

Super Cars International Series 2013 Sporting Regulations

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1. - FOREWORD

1.1 Gruppo Peroni Race Srl (from now on GPR, CSAI organizer license Nr. 27247) in collaboration with Full Eventos Lda, organize, in agreement with the *Commissione Sportiva Automobilistica Italiana* (CSAI) and the *Federation Internationale dell'Automobile* (FIA), a Series of International Events named SUPER CARS INTERNATIONAL SERIES 2013. **CSAI VISA Number: SCV-10/2013**

1.2 The single event organizers are GPR and/or the tracks, as highlighted on an event basis on the relevant Supplementary Regulations.

1.3 The SUPER CARS INTERNATIONAL SERIES 2013 will comprehend the following standings:

- overall standing
- classes standings

1.4 The SUPER CARS INTERNATIONAL SERIES 2013 is governed by the FIA International Sporting Code and its appendices (CODE), the CSAI National Sporting Code (R.N.S.) and its Supplementary Regulations (N.S.), this Sporting and Technical Regulations (as per Attachment J safety prescriptions), the Sporting and Technical updates published by GPR and Full Eventos Lda through specific bulletins, that have to be considered as integral part of this Regulations.

All parts declare to acknowledge and commit to comply with the above mentioned Codes thus relinquishing the chance to resort to arbitrators or other jurisdictions in relation to events resulting from race organization or race development; releasing ACI-CSAI, Peroni Race Group Srl, Race Officials, as well as the owner or the manager of the track where the race is held, of any third parties responsibility for injuries or material damages suffered by the Competitor, his drivers, his passengers, his subordinates and goods. exception made for the appealing rights granted by the Code and by the R.N.S,

2. - THE REGULATIONS

2.1 The final text of these sporting Regulations published in Italian, English and Portuguese and that can be translated in other languages, shall be the Italian version which will be used should any dispute arise as to their interpretation. All changes to these Regulations will have to be approved by GPR and CSAI.

All Entrants joining the SUPER CARS INTERNATIONAL SERIES 2013 will be timely kept informed of any change concerning these Regulations, including the date in which the change will be enforced.

3. - ENTRIES

Entrants and drivers willing to join the SUPER CARS INTERNATIONAL SERIES 2013 will have to apply. Each crew can be made by minimum two, maximum three drivers.

Entries procedures are the following:

- SUPER CARS INTERNATIONAL SERIES 2013 entry fee: 500,00 Euro without VAT per every Driver joining the Series
- All SUPER CARS INTERNATIONAL SERIES 2013 races entry fee by 28th February: 17.200,00 without VAT
- All SUPER CARS INTERNATIONAL SERIES 2013 races entry fee after 28th February: 19.500,00 without VAT to be paid in three tranches. The first (7.000,00 Euro without VAT) by 15th March, the

second (7.000,00 Euro without VAT) by the 2nd race, and the third (5.500,00 Euro without VAT) by the third race.

- SUPER CARS INTERNATIONAL SERIES 2013 single event fees: 3.200 Euro without VAT for two hours races and 4.200 Euro without VAT for the 6 hours race.

Entry fees do include event free practice sessions.

Application to SCES will be made official by sending to Peroni Race Group Srl, Via Prati della Farnesina 57 – 00135 Roma; Tel +39 06 45441335, Fax +39 06 45441336 the application form (attached to present Regulations) correctly filled in and with attached the SCES entry fee (or the payment receipt) within the payment expiry date.

3.2 Entrants choosing to join one or more events, without taking part to the whole SUPER CARS INTERNATIONAL SERIES 2013, will have to apply by sending the “Single Event” entry form provided by GPR on an event basis, correctly filled in and with attached the SCES single event entry fee (or the payment receipt) within the payment expiry date.

3.3 Gruppo Peroni Race and Full Eventos Lda reserves the right to reject any Super Cars International Series and/or single race entry **communicating its decision in writing to the entrant**. (as in Art. 74 FIA International Sporting Code, and in RNS CSAI Art. 74).

4. - LICENCES

All drivers joining the SUPER CARS INTERNATIONAL SERIES 2013, must hold current and valid licenses (minimum requirement a grade C International Driver's license) and, where applicable valid licenses and/or authorizations issued by their ASN. The drivers must also be in possession of a current medical certificate of aptitude.

