



LOTUS CUP ASIA 2014

SPORTING & TECHNICAL REGULATIONS

This is an important document. All Drivers and Entrants should read these Regulations before completing the relevant entry form. Please contact Richburg Corporation Ltd. if you have any questions in relation to these Regulations.

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PART A SPORTING REGULATIONS

A.1 GENERAL

A.1.1 Richburg Corporation Ltd. (RCL) will organise the LOTUS ASIA CUP as a Zone International Series, which is the property of RCL. All the participating parties (RCL), organisers, competitors and circuits undertake to apply as well as observe the rules governing this Series.

A.2 REGULATIONS

A.2.1 The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

A.3 GENERAL UNDERTAKING

A.3.1 All drivers, competitors and officials participating in the Series undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the FIA International Sporting Code (the Code), these LOTUS Cup Asia Technical Regulations (the Technical Regulations) and these present Sporting Regulations.

A.3.2 The Series is governed by these present Sporting Regulations and the Technical Regulations.

A.4 GENERAL CONDITIONS

A.4.1 It is the competitor's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the Technical Regulations and the Sporting Regulations. If a competitor is unable to be present in person at the Event he must nominate his representative in writing prior to or at the scheduled pre event Documentation period. The person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

A.4.2 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice and the race.

A.4.3 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

A.4.4 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.

A.5 LICENCES

A.5.1 All drivers must hold current and valid FIA licences and, where applicable, valid licences and / or authorisations issued by their ASN(s). They must also be in possession of a current medical certificate of aptitude (see Article 1.7 of Appendix L, Chapter II).

A.5.2 Drivers holding National Licences will be eligible to enter races held in the country of their issuing ASN.

A.6 SPORTING CALENDAR 2014 (provisional and subject to change)

Rounds	Date	Circuit, Country
1 – 2	April 11-13	Guangdong International Circuit, China
3 – 4	May 2 – 4	Guangdong International Circuit, China
5 – 6	June 20 – 22	Sepang International Circuit, Malaysia
7 – 8	Sept 10 – 14	Sepang International Circuit, Malaysia
9	Dec 11 – 14	Bangsaen Street Circuit, Thailand

(Please note that the calendar above might be subject to changes)

A.6.1 Races counting for the Series are reserved for cars as defined in the Technical Regulations and each race will have the status of an International restricted competition.

A.6.2 The distance of all races, from the start signal referred to in Article A.32.6 to the chequered flag, shall be between 40km and 60km and the number of required laps shall be specified in the ASR's. The

leader will be shown the chequered flag when he crosses the Control Line at the end of the lap during which this distance is exceeded. The Line is a single line which crosses both the track and the pit lane. Maximum racing duration is 30 minutes.

A.6.3 The maximum number of Races in the Series is 36, the minimum is 5.

A.6.4 A Race may be cancelled if fewer than 5 cars are available for it.

A.6.5 National Championships rounds may be held as a class within the Lotus Asia Cup and competitors registered for those Championships will be eligible to score points for their respective Championship.

A.7 POINT SCORING

A.7.1 The Lotus Asia Cup Driver's Champion Title will be awarded to the driver who has scored the highest number of points.

A.7.2 Points for these titles will be awarded for each Race according to the following scale:

1st : 15 points

2nd : 12 points

3rd : 10 points

4th : 8 points

5th : 6 points

6th : 5 points

7th : 4 points

8th : 3 points

9th : 2 points

10th : 1 points

A.7.3 If a race is suspended under Article 152, and cannot be resumed under Article 153, no points will be awarded if the leader has completed less than two laps, half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance, and full points will be awarded if the leader has completed more than 75% of the original race distance.

A.7.4 Non-Series registered finishers will not be eligible for points and will be disregarded for the purpose of calculating points. i.e. if a non-Series registered driver finishes in second place and a Series registered driver finishes in third place then the Series registered driver will score points for a 2nd place finish and so on.

A.8 DEAD HEAT

A.8.1 If two or more Teams or Drivers finish the season with the same number of points, the higher place in the Series (in either case) shall be awarded to:

a) the holder of the greatest number of first places,

b) if the number of first places is the same, the holder of the greatest number of second places,

c) If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.

d) Should a tie still exist, the holder of the best result in the final round will be declared the winner.

A.9 ORGANISATION OF EVENTS

A.9.1 The Organiser shall supply the information set out to all competitors before the Event.

