



# FIA MOTORSPORT GAMES 2024 FERRARI CHALLENGE TROFEO PIRELLI – GT SINGLE MAKE SPORTING REGULATIONS

FEDERATION INTERNATIONALE DE L'AUTOMOBILE | Geneva, Switzerland



**SRO**  
MOTORSPORTS GROUP





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## 1. Introduction

1.1 The FIA and the Real Federación Española de Automovilismo (RFEDA) will sanction the FIA MOTORSPORT GAMES – FERRARI CHALLENGE TROFEO PIRELLI – GT SINGLE MAKE (“the Competition”), which is the property of the FIA. The FIA Motorsport Games will be promoted by the SRO Motorsports Group (“the promoter”), with the Competition sub-promoted by Ferrari S.p.A. (“Ferrari”). All the participating parties (FIA, ASNs, Organisers, competitors, promoter and circuit) undertake to apply, as well as observe, the rules governing the Competition. The Competition will be held at the Circuit Ricardo Tormo in Valencia from 23rd to 27th October 2024 as part of the FIA Motorsport Games.

Should any dispute arise during the Competition, the Stewards will be the only authority competent to make a decision, according to Article 11.9 of the FIA International Sporting Code (“the Code”).

Under the present Sporting Regulations, terms referring to natural persons are applicable to both genders.

1.2 The Competition will be based upon the Ferrari Challenge Trofeo Pirelli, (“Ferrari Challenge,”), a race series organized by Ferrari. These Regulations are adapted from those of the Ferrari Challenge, under licence granted to the FIA by Ferrari.

1.3 The rules and regulations governing the Ferrari Challenge are contained in:

- the FIA International Sporting Code, its Appendices and General Prescriptions and supplementary to these (“the Code”);
- the present Sporting Regulations (the “Sporting Regulations”);
- the Technical Regulations (the “Technical Regulations”);
- the FIA Motorsport Games 2024 Event Regulations;
- any other rules contained in the Competition entry form.

1.4 Submission of the entry application form to the Competition shall be considered as an implicit declaration by the Competitor/Driver that he (i) knows, accepts and undertakes to respect and ensure compliance with the provisions of the Code, Art. 1.2, and of the present Sporting Regulations and Technical Regulations; (ii) acknowledges the sole jurisdiction of the local ASN and FIA with the exception of the right to appeal in accordance with the provisions of the Code.

1.5 The Stewards of the Meeting can exclude at any time from the Competition anyone that does not race in the gentlemanly spirit that has been a byword of both the FIA Motorsport Games and the Ferrari Challenge since their inception. The same applies to individuals that fail to show respect for the applicable rules and regulations, their fellow competitors and the cars, or who behave in such a way as to bring the good name of FIA, the FIA Motorsport Games, Ferrari and the Ferrari Challenge into disrepute.





## 2. General Provisions

- 2.1 The FIA Motorsport Games comprises a number of different competitions during the same weekend, of which this Competition will be one.
- 2.2 Only Ferrari 296 Challenge (and relevant evolutions) as per the specifications contained in the Technical Regulations, the special Technical Homologation Sheet, (hereafter known as the “Cars”) and the technical bulletins may compete in the Competition.
- 2.3 The Cars must at all times comply with the Technical Regulations. The engines of the Cars will be lead-sealed by Ferrari or by a Ferrari Dealer / Authorised Service which will, in so doing, assume the duty of ensuring they comply with the original. The lead seals must be applied in accordance with the specifications of the Technical Regulations. Any assistance provided to the Cars must be carried out solely by Ferrari.
- 2.4 The award for the FIA Motorsport Games – Ferrari Challenge Trofeo Pirelli – Single Make Competition will be presented to the Driver who finishes the Race in first position. In the event that the Race is unable to take place, the award will be presented to the Driver of the Car which is best placed in the combined qualifying ranking.
- The FIA Motorsport Games – Ferrari Challenge Trofeo Pirelli – Single Make Competition will contribute one Gold, one Silver and one Bronze medal towards the overall FIA Motorsport Games medal table.
- 2.5 The Competition is reserved for crews made up of 1 (one) Driver, with a maximum of one entry per country. Driver eligibility is defined under Article 6.1.
- 2.6 The FIA will appoint, in agreement with Ferrari, a Race Director who will carry out his duties in coordination with the Clerk of the Course appointed by the Organisers of the Event, in close collaboration with the Stewards of the Meeting and in compliance with the specific contents of Article 1.2.
- 2.7 It is the competitor’s responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the FIA General Prescriptions, the Technical Regulations, the FIA Motorsport Games 2024 Event Regulations and the Sporting Regulations, as well as Appendices / Bulletins issued by the FIA and the Organiser. If a competitor is unable to be present in person at the Competition he must nominate his representative in writing. The person in charge of an entered car during any part of the Competition is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
- 2.8 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Competition.
- 2.9 The presentation of a car for scrutineering will be deemed an implicit statement of





conformity.

## 2.10

- a) All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane or track must wear an appropriate pass at all times.
- b) The competitor shall declare that to the best of his belief his driver(s) possess(es) the standard of competence necessary for a competition of the type to which the entry relates, that should his driver(s) at the time of the Competition be suffering from any disability whatsoever he shall declare the disability to the Stewards prior to the driver(s) driving on the track, that the vehicle entered is suitable and roadworthy for the Competition having regard to the track and the speed that will be reached and that he, his driver(s) and team members enter upon and use the track and its facilities entirely at his or their own risk.

## 3. Use of Image – Advertising and Promotional Activities

3.1 All rights relating to the name, trademark and images of the Ferrari Challenge, as well as their use are the property of Ferrari, which may use them at its own discretion.

3.2 The following rights in particular are the sole property of Ferrari, which may use them without any limit of time or territory: (i) rights to the production, use and broadcasting via radio, television, film, home video, internet, wireless and related technologies, or any other platform, means or system of transmission be it material or digital, existent or future, using any terrestrial or satellite broadcasting or reception equipment, of the Competition and (ii) any rights to the use for any advertising, commercial or promotional ends of the name, brand and image of the Ferrari Challenge and the Competition.