5. - INSURANCE

5.1 An Insurance policy covering third party civil liability have to be taken by the Organizer of each event in accordance with the national laws of the country where the event is held as required by the local ASN. This applies to every event in the SUPER CARS INTERNATIONAL SERIES 2013.

5.2 Third party insurance arranged by the Organizer is in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the event.

5.3 Drivers and competitors taking part in the events are third party in respect to one another.

6. - CALENDAR

6.1 Each event is a restricted international competition approved by FIA.

6.2 SUPER CARS INTERNATIONAL SERIES 2013 will include 6 events with the following calendar:

6-7 April	Marrakech (MAR) – 2 hours
27-28 April	Aragon (ESP) – 2 hours
29-30 June	Oporto (PRT) – 2 hours

31 August- 1 September	Portimao (PRT) – 2 hours
5-6 October	Imola (ITA) – 2 hours
16-17 November	Vallelunga (ITA) – 6 hours

GPR and Full Eventos Lda reserve the right to amend at any time but with an adequate notice, dates and circuits included in this calendar, with the authorization of FIA and CSAI.

7. - ADMITTED CARS

7.1 To SUPER CARS INTERNATIONAL SERIES 2013 will be admitted the following classes:

- **GT Top** (in 2013 Blancpain Endurance Series specs)

- **GT Production** (in 2013 European GT4 Cup specs)

- GT Cup:

GT Cup 1 – Ferrari 458 Challenge, Porsche 997 GT3 Cup MY 2010 and 2011, Lamborghini Supertrofeo

GT Cup 2 –, Ferrari F430 Challenge, Porsche 996/997 GT3 Cup up to 2009, Maserati Trophy

- Special (Admission after specific entrant request. Cars in this class will have performance similar to those above mentioned)

7.2 Cars will have to be equipped with a transponder for the official timekeepers service which will be provided in every event.

GPR and ... reserve the right to position an onboard camera in each car. On board camera will be part of the overall weight of the car.

8.- POINTS, TITLES ATTRIBUTION

8.1 Points will be awarded to top 10 classified cars in each of the SUPER CARS INTERNATIONAL SERIES 2013 valid events according to the following method:

- 1° points 25
- 2° points 18
- 3° points 15
- 4° points 12
- 5° points 10
- 6° points 8
- 7° points 6
- 8° points 4
- 9° points 2
- 10° points 1

In the six hours event points will be awarded in the following method:

	after 2 hours	After 4 hours	6 hours
1°	10	10	25
2°	8	8	18
3°	6	6	15
4°	5	5	12
5°	4	4	10

6°	3	3	8
7°	2	2	6
8°	1	1	4
9°	-	-	2
10°	-	-	1

The same scoring system will be adopted for each class,

8.2 To be classified and thus gain points a crew must cover at least 70% of laps covered by the crew first classified in its class.

8.3 Points will be assigned on each race to drivers who actually will compete. 8.4 Points will be assigned to drivers who actually raced. Points will not be assigned to drivers who, even though they went through scrutiny and qualifying practice, did not actually compete in the race for at least one driver stint.

8.4 At the end of the season will be awarded the first three crews and/or drivers who will have gained the highest number of points in the overall and in all the admitted classes taking into account all results of homologated races. Scoring will be valid if the driver/crew joined at least 50% of the 2013 SUPER CARS INTERNATIONAL SERIES events.

8.5 In case of *ex-aequo* in any of the Titles to be attributed, will be taken into consideration the highest number of first places, afterward of second places, of third places and so on until one of the drivers priority will be determined.

9.- ADMINISTRATIVE CHECKS

9.1 Administrative checks and technical scrutineering before the race will take place in accordance with the Event Program drafted by the Organizer. Entrants and drivers will have to show all documents. These will be checked only in the first driver/entrant participation and will be valid throughout the season. If due to expiry documents will have to be double checked, driver/entrant will have to proceed once more to the Administrative Checks. Competitors and/or Drivers shall always make available at any moment their sporting documents.