A.10 RCL DELEGATES

A.10.1 For each Event RCL will nominate the following delegates:

- technical delegate;

and may nominate:

- medical delegate;

- press delegate;

- safety delegate;

A.10.2 The role of RCL delegates is to help the officials of the Event in their duties, to see within their fields of competence that all the regulations governing the Series are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Event.

A.10.3 The technical delegate nominated by RCL will be responsible for scrutineering and will have full authority over the national Scrutineers.

A.11 OFFICIALS

A.11.1 The following officials will be nominated by the ASN:

- The Clerk of the Course.

RCL may appoint a Race Director

The Clerk of the Course shall operate in permanent consultation with the Race Director.

The Race Director shall have authority over the Clerk of the Course, who shall not issue any orders without the consent of the Race Director in the following areas:-

- a) Controlling the Free Practice Session, Qualifying Session and Races, adherence to the timetable and, if deemed necessary, any requests made to the Stewards to modify the timetable in accordance with the provisions of the FIA International Sporting Code and these Regulations
- b) Stopping a Car in accordance with the provisions of the FIA International Sporting Code and these Regulations.
- c) Stopping the Free Practice Session or Qualifying Session or suspending a Race in accordance with these Regulations, if deemed necessary for safety reasons, and the restart procedure after the suspension.
- d) The Starting procedure
- e) Use of the Safety Car

A.11.2 The following officials will also be nominated:

- Three stewards of the meeting

- RCL reserves the right to appoint 1 Steward

A.11.3 The Clerk of the Course must be in radio contact with all marshals' posts at all times when cars are permitted to run on the track. The Stewards of the meeting and other officials must be in contact with the Clerk of the Course at all times.

A.12 COMPETITORS APPLICATIONS

A.12.1 Applications to compete in the Series must be submitted to RCL on an entry form supplied by RCL and must be accompanied by the entry fee.

Entry Payment details:

Driver Single Event Entry Fee (1st event entered)	HK\$ 39,000 (China) HK\$ 49,000 (Malaysia)
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Damage Deposit (Refunderable)

HK\$ 50,000	per car for each race weekend at Guangdong International Circuit
HK\$ 100,000	per car for each race weekend at Sepang International Circuit

Beneficiary: Smart Express Asia Pacific Limited

Account Number: 364-277152-883

Banker: Hang Seng Bank

Branch & Address: Causeway Bay Branch, No. 28 Yee Wo Street, Hong Kong

SWIFT Code: HASEHKHH

Applications shall include:

- a) Confirmation that the applicant has read and understood the Code, the Technical Regulations and the Sporting Regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the Series, to observe them.
- b) All applications will be studied by RCL which will publish the list of teams and drivers accepted together with their race numbers no later than 15 days after entries close.
- c) RCL shall email or fax ASR's/Entry Forms to all registered competitors in sufficient time for entries to be made prior to the published selection of entry dates for each round.
- d) Competitors are responsible for sending in correct and complete entries to RCL prior to entry closing dates. Should there be any change in the information submitted on the entry form during the course of the season it is the responsibility of the competitor/driver to notify RCL in writing immediately.
- e) Any withdrawal of entry or driver/car changes made after receipt of entry must be notified to

RCL in writing who will in turn inform the Secretary of the Meeting in writing.

- f) Up to the start of official qualifying practice, a competitor may change its nominated Driver by providing an amended Race Entry Form to the organiser.

A.13 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

A.13.1 In exceptional circumstances, the Stewards may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all competitors who must acknowledge receipt.

A.13.2 All classifications and results of practice and the race, as well as all decisions issued by the officials of the Event, will be posted on the official notice board.

A.13.3 Any decisions or communication concerning a particular competitor must be given to him within twenty-five minutes of such decision and receipt must be acknowledged. Provided always that the competitor makes his whereabouts known and is accessible. For the purposes of clarification an attempt to give the competitor a communication in his pit within the specified time frame shall constitute delivery.

A.14 INCIDENTS

A.14.1 Incident means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the Clerk of the Course (or noted by the Stewards and referred to the Clerk of the Course for investigation) which :

- necessitated the suspension/stopping of a race under Article A.34.1;
- constituted a breach of these Sporting Regulations, or the Code;
- caused a false start by one or more cars;
- caused a collision;
- forced a driver off the track;
- illegitimately prevented a legitimate overtaking manoeuvre by a driver;
- illegitimately impeded another driver during overtaking.

a) It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director or Clerk of the Course, if a driver or drivers involved in an Incident shall be penalised.

b) If a driver is involved in a collision or Incident, he must not leave the circuit without the consent of the Stewards.

c) If an incident is under investigation by the Stewards, a message will be given to the competitor. Each Driver and Team Manager must remain available and easily contactable at a Meeting until any Protest and/or Appeal period relating to LOTUS Cup Asia has elapsed, failing which, any judicial action against or relating to that Driver and/or Team may be heard in the absence.