3.3 The Teams, Competitors and Drivers acknowledge and accept that the FIA, the promoter and/or Ferrari reserve the right to use, either directly or indirectly, and to supply to third parties (including Ferrari sponsors/partners and Competition sponsors/partners), both in Italy and abroad, without any prior warning and without any of said parties receiving any compensation the following: (a) the names, brands, images (moving and still) and results (rankings) of the Teams, Drivers and Competitors taking part in the Competition, and (b) the images of the Car and the Drivers' overalls and/or helmets as well as the support/assistance vehicles, equipment and anything else used by the Teams and Drivers during their participation in the Competition, complete with the names/logos of the sponsors (both of the Competition and Team and Drivers), for advertising, commercial and promotional ends. This includes producing and having produced merchandising articles (such as, for example, electronic games and scale models of the Car) and advertising and/or promotional materials.





3.4 During the Competition, the Car will have a livery made up of the following components:

(i) the logos of the official and institutional sponsors of the Competition, as determined at the discretion of Ferrari and the Promoter (the “**Coordinated Advertising**”), affixed in the positions and dimensions indicated in Appendix 1; (ii) the logos of the Team and Drivers’ personal sponsors, determined on the basis of the present Regulations; (iii) three number-plates and their relative numbers, to be considered part of the Coordinated Advertising; (iv) the national flag of the driver displayed on the full bonnet and car roof, as per Appendix 1. Competitors/Drivers are required to retain the Coordinated Advertising on their cars, unaltered and unobstructed. Neither must they add other symbols, logos or anything else outside the permitted spaces. The numbers must be those provided by Ferrari and the Promoter.

3.5 The Competition Coordinated Advertising will be as follows:

**Sponsor - Commercial Category**

- Adler Plastic - Vehicles soundproofing and interiors
- AWS - Cloud AI; ML
- DTS Tubi Style - Production of mufflers, catalytic, converters, exhaust manifolds and tips
- Iveco - Commercial vehicles and trucks
- L’OR - Coffee and Coffee machines
- Peroni - Production and sale of beer (including non-alcoholic beer) ciders and flavoured alcoholic ready-to-drink seltzer
- Pirelli - Tires
- Rotiform - Manufacture and distribution of automotive wheels
- Sabelt - Racing apparel, safety harnesses, seats, and steering wheels
- Shell - Fuel and lubricants

If over the course of the season the series signs on a new partner, all Teams are required to retrofit their equipment to feature the added livery aspects.

3.6 Only the official Sabelt Race apparel may be worn (excluding helmet and HANS® collar).

3.7 Failure to comply with even one of the provisions contained in Article 3, may be punished by the Stewards of the Meeting with penalties that can include exclusion from the Competition.





## 4. Rights of Teams and Drivers – Rights of Team and Drivers’ Sponsors and Partners

### 4.1 Rights of Teams and Drivers

- i. Team Name: each Team must be entered in association with an authorised Ferrari Dealers and/or Service centre, which will be listed on the Entry List.
- ii. Display of the Team and Drivers’ sponsor and partner logos

Teams and Drivers may display the logos of their sponsors and/or personal partners on condition that the aforementioned:

- (a) are not in conflict with the Coordinated Advertising referred to in Article 3.7;
- (b) are not in conflict with Ferrari's sponsors and/or partners and/or in potential conflict with the interests of Ferrari's sponsors and/or partners (see Appendix 2).
- (c) do not harm the image, prestige and reputation of Ferrari, of Ferrari's sponsors and/or partners and/or of the Competition in general;
- (d) have been submitted to the prior approval of Ferrari (see Article 4.5).

The Team and Drivers’ sponsor and partner logos may be displayed in compliance with the directives and/or instructions provided by Ferrari:

- on the Cars;
- on official support vehicles owned by the Team and used in the Competition;
- on the Drivers’ racing overalls;
- on the official uniforms worn by the Teams’ support staff;
- on press releases issued by the Teams and related to the Competition on condition that it is clear that the communication is the work of the team and not Ferrari;
- in a dedicated area of the Team and/or Drivers’ website devoted to the Team and/or Drivers’ sponsors and partners.

### 4.2 Use of Team Images

- (i) By Teams and Drivers

Teams and Drivers may only use images of the Team (i.e. images of the Car, Team support vehicles, Team and Drivers’ equipment) but not any other Ferrari and/or Competition image. Said still images of the Team may be used exclusively for promotional activities or campaigns or communications activities relating to the Team in compliance with the directives and/or instructions of the “Teams’ Guidelines”. Written permission from Ferrari must be obtained prior to any use of images of the Team by the Team and/or by the Driver.

- (ii) By Teams’ and Drivers’ sponsor/partner





The Teams' and Drivers' sponsors and partners may use still images of the Team (i.e. images of the Car, the Team support vehicles, the Team and Drivers' equipment) where the logo of said sponsor or partner appears on the aforementioned and to the exclusion of any other Ferrari and/or Competition image, exclusively for promotional activities and campaigns relating to the logo of the sponsor and partners of the Teams and Drivers in compliance with the directives and/or instructions of the "Teams' Guidelines" (i.e. the use of said images is not permitted for promotional activities or campaigns relating to products and/or services provided by the Team and Drivers' sponsors and partners).

Team and Drivers may use the aforementioned images of the Team only in the course of the year in which those images were made.

Before using any images of the Team, Team or Driver sponsors and partners must ensure that they first receive written authorization from Ferrari.

- 4.3 With the exception of the rights outlined in the present Article 4, the Teams, Drivers, Competitors and/or their sponsors/partners are not authorized to use: i) images, drawings or other representations (still or moving) of Ferrari, the Competition, or of Ferrari and/or Competition vehicles, equipment, structures, circuits, staff, consultants and/or managers (collectively "**Ferrari Elements;**") ii) the name, logo, trademarks, identifications, designations or any other elements owned by or pertaining to Ferrari, or directly or indirectly referring to or referable to Ferrari Elements, including (but not exclusively) predominantly red elements or components (collectively "**Intellectual Property;**") iii) objects (including merchandising products and/or promotional products/materials) containing and/or depicting Ferrari Elements and/or Intellectual Property.
- 4.4 Failure to comply with even one of the provisions of Article 4 may be punished not only by the Competitor and/or Driver's exclusion from the Competition but also the suspension or interruption of his competition activities within the Ferrari Challenge (Europe and/or North America and/or United Kingdom and/or Japan).
- 4.5 All approval requests must be made in compliance with the terms of Article 4 and submitted by email (challengeEU@ferrari.com) to the Competition Administration Office (as defined in Article 7.2).