9.2 To be admitted to the races, each Competitor and each Driver, at each Event administrative checks, shall undersign a declaration stating the possession of all requirements provided by current sporting rules. Furthermore Drivers shall hand over a declaration about the use of safety clothes (homologated helmets, overalls, shoes, gloves, socks etc.) as provided by the CODE (Attach. L, Chapt. 3 Articles 1/2/3). By signing the declaration the driver will assume all responsibilities.

9.3 Joining the event will not be allowed to those Entrants/Drivers that have not carried out the administrative checks. Any request for delay to carry out the Administrative Checks have to be advanced to the Sporting Stewards which will have the right to accept it or not according to specific reasons.

10. – SCRUTINEERING

10.1 Scrutineering will be carried out by the local ASN Marshals in team with the SUPER CARS INTERNATIONAL SERIES 2013 Technical delegate.

10.2 No car may take part in the event until it has passed by the Scrutineerings and has got the Sporting Stewards consent.

10.3 Scrutineering before the race will take place in accordance with the Event Program drafted by the Organizer. Joining the event will not be allowed to those Entrants/Drivers that have not carried out the scrutineerings. Any request for delay to carry out the Scrutineerings have to be advanced to the Sporting Stewards which will have the right to accept it or not according to specific reasons.

10.4 Pre race scrutineerings will be carried out at the first participation of the car in the SUPER CARS INTERNATIONAL SERIES 2013. Car technical passport will thus be updated and this will be valid throughout the season. The scrutineers may check the eligibility of a car or of a competitor and ask for the technical passport at any time during an event.

10.5 The Sporting Stewards Committee will decide, after having hears the scrutineers, on what technical checks to be carried out. These checks can/will be carried out before and/or after every qualify/race. Scrutineers will reserve the right to inspect and remove one or more mechanical items, including tyres, for further inspections.

The entrant, or someone on behalf of him in possession of a written delegation, will sign the tag connected to the item inspected. If the item is found not compliant the item will be kept by the scrutineers for further actions as the report to the stewards committee. The Committee will decide on possible sanctions to be applied. The entrant or his delegate (still with a written delegation) will be able to assist to all technical checks carried out on his car.

The non compliant item will be handed back to the entrant only in case the Entrant will not appeal against the Sporting Committee decision. If not the item will be sent to the ASN in charge for the appeal.

Entrants consent that no reimbursement will be acknowledged to them for ex officio checks, also in case of favorable outcome.

11.- FREE PRACTICES, TESTING

11.1 During every event three free practice session will be set of an overall duration of minimum 90, maximum 120 minutes as specified in the event official schedule. Between each free practice session a 40 minutes gap will be granted.

11.2 Entrants, drivers, teams will be allowed to set up private testing sessions or join races on any track, but starting from Friday of the week preceding the event on the track where the event will be held.

12.- QUALIFY

12.1 Official practice will take place in a single turn of 45' (forty five minutes) divided into three 15 minutes sessions separated by 5 minutes each. During these five minutes cars will have to pit. Drivers can change.

12.2 The stewards of the meeting could admit at the start of the race the cars without any qualifying time provided that:

- these cars must not eliminate others already qualified;

- these cars are able to obtain minimum qualifying time;
- drivers must answer the required safety measures (as the knowledge of the track and others).

In the case a driver is unable to join the qualify due to force majeure reasons (car breakdown during qualify, sickness Etc Etc) the driver will be able to apply to the Stewards within 30 minutes after the end of the Qualify.

13. – START ADMISSION – STARTING GRID

13.1 Start admission and related starting grid will be determined by Drivers results in Official Qualify. Maximum number of cars admitted to the start will be according to the track license.

13.2 During the pit lane opening time of the starting procedures, drivers will be allowed to have ONE extra lap through the pit lane before joining the grid.

14. – RACE START

14.1 Race start will occur at the time indicated in the program of the Event Supplementary Regulations. Start will be a rolling start in accordance with FIA rules.

15. - RACE

15.1 Pit stops

Two pit stops are compulsory during 2 Hours races. During both compulsory pit stops the drivers change is also compulsory.

First compulsory pit stop have to be carried out during the 30-45 minutes window from the start of the race. Second compulsory pit stop have to be carried out during the 75-90 minutes window from the start of the race.

Overall during the race each entrant have an overall five (5) minutes minimum time to carry out the two compulsory pit stops. This includes the pit lane times.

