyres from dry-weather tyres to wet-weather tyres and vice versa if weather conditions require a different type of tyre.

At all times, drivers must follow the directions of the officials.

ARTICLE 43 - RESUMING A RACE

43.1 Interruptions in racing should be minimized, and as soon as the resumption time is known, teams shall be informed via the timekeeping monitors. A minimum of a ten (10) minute forewarning will be provided.

In the event that a longer interruption is required due to extraordinary circumstances, the Race Director, in coordination with the Stewards, may take appropriate action and adjust the time schedule. In consultation with the Stewards, the Race Director may also decide to apply Parc Fermé rules to the cars until the Race resumes. Participants shall be informed via the timekeeping monitors, if applicable. In such cases, entrants/competitors shall be granted a minimum of a 30-minute delay to prepare their cars before the Race resumes.

43.2 The countdown for resuming the Race shall start with the 10-minute signal. From this point, the procedure specified in Article 38.2 shall be implemented, beginning with 38.2c.

43.3 At the three-minute signal, all cars must have their wheels installed and must not be raised or jacked up. Any infringement shall result in a penalty in accordance with Article 15.

At a later point after the three-minute signal, depending on the expected lap time, any cars placed in front of the race leader on the starting grid shall be instructed to complete an additional lap without overtaking and rejoin the line at the rear of the starting grid. This instruction also applies to cars intending to resume the Race from the pit lane (see Article 42).

43.4 At the one-minute signal, engines must be started, and all team staff must vacate the grid by the time the 30-second signal is given, taking all equipment with them. In the event that drivers require assistance after the 30-second signal, they must promptly signal this. When the remaining cars that can do so have left the grid, marshals shall be instructed to push the car into the pit lane. In such cases, marshals with yellow flags shall stand beside any affected car(s) to alert drivers behind.

43.5 The Race shall be resumed behind the Safety Car when the green lights are on. The Safety Car shall return to the pits after one (1) lap, unless:

- a) The Race Director deems more than one (1) lap necessary.
- b) All cars are not yet in a line behind the Safety Car.
- c) The starting grid is still being cleared.
- d) A further incident occurs necessitating another intervention.

When the green lights are on, the Safety Car shall leave the grid with the yellow/orange lights illuminated, and all cars shall follow in the order they stopped behind the starting line, maintaining a maximum distance of five (5) car lengths. All marshal posts shall display yellow flags and the "SC" board as long as the Safety Car is deployed. Once

the last car in line behind the Safety Car passes the pit lane exit, the pit exit light shall turn green, and any car in the pit lane may then enter the racetrack and join the line of cars behind the Safety Car.

When the Race Director signals the Safety Car to enter the pit lane, it shall extinguish its yellow/orange lights, indicating to the drivers that it will enter the pit lane at the end of that lap. At this point, the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than five (5) car lengths behind it. As the Safety Car approaches the pit lane entrance, the yellow flags and "SC" boards at the marshal posts shall be removed and replaced with waving green flags and green lights at the Line. These signals shall be displayed until the last car has crossed the Line.

43.6 During the first lap only, overtaking behind the Safety Car shall be permitted if a car is delayed when leaving its grid position, and cars behind cannot avoid passing it without significantly delaying the rest of the field. In such cases, drivers may only overtake to re-establish the original starting order.

If a car remains stationary after the rest of the cars have crossed the start line, drivers who are delayed leaving the grid may not overtake any other moving car and must form up at the back of the line of cars behind the Safety Car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

43.7 Any of the penalties under Article 15 shall be imposed on drivers who, in the opinion of the Race Director or the Stewards, have unnecessarily overtaken other cars during this lap.

During this lap, Articles 40.11 to 40.14 shall apply.

43.8 If it becomes impossible to resume the Race, the results shall be determined at the end of the penultimate lap before the lap during which the signal to suspend the Race was given.

When 75% or more of the scheduled race duration has passed at the time the Race is stopped, the Race shall be considered finished. The results will be determined at the end of the penultimate lap before the lap during which the signal to suspend the Race was given.

ARTICLE 44 - CUTTING THE RACE DISTANCE/END-OF-RACE

44.1 The chequered flag shall be displayed to all drivers as they cross the Line, signifying the conclusion of the session. For the last remaining lap in the Race, competitors will be notified as "FINAL LAP" on the official timekeeping screens. At the end of this lap, the chequered flag shall be shown to the race leader and all subsequent drivers crossing the Line, irrespective of the number of laps actually completed.

44.2 If the chequered flag is displayed too early, the Race shall be considered ended at the time the leading car crossed the Line before the signal was shown. If the chequered flag is displayed too late, after the maximum duration of the Race, the Race will be deemed to have ended at the time it should have ended.

44.3 All cars must cross the Line under their own engine power. They are required to complete a cooling down lap and must not overtake any cars that are still in the Race. Any classified car unable to reach the post-race Parc Fermé under its own power shall be transported to the Parc Fermé under the supervision of an official.

44.4 In the event of a Race suspension, the Race Director, in consultation with the Stewards, may decide whether and, if applicable, how many minutes of interruption will be added to the Race time of 55 minutes.