## 5. Drivers' and Competitors' Requirements

- 5.1 All drivers and competitors must hold current and valid FIA Grade "ITC-C" or above INTERNATIONAL LICENCES, as well as authorisations issued by their ASN(s). A driver must also be in possession of a current medical certificate of aptitude, either included on the competition licence or on an attached document.
- 5.2 Only those Drivers categorised by the FIA as BRONZE on the 2024 Categorisation list will be permitted to compete in the event.







Drivers who are not categorised must send in a record of achievements to the FIA at the latest fourteen days prior to the beginning of the Competition, using the link available via the FIA website under: <http://www.fia.com/fia-driver-categorisation>.

The definitions of the Categories, the Driver Categorisation List and the application form can be found on the FIA website, under: <http://www.fia.com/fia-driver-categorisation>.

## 6. Admission of Drivers / Competitors

6.1 The entry list will be restricted to only one car and driver representing each nation. The driver must carry the Passport of the country they are representing and have been selected by the ASN of that country in accordance Drivers are eligible to represent a nation who is not their current ASN so long as they hold the passport of the nation they are representing and start permission from their current ASN.

6.2 Generally speaking, the FIA reserves the right to reject applications for entry to the Competition. In respect of article 3.14 of the International Code, shall an entry be refused, the competitor will be notified and informed of the grounds for such refusal, within a reasonable period of notice.

### 6.3

(i) Entries will be restricted to those drivers who have competed in the 2024 Ferrari Challenge Trofeo Pirelli Europe, an FIA International Series, based on the below:

- Priority One: Full Season entrants,
- Priority Two: Entrant in three rounds, or two rounds plus the Finali Mondiali,
- Priority Three: Single round entrants.

(ii) Should a nationality not be represented in Ferrari Challenge Trofeo Pirelli Europe, or all drivers of that nationality from Ferrari Challenge Trofeo Pirelli Europe decline to enter the Competition, entries of that nationality can instead be accepted from either 2024 Ferrari Challenge Trofeo Pirelli North America, Ferrari Challenge Trofeo Pirelli Japan or Ferrari Challenge Trofeo Pirelli United Kingdom, based on the same priority as stated in Article 6.3(i).

(iii) Entry is restricted to drivers competing in Ferrari Challenge Trofeo Pirelli Europe, North America, Japan or United Kingdom in the “Pirelli-Am”, “Coppa Shell” and “Coppa Shell-Am” classes only. Any driver competing in the “Pirelli” class will not be admitted.

6.4 Drivers must comply with all the rules of conduct described fully in Article 1.2 and also with all of the instructions issued by the Race Director, the Clerk of the Course and the Stewards of the Meeting.

All Competitors and Drivers must remain at the disposal of the Stewards of the Meeting until the announcement of the final results.





## 7. Entry Fee

7.1 Entry application for the Competition is through the dedicated FIA website only. Competitors' registration will be opened by the FIA on 25<sup>th</sup> July 2024 and will close on 23<sup>rd</sup> September 2024. Applications must be made to the National ASN that the competitors wish to represent, including the driver name as well as the Team and the car they will take part with.

A driver's profile can be created using the following link: <https://motorsportgames-registration.fia.com/account-creation/driver>.

A team's profile can be created using the following link: <https://motorsportgames-registration.fia.com/account-creation/team>.

Applicants need to inform their respective ASN about their interest in participating before the submission of the entry. Further information on the process is described in the FIA Motorsport Games 2024 Event Regulations.

### 7.2 Entry Fee

The entry fee ("**Entry Fee**") per driver is €8,850 each (inclusive of VAT).

The Entry Fee covers:

- the entry to this Competition alone;
- two 45 minutes Free Practice sessions;
- the provision of a transponder;
- the provision of tyres as per Article 13;
- the provision of up to 300 litres of fuel for Qualifying and Race for the Competition;
- a set of official Shell lubricants.

7.3 Race numbers will be allocated on a first come first served basis, determined by when a full entry is submitted to the FIA.

## 8. Insurance

8.1 The Organiser shall supply the information set out in Appendix 1, part A hereto to the FIA no later than 30 days before the Competition. The FIA, if satisfied with such information, shall complete part B and forward both parts to all competitors no later than 10 days before the Competition.

8.2 The Organiser of the Competition must procure, 30 days before the Competition, documentary evidence proving that all competitors, their personnel, sponsors, agents and drivers are covered by adequate third-party insurance.

8.3 The Organiser must, thirty days before the Competition, send the FIA details of the risks covered by the insurance policy, which must comply with the national laws in force.

8.4 Third party insurance arranged by the Organiser shall be in addition and without





prejudice to any personal insurance policy held by a competitor or any other participant in the Competition. Drivers taking part in the Competition are not third parties with respect to one another.

8.5 Sight of the policy must be available to the competitors on demand.

## 9. Race Length

The Competition will take place at a circuit with a minimum length of 3,000 metres.

At the Competition, one race (the **Race**) will be held:

- Race, 30 (thirty) minutes+1 Lap.

## 10. Official Schedule

The Competition will run to the following schedule which may still be modified to suit the needs of the Organizers and/or as indicated in the Competition Event schedule (“**Official Schedule**”):

Wednesday:

- Access to circuit and setting up of paddock structures. The Teams must fully obey the instructions issued by Ferrari, FIA and the Promoter regarding the positioning and organization of their support vehicles and/or any other vehicle that has access to the paddock.
- Opening ceremony in Valencia city centre.

Thursday

- Test sessions and signing of release forms.
- Briefing, as per the provisions of Art. 12.
- Technical Scrutineering and signing-on to be performed in compliance with the provisions of Art. 11.

Friday

- Timed free practice sessions, as per the provisions of Art. 16.

Saturday:

- Qualifying sessions, as provided for under Art. 17.

Sunday:

- Race, in compliance with the provisions of Art. 18 and 19.
- Closing Ceremony and Prize Giving.