Pit lane time will be communicated by the organizer to each entrant during the races drivers briefing.

Any further pit stop is allowed but does not count towards the five minutes minimum imposed time.

All kind of repairs may be carried out at the pits except welding with or without flame. After every operation the mechanics must clear away all materials from the ground. If a car passes over its pit it cannot reverse, but it must be pushed by its mechanics after stopping the engine. Top-ups with water and oil is allowed at any time during the race but not during the refuelling procedures.

Any type of repair or mechanical action is forbidden while refuelling

This imposed five minutes time does not apply to 6hrs Races. During 6hrs races there not compulsory pit stops nor minimum times still respecting at all time the 60 km/h pit lane speed limit.

15.2 Refuelling

During each pit stop the entrant can carry out refueling procedures. Overall no more than four persons can carry out the refueling procedures. No other personnel can work on the car including positioning fans to cool down temperatures. During the refueling procedure the car have to be on the ground, with the engine switched off and with adequate grounding. All personnel working in the refuelling area must wear FIA approved fire-resistant clothing including helmet and/or glasses.

Before starting the practice all the competitors must buy the Fuel Coupons that will give them the right to collect the fuel provided. Refuelling during the qualifying is forbidden.

It is mandatory, for practice and race, to use the fuel provided by the Organiser (Eurosuper 102 RON). Race officials will be allowed to take samplings.

Refueling procedures have to be carried out via 30liters maximum FIA approved jugs.

During the refueling procedures the only allowed operations are:

- Drivers change. In this process one extra person which does not count in the four allowed for refueling can assist the change.
- Cleaning the windscreen. This can be done by the above mentioned extra person if not assisting the drivers change
- Tyres temperature via thermal gun only.
- Refuelling is prohibited during free practices and qualify

All other operations are strictly forbidden.

15.3 Drivers Change

During the compulsory pit stop drivers have to change. In the process one person can assist the drivers. Drivers change can be carried out any time during any pit stop.

Each time a driver is replaced by another one, the Competitor must immediately inform the Race Official who is always present in the pit zone. Incidental delays or failure to inform will be attributed to the Competitor and administrative fees and/or disciplinary measures may be applied by the stewards of the meeting. The Race Control will limit himself to inform the Race Management of the exact time when the change of driver took place and the name of the driver on board as soon as he receives this information: the Race Official is not obliged to request it.

Car engine have to be switched off.

15.4 Tyres Change

Tyres change can be carried out during any pit stop. Only two mechanics and two wheels guns are allowed. Four mechanics and four wheel guns are allowed for competitors not using the single wheel knot locking system.

Tyres can be positioned flat on the ground before the competitor joins the pit lane in the area allocated to the car (usually in front of its garage). Worn tyres also have to be positioned flat on the ground and can be cleared once the competitor leaves the allocated space.

Car engine have to be switched off

16. - BRIEFING

16.1 In each event a drivers briefing with the Race Director and the Clerk of the Course will be carried out according to the official schedule. All competitors (or their appointed representatives) and drivers admitted to the race, have to be present throughout the briefing and must sign the attendance report.

16.2 All entrants are responsible for the attendance of their drivers at the briefing. Failing or delay in attending the briefing will result in a 260,00 Euro fine.

17.- PARC FERME

17.1 At the end of qualify and each race, cars will have to join immediately, without stopping on the track, the *parc ferme*. Drivers that after the checkered flag will fail to join the *parc ferme* will be fined by the

stewards. Cars can be collected from the *parc ferme* thirty minutes after the publication of the official results, or otherwise according to Race Director decisions.

18.- SAFETY CAR

18.1 Safety car use is in accordance to what specified in FIA CODE Art. 2.9 Appendix H.

19.- STANDINGS, PODIUMS, AWARDS

19.1 At the end of each race following standings will be made:

- overall standing
- classes standings

19.2 Top three crews overall and top three crews per every class will be called on podium. All drivers involved in the podium ceremony will have to reach the podium straight after the race in full racing gear but with no helmet. All podiums will be awarded with trophies. There will be no prize money.

20.- PROTESTS and APPEALS

20.1 Protests have to be put forward according to the provisions defined in FIA International Sporting Code Chapter XII, and must be accompanied by the required fee in cash, the amount of which shall be set annually by the ASN.