A.14.2 The Stewards may impose any one of the following penalties (in substitution or in addition to other available penalties) on any driver involved in an Incident.

a) A time penalty.

b) A drop of ten grid positions for the first race at the driver's next event. However, should the penalty under a) above be imposed and notified in writing to the team representative during the last three laps, or after the end of the race, Article 14.3 b) below shall not apply and a 30-second time penalty shall be added to the elapsed time of the car concerned

A.14.3 Any determination made or any penalty imposed pursuant to Article A.16.1 shall be without Prejudice to the operation of Articles 160 or 161 of the Code.

A.14.4 DRIVING

The driver must drive his car alone and unaided. Overtaking, according to the circumstances, may be carried out either on the right or on the left. However, manoeuvres liable to hinder other Drivers such as more than one change of direction to defend a position, deliberate crowding of a Car beyond the edge of the Track or any other abnormal change of direction, are strictly prohibited. Any Driver who appears guilty of any of the above offences will be reported to the Stewards and may be penalised.

A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place. The car's white headlights, red rear light and rear fog lights must be illuminated at all times when it is running on a track that has been declared a "wet track". It shall be at the discretion of the Race Director to decide if a driver should be stopped because his lights are not working. Should a car be stopped in this way, it may re-join when the fault has been remedied.

A.15 PROTESTS

A.15.1 Protests shall be made in accordance with the Code and accompanied by a fee of USD500.

A.16 SANCTIONS

A.16.1 The Stewards may inflict the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the Code.

A.17 CHANGES OF DRIVER

A.17.1 Teams may make two driver substitutions during the season provided it is carried out in accordance with the Code and these LOTUS Cup Asia Regulations. Any substitution after the 6th Race will not be eligible for points. Any additional substitute drivers, must be registered before participation. Vehicle substitution is only permitted upon payment of the relevant Series registration or entry fee.

A.18 NUMBER OF CARS PARTICIPATING

A.18.1 The number of cars allowed to start the race is the maximum permitted by the Circuit license.

A.19 RACE NUMBERS AND NAME OF CAR

A.19.1 The race numbers must be in conformity with Chapter XVIII of the International Sporting Code.

A.19.2 The name of the driver must appear on the bodywork (rear lateral windows) and be clearly legible (Chapter XVIII).

A.20 TESTING

A.20.1 Each year the Series Organiser will organise official tests at venues which are scheduled to hold an Event. Details of the schedule for these test days are to be advised in a separate bulletin. During each of these tests all Technical Regulations must be respected. The tyres used must be the official tyres specified for the Series and must have been supplied by the official tyre supplier.

A.21 PIT LANE

- A.21.1**
- a) For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the "fast lane", and the lane closest to the garages is designated the "inner lane". Other than when cars are at the pit exit under Articles A.32.5 and A.32.10, the inner lane is the only area where any work can be carried out on a car.
 - b) 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 by the Safety Delegate.
 - c) Competitors must not paint lines on any part of the pit lane.
 - d) 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.

A.22 SPORTING CHECKS

A.22.1 Each competitor must have all documents required by Article A.5 available for inspection at any time during the Event.

A.22.2 At each Event of the Series, the Organisers will check all licences and documentation.

A.23 SCRUTINEERING

A.23.1 Initial scrutineering of the car will take place at a time and place given in the final instructions of each Event.

Competitors must present the duly completed Technical Passport (Log Book) supplied by RCL for each of their cars entered in an event.

A.23.2 No car may take part in the Event until it has been passed by the Scrutineers.

A.23.3 The Scrutineers may:

- a) check the eligibility of a car or of a competitor at any time during an Event,
- b) require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,
- c) require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail,
- d) require a competitor to supply them with such parts or samples as they may deem necessary.

A.23.4 Any car which, after being passed by the Scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.

A.23.5 The Clerk of the Course with the consent of Race Director may require that any car involved in an

accident be stopped and checked.

- A.23.6** Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the competitors.

A.24 SUPPLY OF TYRES IN THE SERIES AND TYRE LIMITATION DURING THE EVENT

A.24.1 RCL will specify Control Tyres for the Series.

A.24.2 The only eligible tyres are those supplied by the Official Tyre supplier as the Official Control Tyre. These Tyres will carry Official Series branding and will be the only tyres permitted to be used at any time during any practice sessions and the races. Any use of unbranded tyres at any time will result in penalties and possible exclusion from the Series.