## 11. Sporting and Technical Checks

- 11.1 Pre-race technical scrutineering and signing-on will take place as per the Official Schedule decided upon by the Organizers and in compliance with the specific articles of the codes and regulations outlined in Article 1.2.
- 11.2 The day, time and location of scrutineering and signing-on can be found in the Official Schedule. At that time, competitors will have to stick the “Checked” label on each car.
- 11.3 The inspection of the Competitors’ and/or Drivers’ sporting documents will be carried out at the Competition. Competitors and/or Drivers must ensure that their sporting documents are ready for inspection at any time. During sign-on, each Competitor and each Driver must sign a declaration stating that they meet all of the requirements, under the current sporting regulations, to compete in the Competition. Drivers must also provide a declaration stating that they use protective clothing (approved helmets, overalls, shoes, gloves, socks, etc.) Their signature at the bottom of said statement will be taken as confirmation of the above. During the Competition, the Race Officials may carry out subsequent protective clothing technical inspections at any time.
- 11.4 At the Competition, the relevant tank and roll-bar homologation sheets will be checked. The Race Officials may carry out subsequent technical inspections at any time during the Competition. On each verified car a “Checked” sticker will be placed near the driver side pillar. Phonometric tests to ensure that the car complies with noise limits can be carried out at any time during the Competition at the discretion of the Race Officials. Competitors that have successfully completed the sporting and technical scrutineering will be issued a permit to enter the track for the Official Practice sessions. Competitors may also be asked by the Race Officials, to make their Car available for weight checks at any time during the Competition. Routine technical scrutineering may also be carried out at any time during the Competition. The scrutineering may also include weight checks.

Competitors selected for technical scrutineering at the end of the second Qualifying practice, whether routine or as a result of a protest, can opt to have the Car inspected immediately or have a lead seal affixed to the specific component to be checked and thus delay the actual scrutineering to the end of the Race. In doing so, the Competitor implicitly accepts that any resulting exclusion from the Race results will also lead to automatic exclusion from the Qualifying results.

The FIA reserves the right to request Competitors to provide it with parts from their cars at any time during the Competition, while Ferrari also reserves the right to replace existing mechanical and/or electrical parts at its own discretion.

The Technical Stewards may, in agreement with the FIA, request in-depth technical scrutineering at Ferrari’s headquarter, a Ferrari authorized workshops or at another location to be agreed between the FIA and Ferrari.





Competitors must accept that no reimbursements will be made in the case of routine scrutineering even if the outcome of such control is in their favor.

- 11.5 A Competitor who, for technical reasons, cannot take part in Timed Free Practice, Qualifying Practices or Race with his original verified car, could request to the sporting and technical commission, within one hour before the start of the session, to scrutineer another car. The Competitor will be penalized with a drop of 5 (five) grid positions at the first race in which he will take part during the same event. Only one substitution is allowed during the Competition. The request for the change of VIN number must be sent via e-mail using the specific electronic form to the Race Direction, and to the Technical Committee at the [challengeEU@ferrari.com](mailto:challengeEU@ferrari.com) address.
- 11.6 The technical scrutineering will be carried out only with the official Ferrari measurement tools, declared and always available on site. All drivers and competitors will agree, without protests and appeals, to the measurement tools and the results of the technical scrutineering.

The followings checks are by their nature non-repeatable:

- Weight (TR art.3)
- Camber (TR art.8)
- Height (TR art.3)
- Rear wing height and projection (TR art.11)

## 12. Driver's Briefing

- 12.1 The Briefing will take place at the location and time indicated in the Official Schedule and all Drivers must be present. Briefing attendance is reserved for drivers, Team Managers and Instructors.
- 12.2 Drivers who didn't attend the Briefing (i.e. those who cannot prove their attendance through their signature on the briefing name sheet) will be liable for penalty points as provided by art 26.7 and, in view of the seriousness of the infringement, a fine of at least 500 euro.

## 13. Tyres

- 13.1 Ferrari will provide each successfully scrutineered car with a set of:
- 8 (eight) Pirelli slick tyres, 4 (four) front and 4 (four) rear (as indicated in the Technical Regulations);
  - 4 (four) Pirelli rain tyres for use in the wet (if necessary).

Each tyre will be identified by an identification code imprinted by the manufacturer and may be subject to audit by the scrutineers at any time of the event. The slick tyres may not be modified in any way (carving, incision, heat treatment or chemical treatment) and must be used in Qualifying Practices and the Race.





Each Competitor will be allowed to mark one (1) additional set of "rain" tyres per car.

Competitors are allowed to mark a set bought in a previous Ferrari Challenge event, but not used. Thus, only tyres marked for that specific event can be used.

The use of any external device to modify the temperature of the tyres during the Challenge Event is forbidden.

FIA, Ferrari and/or the Pirelli staff are authorized to inspect the tyres (condition and pressure) at any time during the race weekend.

A team may request the replacement of one or more tyres on the cars of their Competitors / Drivers through written request and presenting the specific form to Pirelli and the Technical Delegate within 60 minutes from the start of the session. When changing one or more tyres for reasons other than a structural defect, the car in question will be penalized as follows:

- for the substitution of 1 (one) tyre, 3 (three) positions on the starting grid for the earliest race during the Competition;
- for the substitution of 2 (two) tyres, 8 (eight) positions on the starting grid for the earliest race during the Competition;
- for the substitution of 3 (three) or more tyres, the car will start the race from the pit lane (as per article 26.3)

13.2 Once the Wet Track sign is displayed by the Clerk of the Course (at his own discretion,) Competitors may use rain tyres. Nonetheless they may still choose to continue to use slicks. The authorization to use rain tyres will be limited to a specific session of the Free Practice and/or Qualifying after which the Wet Track sign must be displayed again to authorize their use a second time.

During the Race, tyre choice is at the Competitor's discretion. The Stewards of the Meeting may decide to increase the number of tyres made available to all the Drivers should this become necessary for safety reasons.

## 14. General Safety and Pit Rules

14.1 Drivers (and teams' staff) are strictly prohibited from driving the car in the opposite direction (on the track and in the pit lane) to the race unless this is absolutely necessary in order to move the car from a dangerous position. Due to the seriousness of the infringement the sanction for this violation is a fine up to €1000.

14.2 During each session, Drivers must obey the track limits and must at all times observe the provisions of the Code relating to driving behaviour on circuits.

If a competitor exceeds the track limits, specifically exceeds with all 4 wheels the white line marking the track, the Competitor will be subject to a penalty.