20.2 Entrants shall have the right to appeal against a sentence or any other Stewards' decision (with the exception of it is covered by Art. 20.3) by observing the form and the deadlines laid down in FIA International Sporting Code Chapter XII.

20.3 Following penalties cannot be appealed:

- Drive through or Stop and Go (International Sporting Code, Art. 152)
- Penalties implying the cancellation of a number of qualifying laps being applied by the Stewards or the Race Director during/or at the end of a qualifying session according to the Sporting Regulations provisions.
- Penalties implying a drop of positions at the starting grid.

21.- TYRES

21.1 All cars will have to be equipped with PIRELLI tyres, both slick and rain. These will have to be ordered at least a week before each event from the official Series dealer which will be shortly announced.

21.2 Each car during each event will be able to use maximum 12 new tyres and minimum 4 previously used tyres in the Series.

Only for the first participation in the Series the entrant will be able to use maximum 16 new tyres.

Each entrant will have to fill the specific form with the codes of the slick tyres he will be using, handing it to the Series Tech Delegate before the start of the free practices

21.3 The entrant being disputed for having committed mistakes and/or mismatches on the forms starting from the free practices will be excluded from the meeting.

Tyre blankets use is forbidden. Any chemical or mechanic tyre treatment is also forbidden.

22.- FUEL

22.1 During each event, every Entrant will have to use for qualify and race the fuel (Panta NS 102 RON) provided by the official supplier. The fuel will have to be booked at least one week in advance before every meeting from: PANTA DISTRIBUZIONE spa – TEL +39 0373235141 – FAX +39 0373235123 mail monico.luca@panta.it, and cristofanilli.giovanni@panta.it

22.2 During each event a sample will be taken from the stewards in order to carry out comparative checks in the fuel used during the races by the entrants.

22.3 Each entrant will have to allow the chance of taking a sample of at least three liters from the car fuel tank in order to carry out comparative checks. **If the comparative checks fail the entrant will be excluded from the event and its season championship points will be halved.**

23.- ADVERTISING

All Competitors and Drivers who will join SUPER CARS INTERNATIONAL SERIES 2013 events, provided that they will have the right to apply their own advertising, will be required to apply and keep for the whole Series, without any alteration, the SUPER CARS INTERNATIONAL SERIES 2013 coordinated advertising package in accordance with the layout provided by the Organizer itself. (Appendix A).

Entrants, on the occasion of each event, are bound to ask for the coordinated advertising package layout (Appendix A).

Competitors will be responsible for the replacement of possible damaged ads. Competitor advertising shall not be competitive with that provided by the Organizer. Every Participant, only by entering the Series, commit himself to preserve and to comply with the layout of the Organizer Coordinated Advertising package on each of his cars for any use of their images in connection with the SUPER CARS INTERNATIONAL SERIES 2013.

Every Competitor, in particular, will commit himself in making always use, (if there has been any updating), of the latest version of the provided Coordinated Advertising package.

Every Competitor is bound to keep abreast of possible changes to SUPER CARS INTERNATIONAL SERIES 2013 advertising.