A.24.3 All tyres must be used as supplied by the Official Tyre supplier, any modification or treatment such as cutting, grooving, the application of solvents or softeners, the fitting of heat retaining devices or pre-heating is therefore prohibited. This applies to both wet-weather and dry-weather tyres.

A.24.4 Wet-weather tyres must be provided by the same manufacturer but their number shall be free. They must be used as supplied by the manufacturer. It is compulsory for Competitors to purchase at least 1 set of wet tyre prior to the first Event.

A.24.5 With the exception of race day, wet-weather tyres may only be used after the track has been declared wet by the Race Director and, during the remainder of the relevant session, the choice of tyres is free.

A.24.6 A competitor wishing to replace an already allocated unused tyre by another unused one must present both tyres to the RCL Technical Delegate.

A.24.7 The use of tyres without appropriate identification is strictly forbidden.

A.24.8 If, in the opinion of the tyre technicians and RCL appointed officials, the nominated tyre specification proves to be technically unsuitable, the Stewards may authorise the use of additional tyres or tyres of a different specification.

A.24.9 In those exceptional cases where, in the judgement of the Technical Delegate, damage to the tyres through no fault of the competitor/driver makes further participation in the event impossible, one supplementary front and /or rear tyre may be nominated and used.

A.25 WEIGHING

A.25.1 a) During qualifying practice cars will be weighed as follows:

- (1) RCL may install weighing equipment in an area as close to the first pit as possible, this area will be used for the weighing procedure;
- (2) At the end of the qualifying practice sessions, all cars must make their way directly from the track, under their own power, to the Parc Fermé for weighing and checking without any unnecessary delay
- (3) The car will then be weighed and the result given to the driver ;
- (4) If the car is unable to reach the weighing area under its own power it will be placed under the exclusive control of the marshals who will take the car to be weighed;
- (5) A car or driver may not leave the weighing area without the consent of the RCL Technical Delegate;
- (6) If a car stops on the circuit and the driver leaves the car, he must go to the weighing area immediately on his return to the pits in order for his weight to be established.

b) After the race each car crossing the Control Line will be weighed. If a driver wishes to leave his car before it is weighed he must ask the Technical Delegate to weigh him in order that this weight may be added to that of the car.

c) Should the weight of the car be less than that specified in the Technical Regulations when weighed under a) or b) above, the car and the driver will be excluded from the Practice or Race save where the deficiency in weight results from the accidental loss of a component of the car due to force majeure.

d) No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car during a qualifying session or after it has been selected for weighing or has finished the race or during the weighing procedure. (Except by a Scrutineer when acting in his official capacity).

e) Only Scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorised by such officials. Parc Ferme regulations will apply in the area between the Finish Line and the Parc Ferme and come into effect when the chequered flag is shown at the Start/Finish Line

A.25.2 Any breach of these provisions for the weighing of cars may result in the exclusion of the relevant car.

A.26 NUMBERS OF CARS

A.26.1 Only cars approved by the organizer is permitted to race

A.27 GENERAL SAFETY

A.27.1 Officials instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar in any way whatsoever to these.

A.27.2 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

A.27.3 Any driver intending to leave the track or go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.

A.27.4 During practice and the race, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuit.

A.27.5 A driver who abandons a car must leave it in neutral and with the steering wheel in place. The Driver must stay in close proximity to assist with recovery.

A.27.6 Repairs to a car may be carried out only in the paddock, pits and on the grid.

A.27.7 Refuelling is allowed only in the pits.

A.27.8 Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the pits or on the starting grid.

A.27.9 At no time may a car be reversed in the pit lane under its own power.

A.27.10 During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session and the period between the commencements of the formation lap which immediately precedes the race and the time when the last car enters the Parc Fermé. No one is allowed on the track, the pit entry or the pit exit with the exception of:

- marshals or other authorised personnel in the execution of their duty;
- drivers when driving or on foot, having first received permission to do so from an official;

A.27.11 During a race, the engine may only be started with the starter except: in the pit lane where the use of an external starting device is allowed, or; under Article A.32.10 c) & d).

A.27.12 Drivers taking part in practice and the race must always wear the clothes and helmets specified in the Code. All driver's safety equipment must be check by the RCL Technical Delegate during the Scrutineering period specified in a separate bulletin.