44.5 If exceptional circumstances necessitate reducing the duration of the Race before the starting signal is given, the Race Director must inform the competitors of the new Race duration and the pit stop window before the 5-minute signal. This information must be conveyed through a message displayed on the official timekeeping monitors.

ARTICLE 45 - PARC FERMÉ

- 45.1 In-session Parc Fermé provisions to be applied in accordance with Articles 33.6 and 42.4:
With the exception of the following measures, any technical or other modifications to the car are prohibited:
- Changing from slick tyres to wet tyres or vice versa.
 - Changing damaged tyres after it is approved by the Chief Series Scrutineer.
 - Checking and adjusting the tyre pressure.
 - Cleaning the windscreen and side mirrors.
 - Adjustment of the side mirrors.
 - Cleaning of air intakes and adjustment or closing of bodywork openings in accordance with Article 26.10.
 - The use of external devices such as fans or blowers for cooling with ambient air in compliance with Article 26.15.
 - Connecting an external starter battery.
 - Replacing a data carrier from the participant's data loggers.
 - Repair of damage.

In particular, the following actions, among others, are prohibited:

- Other tyre changes, except those listed above.
- Refuelling and defueling.
- Connecting a computer or other device or establishing a data connection to the car.
- Lifting the vehicle except to change tyres.

45.2 After the end of the respective Qualifying session, all cars that have participated in Qualifying are subject to the Parc Fermé regulations on the entire circuit. Any technical modifications to the car are prohibited.

It is forbidden to remove or add materials or substances to the car while it is travelling from the track to the Parc Fermé. All cars must proceed directly to the Parc Fermé indicated in the respective event announcement.

45.3 Upon the race leader receiving the chequered flag, all classified cars shall become subject to Parc Fermé regulations, which are applicable throughout the entire circuit. Any technical interventions on the cars are strictly prohibited. Moreover, no materials or substances may be removed from or added to the cars while they are on their way from the racetrack to the Parc Fermé.

45.4 The top three (3) drivers at the end of the Race, as well as any additional drivers instructed to do so by the Stewards, must drive their cars to the location of the podium ceremony. A Parc Fermé area shall be established in front of the podium, and the concerned cars must be parked according to the officials' instructions. Access to this area is restricted, and drivers are not allowed to leave without prior consent from the Chief Series Scrutineer. Following the prize-giving ceremony, team members must expeditiously transport the cars to the official Parc Fermé or the post-event scrutineering location. Each car must be accompanied by an official.

45.5 All other cars that have received the chequered flag must directly proceed to the Parc Fermé area specified in the Supplementary Regulations at the conclusion of their cooling down lap. Any classified car unable to reach the Parc Fermé area under its own engine power will be taken there under the supervision of an official.

45.6 The driver is required to leave the car in neutral with the steering wheel in place.

45.7 The conclusion of the Parc Fermé regulations after each respective Race shall occur as directed by the Race Director in consultation with the Stewards. After the respective Qualifying and Race, the Parc Fermé shall be lifted as instructed by the Stewards in consultation with the Race Director and the Chief Series Scrutineer.

45.8 Any car that has undergone scrutineering at an Event may not be removed from the paddocks until the conclusion of the last post-race Parc Fermé period and the completion of any post-race scrutineering, unless authorised by the Chief Series Scrutineer.

45.9 After parking their car in the Parc Fermé, the driver is permitted to remove storage devices from the team's data loggers. However, it is prohibited for another person to do so or for the driver to remove these devices at a later time before the conclusion of the Parc Fermé period.

45.10 Should the environmental conditions require it; the Chief Series Scrutineer may authorise the use of external devices such as fans or blowers for cooling with ambient air (in compliance with Article 26.15) in the Parc Fermé for all participants.

ARTICLE 46 - STANDINGS/CLASSIFICATION

46.1 The participant who has successfully completed the highest number of laps in the Race shall secure the 1st place. In cases where multiple participants have finished the same number of laps, the one who accomplished them first will be declared the winner. Laps that a car did not complete under its own engine power will not be counted.

46.2 To be officially classified, a driver must have finished at least 75% of the race distance covered by the winner. If a driver crosses the Line in the pit lane without having received the chequered flag outside the pit lane, a 30-second Time Penalty will be applied.

46.3 A provisional classification will be issued once the Race concludes. However, the classification will not become final until all post-race technical inspections are concluded and the time limits for lodging protests and appeals have expired.

ARTICLE 47 - PODIUM CEREMONY AND PRESS CONFERENCES

47.1 The podium ceremony shall be conducted promptly following the conclusion of each Race, using the podium provided by the Event host. Failure to attend will result in penalties at the discretion of the Stewards. Throughout the ceremony, drivers on the podium must be attired in their fully closed racing overalls and wear a cap as specified by the Promoter. Representatives from the winning team in the race must also be present at the podium ceremony for the team classification.

47.2 Upon request, all registered drivers are expected to participate in press conferences organized by Promoter during an Event. A press conference featuring the three (3) highest-ranked driver pairs from a Race may be scheduled immediately following the prize-giving ceremony. Attendance at these press conferences is mandatory for the mentioned drivers, and they are required to wear their fully closed overalls during both the press conference and any television interviews.