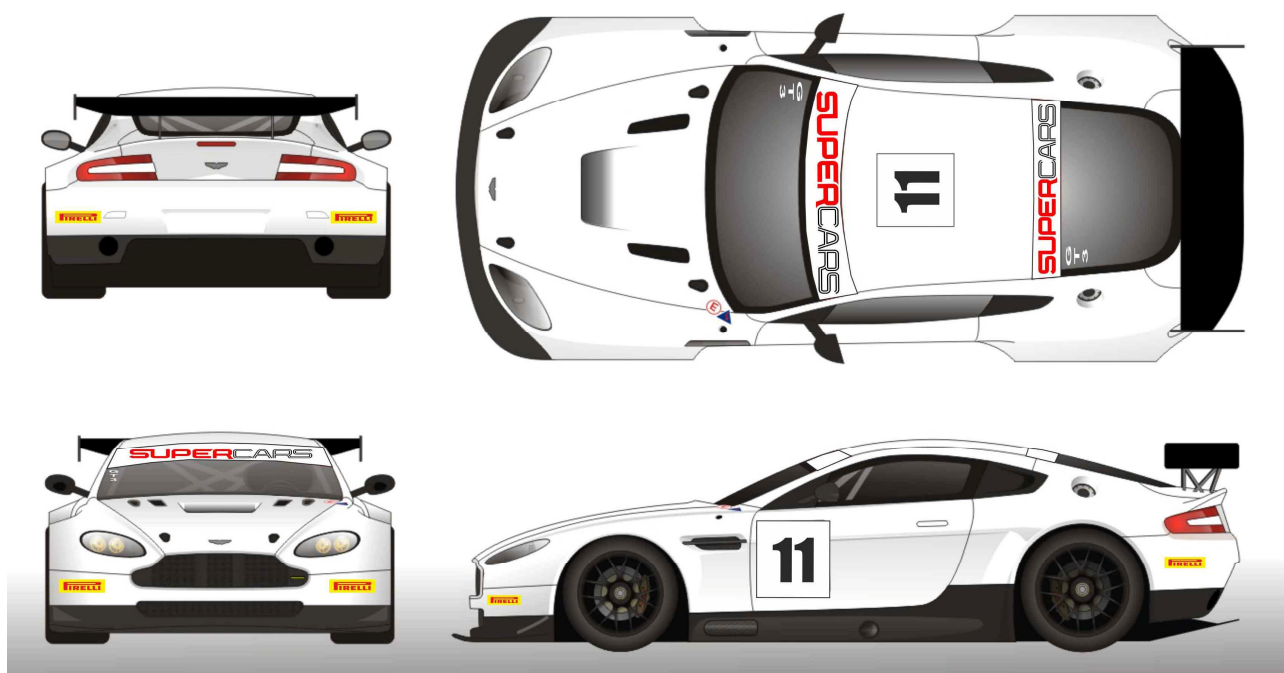
During scrutineering before the race the mandatory stickers will be handed in and Competitors will be bound to attach them on cars as stated by the Organizer. Gruppo Peroni Race will also provide the compulsory patches that must be sewed on the driver's suits.

Cars which at the scrutineering before the race will be found lacking in mandatory coordinated advertising and/or not complying with the layout provided by the Organizer and/or in disagreement with the provisions of the present article, will be declared not conform and thence they could not be scrutinized.

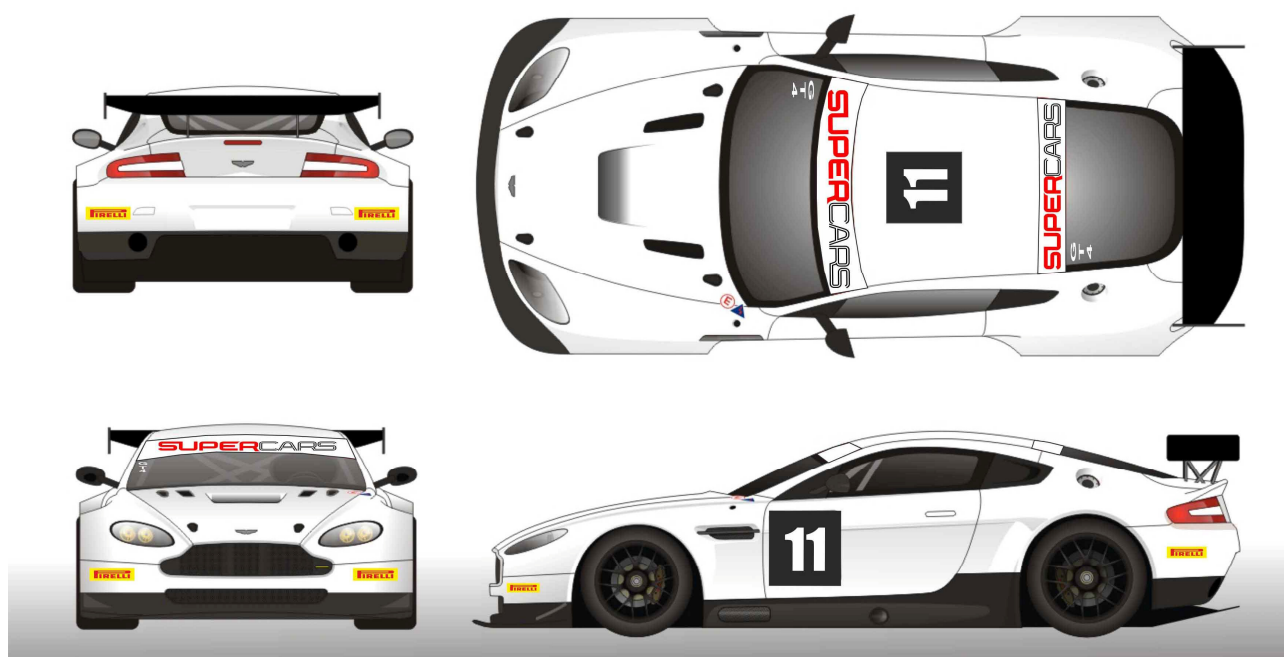
Every Competitor commit himself in allowing the use of his own cars image by third parties only in accordance with the present article and will become directly responsible. The Competitor will be responsible for all above rules, without this being a limit both in a sporting and in civil court in charge for personal images rights. The above mentioned rules violation in any moment of the weekend will be fined with a fee from 1000 to 3000 euro and with the exclusion from the meeting.