It is a Series requirement that this equipment complies with FIA 8856/2000 Standard:

- Balaclava
- Vest – Long sleeve
- Pant – long johns
- Socks
- Race Boots
- Gloves
- Overalls

All helmets and HANS devices seen comply to the relevant specification. The use of the HANS device is recommended. The HANS device must be worn only with a compatible helmet appearing in Technical List no. 29. Drivers are strongly recommended to use helmets with tether-anchorage fitted by the manufacturer as original equipment. These helmets are identified by a glossy silver holographic FIA label as illustrated in FIA Technical List no. 29 – Figure 1. It is also strongly recommended to use homologated tethers which are identified by an FIA 8858-2002 label sewn on them.

A.27.13 A speed limit of 60km/h will be enforced in the pit lane. During practice, qualifying and reconnaissance laps any driver who exceeds the limit will be penalised by a fine in Appendix 1. During the race, any driver who exceeds the above speed limit will be penalized by a 'drive thru' penalty.

A.27.14 If a driver has serious mechanical difficulties during practice or the race he must leave the track as soon as it is safe to do so.

A.27.15 The car's rear lights must be illuminated at all times when it is running on wet weather tyres. It shall be at the discretion of the Race Director to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied.

A.27.16 Only team members of participating cars (all of whom shall have been issued with and wearing special identification) are allowed in the signalling area during practice and the race.

A.27.17 Animals, except those which may have been expressly authorised by RCL for use by security

services, are forbidden in the pit area and on the track and in any spectator area.

- A.27.18** The Race Director and the Clerk of the Course or Medical Delegate can require a driver to have a medical examination at any time during an Event.
- A.27.19** Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the Event.
- A.27.20** 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, and a Driver will be judged to have left the Track if no part of the Car remains in contact with the Track.
If during a Race a Driver overtakes another Driver by going off the Track or is deemed to have gained an unfair advantage by going off of the Track, a Time Penalty maybe imposed and even if this is the Driver's first offence.

A.28 FREE PRACTICE, QUALIFYING SESSION AND WARM UP

- A.28.1** Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the race.
- A.28.2** No driver may start in the race without taking part in a qualifying session without the express permission of the Stewards.
- A.28.3** During all practices there will be a green and a red light at the pit exit. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag and/or a flashing blue light will be shown at the pit exit to warn drivers leaving the pits if cars are approaching on the track.
- A.28.4** The timetable of each Event shall be issued to competitors prior to the Event. There will be at least 1 x 20 minutes official practice sessions at each race meeting plus 1 x 30 minutes official qualifying sessions held at each race event.
- A.28.5** If a car stops during practice it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If any such assistance results in the car being driven or pushed back to the pits the following penalties will be imposed:
- a. during a timed practice session the car may not be used again in that session and, if it is used again, the driver's fastest qualifying lap time will be deleted;
 - b. during a qualifying practice session the driver's fastest lap time from that session will be deleted.
- None of the above penalties will be imposed if a driver, having received assistance, then leaves the car in the Parc Fermé, under the control of the RCL Technical Delegate, without returning to his pit. No part of a car abandoned in the Parc Fermé or on the track may be used until the car is returned to the garage of the relevant Team. In the event of a driving infringement during practice, the Stewards may delete any number of qualifying times from the driver concerned. In this case, a Team will not be able to appeal against the Steward's decision.
- A.28.6** The Clerk of the Course with the consent of Race Director may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. In the case of free practice only, the Clerk of the Course with the consent of Race Director and with the agreement of the Stewards may decline to prolong the practice period after an interruption of this kind.
- A.28.7** Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.
- A.28.8** All laps covered during qualifying practice will be timed to determine the driver's position at the start in accordance with Article A.30.6.

A.29 STOPPING THE PRACTICE

- A.29.1** Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course with the consent of Race Director shall order a red flag to be shown at the Control Line. Simultaneously, red flags will be shown at all marshal posts.
- A.29.2** When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits, and all cars abandoned on the track will be removed to a safe place.
- A.29.3** At the end of each practice session all drivers may cross the Control Line only once.

A.30 THE GRID

- A.30.1** At the end of qualifying practice, the fastest time achieved by each driver will be published officially.

A.30.2 The starting grid for Race 1 will be drawn up in the order of the fastest time achieved by each car in the qualifying session. Should two or more cars have set identical times, priority will be given to the one which set it first.

A.30.3 The fastest car will start the race from the position on the grid which was the pole position in the previous year or, on a new circuit, has been designated as such by the FIA.

A30.4 Any driver whose best qualifying lap exceeds 130% of the fastest time will not be allowed to take part in the warm up or in the race. Under exceptional circumstances however, which may include setting a lap time in a previous free practice session, the Stewards may permit the car to start the race. Should more than one driver be accepted in this manner, their order will be determined by the Stewards. In neither case may a team appeal against the Stewards' decision.