During timed Free Practice and Qualifying, lap time(s) will be deleted.

For the Race, there will be a tolerance of 3 (three) track limits notifications, from the





fourth notification a penalty of 5 (five) seconds on the total race time will be inflicted. From the fifth notification onwards the Competitor will be penalized with a drive through every time the Competitor exceeds the track limits.

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

14.4 Each Competitor will be responsible for keeping his own space in the pit-lane tidy and for the behaviour of any person directly or indirectly connected to his participation in the Competition. All persons admitted to the pits must ensure that their pit-lane access permit is clearly visible at all times. Only essential Team staff will be permitted in the pit-lane during the Competition.

Just 3 (three) people per Car will be permitted access to the pitwall. Technical assistance personnel must be suitably and safely attired. In particular, the arms and legs of any individuals authorised to work on the Cars must be covered.

All portable equipment must either remain inside or be brought back into the respective team pit area once the Car has left the pits. Drivers must turn off their engines each time their Car makes a stop in the pits. If the car comes to a halt beyond its allotted assistance area, it may only be pushed back into it by the Team's own technical assistance personnel.

A maximum of 6 (six) mechanics may work on the car in technical assistance area.

Drivers must, from their position in the driving seat, turn on the car using the starter motor. However, the use of an external power source to be temporarily connected to the Car is also permitted. The Driver may not, under any circumstances, push or have his car pushed to restart it.

14.5 Car speeds must never exceed 50 km/h at any time in the pitlane in the Competition. Drivers are responsible for ensuring this speed limit is respected.

Car speeds will be monitored by the official timekeepers of the Event who will act as Judges of Fact and whose decisions are final as foreseen by the art. 216 bis RSN and by art. 12 of the Code. Drivers must therefore start slowly from their own area and maintain a moderate, safe speed along the entire length of the pit-lane, never exceeding the 50 km/h limit.

Failure to comply with the 50 Km/h speed limit in the pit lane shall be sanctioned with the following penalties:

- i) during Free Practice and Qualifying: € 50.00 for each km/h exceeding the 50 km/h.
- ii) during race: time penalty or "Drive Through".

During the Free Practice sessions, Qualifying sessions and Race, Cars must obey the traffic lights when exiting the pit-lane.

14.6 Refueling in the pitlane is prohibited during the Timed Free Practice Sessions,





Qualifying Sessions and Race.

- 14.7 Failure to comply with these rules may incur further punishment by the Stewards of the Meeting, including exclusion from the Race.

## 15. Signals and Radio Frequencies

- 15.1 The signals used during Qualifying and the Race will comply with the instructions of Appendix H to the Code. In the Timed Free Practice Sessions, Qualifying Sessions and Race, Drivers must observe all the rules contained in Appendix H to the Code in addition to the instructions issued by the Race Officials.
- 15.2 Radio links between the Driver in the car and the pit assistance personnel are permitted in compliance with national regulations governing the use of radio frequencies. Each Competitor is responsible for making his own application to the Competent Authorities of the state in which the Competition is held in order to use radio frequencies.

## 16. Private Practice and Timed Free Practice

- 16.1 With effect from 00.00 on the Monday of the week of the Competition, no private practice sessions and/or participations in races with cars of the same category as the Competition Cars will be permitted on the circuit being used for the Competition. Neither it is permitted for any Competitor and/or Driver taking part in Competition to rent said circuit for his own exclusive use. However, Competitors/Drivers may take part in private sessions arranged by the Organiser of the Competition in agreement with Ferrari, which will be open to all Competitors/Drivers entered in the Competition.
- 16.2 The Timed Free Practice Sessions will take place across two 45 (forty five) minute sessions on the same day and at the time set out in the Official Schedule, except if stated otherwise in the supplementary regulations.

## 17. Qualifying

- 17.1 Qualifying will take place across two 30 (thirty) minute sessions, which will take place on the day and at the time described in the Official Schedule. All cars will take part in both Qualifying sessions.
- 17.2 Qualifying will run as per the Official Schedule drawn up by the Organizers of the Competition. A combined qualifying ranking will be determined based on an average of a driver best laps from each of Qualifying 1 and Qualifying 2.
- 17.3 If a car stops on track during Qualifying, it may only rejoin when the Track Marshall deems it safe to do so. If the car required mechanical help or assistance to rejoin, it must return to the pits to be checked by the Technical Delegate and, if authorized, may leave the pits and rejoin the session. If a car stops along the course during a race, it will not be allowed to restart if helped by mechanical means or team personnel.







- 17.4 Under no circumstances Cars may enter either the pit garages or the Paddock whilst Qualifying is underway. Any work required on the Car may only be carried out in the pit-lane, specifically in the spaces in front of the pit garages assigned to each Competitor.

## 18. Admission to the Start, Pre-Grid and Starting Grid

- 18.1 The starting grid for the Race will be determined by the rankings of combined qualifying as per Article 17.2.

The maximum qualifying time is calculated on 120% of the Pole Position time of that session. The best lap time of the Free Practices will be taken into account to define the starting grid of the Race if either Qualifying session can't be run. If one of the qualifying sessions cannot be run, or is stopped before at least 15 minutes of the session has been completed, the qualifying ranking (and Race grid) will be based only on the lap times set during the other Qualifying session.

- 18.2 A Competitor must make a request to the Stewards to admit to the Race any car that has not completed any practice laps and which does not meet the maximum qualifying time, on condition that this does not involve the elimination of an already qualified Car. Cars thus admitted will start from the last position on the grid.
- 18.3 Where a pit awning is used, the cars must be lined up 30 (thirty) minutes before the start of each session in the designated Pre-Grid area, the location of which will be indicated during the Briefing.
- 18.4 The grid will be aligned in a 1 x 1 formation and the rows on the grid will be separated by at least 8 metres.

## 19. Race

### 19.1 The Start of the Race

The Race will start at the time indicated in the Official Schedule. The start will be given using lights and it will be a "Rolling Start".