APPENDIX A (COMPULSORY ADVERTISING)

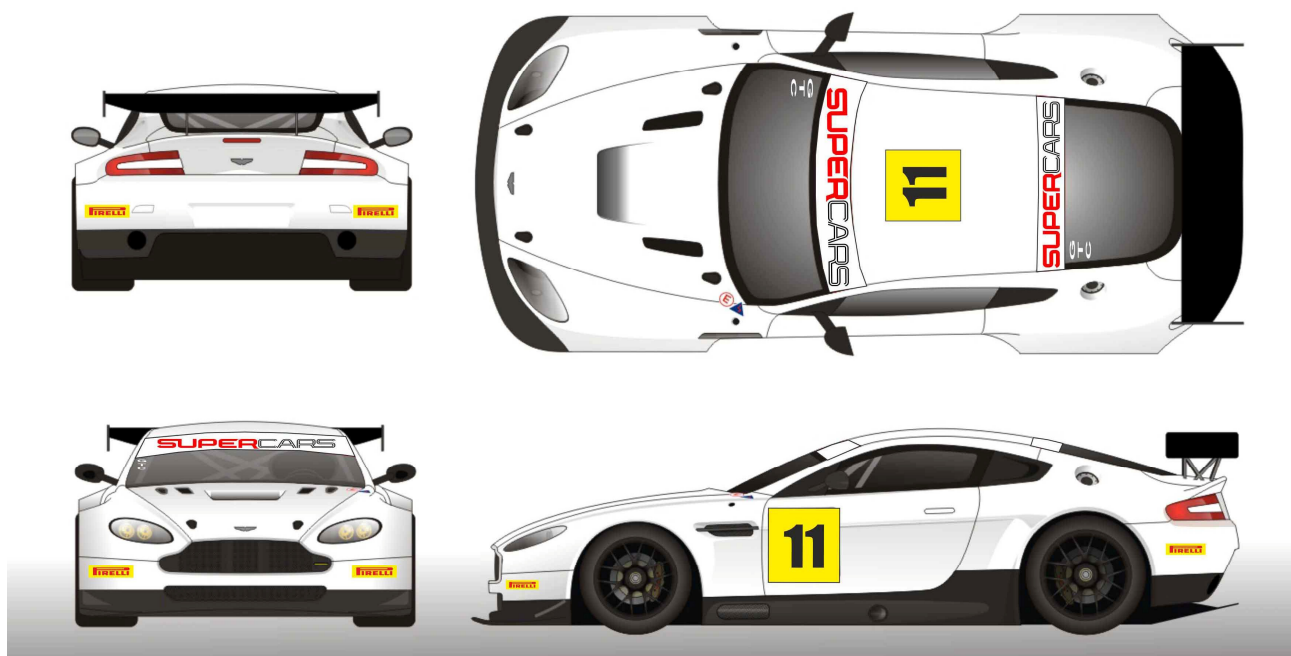
GT TOP



GTPRODUCTION



GT CUP



SPECIAL