A.30.5 The final starting grid of Race 1 will be published after the qualifying on Race day; the provisional starting grid of Race 2 will be published after Race 1. The starting grid for Race 2 will be determined by the results of Race 1.

- a) The first 6 cars classified will be placed in reverse order of the provisional classification of Race 1.
- b) The rest of the cars will start as follows:
 - the 7th placed car in Race 1 will start 7th in Race 2
 - the 8th placed car in Race 1 will start 8th in Race 2 and so on until the last placed car in Race 1.
- c) The cars not classified in Race 1 will be placed on the starting grid after those regularly classified, according to the number of laps covered (e.g.: the first car retired in Race 1 will occupy the last spot of the grid, the second retired will occupy the last-but one spot, and so on).
- d) Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Clerk of the Course accordingly at the earliest opportunity and, in any event, no later than 45 minutes before the start of the race. If one or more cars are withdrawn, the grid will be closed up accordingly.

A.30.6 The rows on the grid will be separated by at least 8 metres.

A.30.7 The grid will be in a staggered 1 x 1 formation.

A.30.8 Any car which has not taken up its position on the grid by the time the ten minute signal is shown will not be permitted to do so and must start from the pits in accordance with Article A.32.2.

A.31 BRIEFINGS

A.31.1 Briefings, chaired by the Race Director/Clerk of Course, will take place at a time and location notified to each team. The meeting must be attended by all drivers. Failure to attend or late attendance will be subject to penalty (refer to appendix 1).

A.32 STARTING PROCEDURES

A.32.1 15 minutes before the time for the start of the race, the cars will leave the pits to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped. Should they wish to cover more than one reconnaissance lap, this must be done by driving down the pit lane at greatly reduced speed between each of the laps.

A.32.2 12 minutes before the starting time, a warning signal announcing the closing of the pit exit in 2 minutes will be given. 10 minutes before the starting time, the pit exit will be closed and a second warning signal will be given. Any car which is still in the pits can start from the pits provided it reached the pit exit under its own power. If more than one car is affected they must line up in the order in which they reached the pit exit. Where the pit exit is immediately after the Line, cars will join the race when the whole field has passed the pit exit on its first racing lap. Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.

A.32.3 Refuelling on the starting grid is forbidden. No refuelling is allowed during the race.

A.32.4 The approach of the start will be announced by signals shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning. When the five minute signal is shown all cars must have their wheels fitted. After this signal wheels may only be removed in the pits. Any car which does not have all its wheels fitted at the five minute signal must start the race from the back of the grid or the pit lane.

Under the circumstances, a marshal holding a yellow flag will prevent this car (or cars) from leaving the grid until all cars able to do so have left to start the formation lap. When the three minute signal is shown, everybody except drivers, officials and team staff must leave the grid. When the one minute signal is shown, engines should be started. If any driver needs assistance after the 15-second signal, he must indicate this to the marshals. If the car is still unable to start the formation lap, it will be pushed into the pit lane by marshals to the shortest route and the mechanics may work on the car again. If the Driver is able to restart the Car whilst it is being pushed on the Track he may rejoin the Formation Lap but must start the Race from the back of Grid. If more than one Driver is affected, they must line up at the back of the Grid in the order they left to start the Formation Lap. When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any Team personnel standing beside the track. Marshals will be instructed to push any car or cars which remain on the grid into the pit lane by the fastest route immediately after all cars able to do so have left the grid. During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.

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

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

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

A.32.6 When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running. The whole body shell of the car must be inside the designated grid box. Grid Marshal will not be responsible to instruct drivers to their grids box. It will be solely the drivers discretion. There will be a standing start and the starting signal will be given by means of starting lights. Once all the cars have come to a halt the 5 second board will be shown to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn. At any time after that the red lights will be extinguished to signal the start of the race.

A.32.7 During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire marshals all of whom shall have been issued with and shall be wearing the appropriate pass.

A.32.8 Any car which is unable to maintain starting order during the entire formation must enter the pit lane and start from the pits as specified in Article A.32.14. This will not apply to any car which is temporarily delayed during the lap and which is able to regain its position, without endangering itself or any other car, before the leading car has taken up its position on the grid.

A.32.9 If, after returning to the starting grid at the end of the formation lap, a car develops a problem that could endanger the start, the driver must immediately indicate to the marshal and the marshal responsible for that row must immediately wave a yellow flag.