The procedure during the period immediately prior to the start is as follows:

- 20' before the announced start time, the cars will leave the pit area to do reconnaissance laps (non-compulsory) of the circuit passing through the pit-lane. They will then line up in their assigned grid positions and the drivers will turn off their engines; work may be carried out on the cars from this time until the 3' sign is shown;
- 10' before the announced start time, the pit exit will be closed; Any car which is still in the pit lane can start from the end of the pit lane provided it got there under its own power. If more than one car is affected, they must line up in the order in which they arrive at pit exit. All such cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start.





- the start will be counted down using the following signs accompanied by a sound signal.
- 5' board: the countdown begins; when this panel is shown, access to the grid is closed; any car that has not taken its position on the grid at that point will start the race from the back of the grid;
- 3' board: everyone, excluding drivers and Race Officials, must leave the grid, the car must have all 4 wheels on the ground.
- 1' board: engines are started.
- 30" board: after this panel is shown, a green flag will be shown in front of the grid to indicate that the cars must proceed and start a full lap of the circuit, keeping their respective positions in the formation; the driver in pole position must adapt his speed to that of the Pace Car, keeping a distance from it of not more than 20 meters. Passing of other cars is not permitted during this lap.
- Any driver that cannot start his car must immediately indicate this by raising his arm as soon as the other cars have left the grid. His mechanics must then push the car back to the pits under the supervision of the Race Officials.
- If during this time, the car starts, the driver may re-start his formation lap and when he catches up with the main group, must remain in last position without overtaking any other car.
- If a Driver has difficulty in leaving his position on the starting grid when the green flag is shown to mark the start of the formation lap, he may return to the position he occupied on the grid formation if he has not been passed by all the other cars that have started the formation lap. If the car fails to start and the mechanics and/or officials cannot push it, an assistance vehicle will have to come out and bring it back to the pits. In such cases, once the car is repaired, it may restart from the pit lane after the race has begun.
- During the formation lap all the drivers must maintain their grid positions and keep the prescribed distance between their car and the one in front. The Clerk of the Course/Race Director will issue precise instruction in this regard at the pre-Race briefing. In any case no passing is allowed under any circumstances.
- When the Pace Car leaves the track, the car in pole position must maintain the same speed without either accelerating or slowing down, until the start of the race is given using traffic lights and the following procedure:
- When the cars reach the start straight, in the formation described above, the light will be red and all drivers must keep to the same speed; if the formation is correct, the starter will switch off the red lights to signal the start of the Race.
- The race starts with the red lights off and from that moment overtaking will be allowed.



- In the case of a false start, the red lights will remain on and the start procedure will start again with a formation lap that will follow the same rules as above; as the Pace Car will no longer be on the track, the driver in pole position will be responsible for the speed which must comply with the regulations governing speed in the presence of the Pace Car.
- Any false start or conduct that does not comply with the regulations and signaled by the Start Judges (Judges of Fact) will be punished with a Drive Through penalty.
- The names of the aforementioned officials will be made known in a specific bulletin. The decisions of the Judges of Fact are final.

The standard start procedure described above may be modified for organizational reasons.

## 19.2 Pit Stop

The car's engine must be immediately turned off during any pit stop made for any reason. If the Car does not come to a halt in its allotted area in the pit-lane, it may only be pushed by hand by the Team mechanics to that area. Once the pit stop is completed, Drivers must restart the Car themselves using the ignition; however, an external power source may be temporarily connected to the Car if any problem should arise.

## 19.3 End of the Race

The chequered flag will be shown as soon as the car leading the Race crosses the finish line after the race length has elapsed.

# 20. Safety Car and FCY (Full Course Yellow)

20.1 The use of the Safety Car will be accorded priority in all instances described in art. 2.10 of the Appendix H of the Code. Thus, a Race will only be suspended if the Safety Car cannot) or may not be brought out.

If the start of the formation lap (Race) will be behind the Safety Car because of track conditions are considered unsuitable, the use of the wet tyres until the Safety Car returns to the pits is compulsory.

If this is the case, at 10 (ten) minutes signal its Safety Car orange lights will be illuminated, and it will be confirmed to all Competitors using the official messaging system.

## 20.2

(a) The Clerk of the Course/Race Director may declare a Full Course Yellow (FCY) if he deems this necessary for safety reasons.

(b) When an FCY is declared: a message is displayed on the timing monitors, and all marshal posts will display a waved yellow flag and may display a board with the indication FCY. Starting from this moment and until the race will be declared regular



again, all Cars must activate the FCY strategy that can be activated by the dedicated button on the dashboard.

(c) Once under FCY, cars will slow down safely, but quickly, to 80 km/h and remain in a single line, maintaining their distance to the car in front and the car behind. Overtaking is strictly prohibited under FCY. Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the FCY is in use will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry or the pit lane exit road.

(d) During an FCY, the pit lane entry and exit remain open.

(e) Any driver causing an FCY is reminded not to speed once he re-joins the track.

(f) Once the problems are solved, the Race Director will return the track to green; a message will be displayed on the timing monitors and all marshal posts will replace the yellow flags and FCY boards with waved green flags. Racing and overtaking will normally resume without restrictions, regardless of the positions of the cars relative to one another and to the Line.

(g) During a race, an FCY period may be followed by a Safety Car intervention if needed.

(h) Unless the driver was already in the pit entry for the purpose of serving his drive-through and/or Stop & Go penalty when the FCY procedure was deployed, he may not serve the penalty after the FCY procedure has been deployed.

### 20.3 Suspending the Race

Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all marshal posts and the abort lights to be shown at the start line.

When the signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the pit lane where they must stop in the fast lane.

(a) If a race is aborted or stopped before the leading car has finished two (2) complete racing laps, the following rules will apply:

- The start will be declared a “No Contest”, however penalties may be imposed for any breaches of the regulation during the aborted/stopped race and at the discretion of the Stewards (e.g. where the breach has affected another competitor) these may be applied to the restarted race.
- The length of the restarted race will be the scheduled race distance less at least two laps or five (5) minutes of length) – the revised distance will be defined by the Race Director in consultation with the Stewards.
- The starting order will be the original starting grid.





(b) If a race is aborted or stopped before the leading car has finished two (2) complete racing laps, the following rules will apply:

- The order of the cars will be determined by reverting back to the last completed green flag lap, except the cars involved in the incident causing the red flag procedure.
- Neither the race nor the timekeeping system will stop; only the remaining race time will stop.
- Any cars are unable to return to the pit as a result of the track being blocked, will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended. Cars must return to the pit lane under their own power. All such cars will then be permitted to resume the race.
- The Safety Car will then be driven to the front of the line of cars behind the red flag line.