If the Race Director decides the start should be delayed, the green lights will be illuminated two seconds after the abort lights, a board saying "EXTRA FORMATION LAP" will be displayed, and all cars able to do so must complete a further formation lap whilst the car which developed the problem is moved into the pit lane.

Any driver being pushed from the grid may attempt to start the car but must start the Race from the back of the Grid. The team may then attempt to rectify the problem in the pit lane and, if successful, the car may then start from the end of the pit lane. Should there be more than one car involved their starting order will be determined by the order in which they reached the end of the pit lane. Every time this happens the race will be shortened by one lap.

A.32.10 If a problem arises when the cars reach the starting grid at the end of the formation lap the following procedure shall apply:

- a) If the race has not been started, a red flag and a "start delayed" board will be shown, all engines will be stopped and the new formation lap will start 5 minutes later with the race distance reduced by one lap. The next signal will be the three minute signal.
- b) If the race has been started the marshals alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.
- c) If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route. If the driver is able to re-start the car whilst it is being pushed he may rejoin the race.

- d) If the driver is unable to start the car whilst it is being pushed his mechanics may attempt to start it in the pit lane. If the car then starts it may rejoin the race. The driver and mechanics must follow the instructions of the track marshals at all times during such a procedure.
- e) If the start is delayed as a result, a marshal with a yellow flag will stand in front of the car concerned to prevent it from moving until the whole field has left the grid on the new formation lap. The driver concerned may then start the race from the back of the grid and any vacant positions will not be filled. Should there be more than one car involved, their new positions at the back of the grid will be determined in accordance with their respective final grid positions.

A.32.11

Should Article A.34.1 apply, the race will nevertheless count for the Series no matter how often the procedure is repeated, or how much the race is shortened as a result.

A.32.12

No refuelling will be allowed on the grid if more than one start procedure proves necessary under Article A.34.1.

A.32.13

A time penalty shall be imposed for the following:-

- 1) False Start (either Rolling or moving) before the actual Start
- 2) Speeding in the Pit Lane during Race
- 3) Failure to be within the Grid Box line at the Start of Race.
- 4) Stopping at the wrong Grid box at the Start of Race

The Race Starter will be the Judge of Fact

A.32.14

Only in the following cases will any variation in the start procedure be allowed:

- a) If it starts to rain after the five minute signal but before the race is started and, in the opinion of the Race Director Teams should be given the opportunity to change tyres, a "start delayed" board will be shown on the Line. There will be a delay of five minutes, in which Competitors may change tyres on the Grid, and then the normal start procedure will recommence from the " three-minute " signal. In this case, it may determine the new Race distance and maximum Race duration.
- b) If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the Race Director may delay the start of the race by showing a "start delayed" board simultaneously with a "10" board with a red background.

This "10" board with a red background will mean that there is to be a delay of ten minutes before the starting procedure can be resumed. If weather conditions have improved at the end of that ten minute period, a "10" board with a green background is shown. The "10" board with a green background will mean that the green flag will be shown in ten minutes. Five minutes after the "10" board with the green background is shown, the starting procedure will begin and the normal starting procedure signals (i.e.5, 3, 1 min, 15 seconds) will be shown, accompanied by an audible warning.

If however, the weather conditions have not improved within ten minutes after the "10" board with the red background was shown, the "10" board with the red background will be shown again which will mean a further delay of ten minutes before the starting procedure can be resumed. This procedure may be repeated several times. At any time when a "10" board (with either a red or green background) is shown, it will be accompanied by an audible warning.

In exceptional circumstances, the Race may be started behind the Safety Car. In this case, at any time before the one minute signal, Safety Car will be placed in front of Grid with orange lights illuminated. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are illuminated at the Start Line, the Safety Car will leave the grid with all cars following in grid order no more than 5 cars lengths apart. There will be no formation lap and the race will start when the green lights at the start line illuminated.

A.32.15

The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure, may result in the exclusion of the car and driver concerned from the Event.

A.33 THE RACE

A.33.1 A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to

continue (see Article A.35).

A.33.2 If a car stops during the race (except under Article A.32.10 c) and d), it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If any such mechanical assistance (for example tow, crane, snatch vehicle or the like) results in the engine starting and the driver rejoining the race, the car will be excluded from the results of the race.

A.33.3 During the race, drivers leaving the pit lane may only do so when the pit exit light is green and on their own responsibility, a marshal with a blue flag, or a flashing blue light, will also warn the driver if cars are approaching on the track.

A.34 SAFETY CAR AND SUSPENDING A RACE

The decision to use either the safety car (see A 34.1) or suspended race (see A.35) shall be decided prior to an event and shall be published in the ASR's for each event.