Whilst the race is suspended:

- Cars may be worked on once they have stopped in the pit lane, but any such work must not impede the resumption/restart of the race;
- refueling and/or removing of fuel is forbidden;
- only competitor members and officials will be permitted in the pit lane.

Drivers must always follow the instructions given by the Marshals.

- Retired Competitors unable to take part in the restart of the race in their original car will be classified as nonstarters.
- All Drivers having taken the original start shall be eligible for the restart in their original car (subject to the stewards decision).

## 20.4 Resuming the Race

The delay will be kept as short as possible and, as soon as a resumption time is known, competitors will be informed via the timing monitors; in all cases, at least a ten (10) minutes warning will be given. Signals will be shown at ten (10) minutes, five (5) minutes, three (3) minutes, one (1) minute, and thirty (30) seconds before the resumption, and each of these will be accompanied by an audible warning.

When the three (3) minute signal is shown, all cars must have their wheels fitted; after this signal, wheels may only be removed out of the fast lane.

At this point, any cars between the safety car and the leader (case B) at the time the race was suspended, will be allowed to leave the pit lane and complete a further lap, without overtaking, enter the pit lane and then join the line of cars behind the safety car.

Any car that doesn't have all the wheels fitted when the three (3) minutes signal is shown, have to restart the race from the back of the field. In this case a marshal with a yellow flag will stop the car (the cars) from leaving the pit lane until all the





cars admitted to the race will be over the pit out line.

When the one (1) minute signal is shown, engines should be started, and all competitor personnel must leave the fast lane by the time the thirty (30) seconds signal is given, taking all equipment with them. If any driver needs assistance after the thirty (30) second signal, he must indicate this to the marshals. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.

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

When the green lights are illuminated, the Safety Car will leave the pit lane with all cars following, in the order in which they stopped in the fast lane. The distance between the cars shouldn't be more than 5 car lengths apart.

The safety car will enter the pit after one lap unless:

- The race is being resumed in wet conditions and the race director deems more than one lap necessary.
- All cars are not yet in a line behind the safety car.
- A further incident occurs necessitating another intervention.

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

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

Either of the penalties under Article 26.1a) or b) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

During this lap, Article 2.10 of Appendix H will apply.

If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

## 21. Parc Fermé

- 21.1 Parc Fermé area is identified and declared at the beginning of the Competition. All the cars at the end of the session must go directly to the Parc Fermé area except the ones under technical checks that have to stay in the Scrutineering area





(box/dedicated zone).

The Race Direction communicates the cars under technical checks (Scrutineering) at the end of each official session for Qualifying and Race.

At the end of both the second Qualifying session and the Race, drivers must immediately (no stop) drive their cars straight to the Parc Fermé.

The cars that will be late in arriving in Parc Fermé - or not present - will be excluded from the rankings.

The cars must remain in the Parc Fermé for 30 (thirty) minutes after the official rankings are made public. The cars included on the list issued in Parc Fermé may be retained for longer than the allotted time for scrutineering. The communication relating to the end of the "Parc fermé" will take place through the official channels.

21.2 It is absolutely prohibited to disconnect the battery of any Car and reset its data acquisition system at the end of the Official Practices or Race.

21.3 At the end of any race, cars not classified (art. 23.4) are not obliged to go to the Parc Fermé.

## 22. Podium

22.1 At the end of each Race, the first three Cars will be the only ones entitled to drive under the podium line or to the position indicated by the Marshals.

22.2 At the end of the Race, medals will be awarded to the first three drivers overall.

These Drivers must make their own way to the podium without delay to take part in the prize-giving ceremony, for which they must wear the official Race overall and the tyre supplier baseball cap (to be provided on site.) They must at all times behave in a manner worthy of the prestige enjoyed by FIA, Ferrari and the Promoter.

Attendance at the Competition closing ceremony and prize giving for the first three drivers overall is mandatory. The prize-giving ceremony will begin at the time indicated during the Briefing. Drivers who are unjustifiably absent, who delay the prize-giving ceremony or fail to comply with the instructions contained in the present Article 22, may be fined by the Stewards of the Meeting. All other participating drivers are also invited to attend, but it is not considered as mandatory.

The Drivers must also make themselves available to authorized photographers, journalists and TV cameramen before and after the ceremony.

## 23. Standings

A car which has covered at least 75% of the distance covered by the winner, rounded down to the nearest whole number of laps, will be classified.





## 24. Tittles

Medals will be awarded to the first three finishers in the 2024 FIA Motorsport Games – Ferrari Challenge Trofeo Pirelli – Single Make Competition for Drivers.

The FIA Motorsport Games 2024 Trophy will be awarded as defined in the FIA Motorsport Games 2024 Event Regulations.

## 25. Incidents

25.1 “Incident” means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which:

- Necessitated the stopping of a practice (timed free practice or qualifying) session or the suspension of the race.
- Constituted a breach of these Sporting Regulations, the ASN Sporting Regulations, the Code or rules of conduct.
- Caused a false start by one or more cars.
- Caused a collision.
- Forced a driver off the track.

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

It shall be at the discretion of the stewards to decide, upon a report or a request by the race director, if a driver or drivers involved in an incident shall be penalized.

25.2 If a Driver is involved in an incident and has been informed of this by the Stewards no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the Stewards.

Cars involved in an accident during the practice, qualifying sessions or race must be checked and authorized before entering further sessions.

The competitor will have to follow the technical delegates/Ferrari Staff instructions related to the car technical check.

## 26. Penalties and Sanctions

26.1 The Stewards may impose the penalties provided for in Article 12.4 of the FIA Code.

Drive-through and stop-and-go penalties may be issued in the last 5 minutes of the race. If it is not possible to serve the notified penalty within the subsequent 3 laps due to the race time expiring, the following time penalties will be added to the race time of the driver in question:

- 25 seconds in the case of a drive-through;
- 45 seconds in the case of a stop-and-go.

The time penalties listed in these regulations and relating to track limits (art. 14.2), will be notified to the competitors concerned only via the timing monitor.







Any of the above penalties are imposed without necessarily summoning the person concerned and are final.

- 26.2 The Stewards may issue the penalties specifically set out in these Sporting Regulations in substitution to other available penalties in the Code.
- 26.3 Drivers who start from the pit lane can leave the garage area to do some reconnaissance laps (not compulsory) during the open pit window (art. 19.1). The drivers have to stop at the traffic light before the pit out line after the five-minute signal.
- 26.4 Unless the Driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty if the Full Course Yellow procedure is in use or after the Safety Car has been deployed. The number of times the driver crosses the Line behind the Safety Car or during the Full Course Yellow procedure will be added to the maximum number of times he may cross the Line on the track. Penalties served during the last lap of the race will not be considered.

## 27. Protests and Appeals

- 27.1 Protests and appeals shall be made in accordance with the International Sporting Code of the FIA and accompanied by a fee in cash of €1,000 (one thousand euros).
- 27.2 The competent sporting tribunal for an appeal will be the International Court of Appeal (ICA) in accordance with Article 15.2 of the Code and the FIA Disciplinary and jurisdictional rules if applicable. The appeal fee will be in cash of €6,000 (six thousand euros).
- 27.3 Appeals may not be made against decision concerning the following:
- (a) Any penalty imposed under section “Penalties” including those imposed during the last 5 minutes of the race or after the end of a race.
  - (b) Any penalty imposed under this Regulation.
  - (c) Any penalty imposed by technical scrutineering of the art. 11.6

## 28. Driving Standards

- 28.1 The driver must drive the car alone and unaided.
- 28.2 Drivers must observe the provisions of the Code relating to driving behaviour on circuits at all times.
- 28.3 Drivers must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.

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

Drivers consistently not respecting track limits, whether or not they gain an





advantage, will be stopped during the free practice sessions, have their lap time(s) cancelled during qualifying and may receive a 'drive-through' penalty during the race.

Should a car leave the track for any reason the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage. At the absolute discretion of the Race Director a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track.

A driver may not deliberately leave the track without justifiable reason.

**28.4** More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

**28.5** Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.

**28.6** As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake.

Any driver who is deemed to be ignoring the waved blue flags will be reported to the Stewards.

## 29. Pit Entry, Pit Lane and Pit Exit

**29.1** The section of track between the first safety car line and the beginning of the pit lane will be designated the "pit entry".

**29.2** The section of track between the end of the pit lane and the second safety car line will be designated the "pit exit".

**29.3** The pit lane will be divided into two lanes: the lane closest to the pit wall will be designated the "fast lane" and the lane closest to the garages will be designated the "working lane".

Other than when cars are at the end of the pit lane under Articles 29.6 or 20.3, the working lane is the only area where any work can be carried out on a car. However, no work may be carried out in the fast lane if it is likely to hinder other cars attempting to leave the pit lane.

**29.4** Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the team's designated garage area to the end of the pit lane.

**29.5** A maximum of five minutes before the start of any free practice or qualifying session, cars may be allowed to drive from their allocated working area to queue in





the fast lane. Cars may only leave their working area to queue after an instruction of 'FAST LANE OPEN' has been given on the timing monitors and/or the team radio. Should it not be possible to give this instruction, cars may not move until the pit exit is green.

Cars moving from their working area before they have received either the FAST LANE OPEN instruction or a green light at pit exit may be reported to the Stewards.

These instructions also apply after a red-flag interruption to a practice or qualifying session.

**29.6** Any driver that will start the race from the pit lane may not drive his car from his teams designated garage area until the 10-minute signal has been given and must stop in a line in the fast lane. Under these circumstances working in the fast lane will be permitted, but any such work is restricted to:

- Starting the engine and any directly related preparation.
- Changing of wheels when a climatic change has been confirmed.
- When cars are permitted to leave the pit lane they must do so in the order in which they arrived at the end of the pit lane unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.

**29.7** Other than drying or sweeping of any tyre rubber left when cars leave their pit stop position, competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed upon by the FIA Technical Delegate.

**29.8** Competitors must not paint lines on any part of the pit lane.

**29.9** Other than in Article 29.6 above no equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, even when the car is being pushed.

**29.10** Team personnel are only allowed in the pit lane immediately before they are required to work on a car and must withdraw as soon as possible afterwards.

Each Competitor must ensure that its mechanics and Car Controller wear flame-resistant overalls, long underwear including balaclava, gloves, socks and shoes and suitable helmets while they are working on the pit lane. Flame-resistant shoes are mandatory for all those wearing armbands. Eye protection in the form of visors or safety glasses is highly recommended for all personnel in the working lane, and mandatory for those wearing armbands.

**29.11**

- (a) It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so.
- (b) If a car is deemed to have been released in an unsafe condition during any practice session, the Stewards may penalise the driver as they consider appropriate.





- (c) If a car is deemed to have been released in an unsafe condition during a race which it is able to resume, the driver concerned will receive a penalty under Article 26.
- (d) An additional penalty will be imposed on any driver who, in the opinion of the Stewards, continues to drive a car knowing it to have been released in an unsafe condition. In all of the above cases, a car will be deemed to have been released either when it has been driven out of its designated working area or after it has completely cleared its pit stop position following a pit stop.
- (e) During the race, cars may only leave their working area when they are ready to rejoin the race. Except for safety reasons, they may not stop in the fast lane, or proceed at a slow speed.

**29.12** Starting an engine with an external device will be considered working on the car; consequently, this will not be permitted in the fast lane of the pits. This shall not apply in the event of race suspension as defined in Article 20.3.

**29.13** No car may be moved to a position in the slow lane which is closer to the pit exit than the garage which has been assigned to the relevant Team.

**29.14** In exceptional circumstances the Race Director may ask for the pit entry to be closed during the race for safety reasons. At such times drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out to the car.

**29.15** Cars must be angle-parked in formation in all free practice sessions and qualifying sessions (front section of the car towards pit exit at an angle of approximately 45 degrees), even in the case of a change of one or more wheels. Only in this position can cars be worked on when stopped in the pit lane working area. During the course of a qualifying session, all competing cars must remain in the pit lane whilst not on the track. At no time will competing cars be allowed in the pit garage until such time as the qualifying session has ended and the car has been cleared from any post-qualifying scrutineering checks and released from the Parc Fermé, except with the express permission of the FIA Technical Delegate.