A.34.1 SAFETY CAR

Refer to Article 5, Chapter II of Appendix H. 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 with the consent of the Race Director will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line. When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the red flag line where they must stop in staggered formation with the leading car on the track at the front. At some point after the "three-minute" signal, which will be dependent upon the expected lap time, any Cars between the Red Flag Line and the leader, in addition to any lapped Cars between Cars on the lead lap, will be waved off to complete a further lap, without overtaking and join the cars behind the Safety Car A drive through penalty will be imposed on any driver who enters the pit lane or whose car is pushed from the track to the pit lane once the race has been suspended. However, any car which was in the pit entry or pit lane when the order to suspend the race was given will be permitted to leave the pit lane without incurring a penalty. Depending upon the position of the Line relative to the red flag line, any cars involved may leave the pit lane either before the race is resumed or after all cars able to do so have passed the pit exit after the race has been resumed. The Safety Car will then be driven to the front of the cars behind the red flag line.

Whilst the race is suspended:

- neither the race nor the timekeeping system will stop;
- the only work permitted once the cars have stopped behind the Red Flag Line is on the grounds of Safety.
- refuelling is forbidden;
- only team members and officials will be permitted on the grid.

A.35 RESUMING A RACE

A.35.1 The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed; in all cases, at least ten minutes warning will be given. Signals will be shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning. When the five minute signal is shown all cars must have their wheels fitted, after this signal wheels may only be removed in the pit lane. Any car which does not have all its wheels fully fitted at the five minute signal must start the race from the back of the grid or the pit lane. Under these circumstances a marshal holding a yellow flag will prevent the car (or cars) from leaving the grid until all cars able to do so have crossed the red flag line. When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15-second signal is given taking all equipment with them. If any driver needs assistance after the 15-second signal, he must indicate this to the marshals and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind. The race will be resumed behind the safety car when the green lights are illuminated. The safety car will enter the pits after one lap unless team personnel are still clearing the grid or a further incident occurs necessitating another intervention. Safety Car will extinguish all lights to indicate entering 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 lengths behind it. As the safety car is approaching the Pit Entry, the yellow flags and SC boards at the observers posts will be withdrawn and replaced by waved green

flags with Green lights at the Control Line. No overtaking allowed before the Control Line.

When the green lights are illuminated, the safety car will leave the grid and with all cars following in the order they stopped behind the red flag line, no more than 5 car lengths apart. Soon after the last car in line passes the end of the pit lane, the pit exit light will be turned green, any car in the pit lane may then enter the track and join the line of cars behind the safety car. Overtaking during this lap is permitted only if a car is delayed when leaving the red flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to reestablish the order before the race was suspended.

Any driver who is delayed leaving the red flag line may not overtake another moving car if he was stationary after the remainder of the cars had crossed the red flag Line, 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.

Either of the penalties under Article A.14.1a) 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 A.34.1 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.

A.36 FINISH

A.36.1 The end-of-race signal will be given at the Line as soon as the leading car has covered the full race distance in accordance with Article A.6.2. Should there be a force majeure or a suspended race, timing system will not be stopped. In this case timing will be a factor to determine the end-of-race signal.

If the race ends whilst the safety car is deployed, it will enter the pit lane at the end of the last lap and the cars will take chequered flag as normal without overtaking.

A.36.2 Should for any reason (other than under Article A.35) the end-of-race signal be given before the leading car completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

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

A.36.3 After receiving the end-of-race signal all cars must proceed on the circuit directly to the Parc Fermé without stopping, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

Any classified car which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the Parc Fermé.

A.37 PARC FERMÉ

A.37.1 Only those officials charged with supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials. Data download is not permitted.

A.37.2 When the Parc Fermé is in use, Parc Fermé Regulations will apply in the area between the Line and the Parc Fermé entrance.

A.37.3 The Parc Fermé shall be sufficiently large and secure that no unauthorized persons can gain access to it.

A.38 CLASSIFICATIONS

A.38.1 The car placed first will be the one having covered the scheduled distance in the shortest time.

A.38.2 If a car takes more than twice the time of the winner's fastest lap to cover its last lap this last lap will not be taken into account when calculating the total distance covered by such car.

A.38.3 The official classification will be published after the race. It will be the only valid result subject to any amendment which may be made under the Code and these Sporting Regulations.

A.38.4 All drivers who started will be classified if they have covered at least 90% of the distance (rounded down to the nearest whole number of laps) covered by the winner and have taken the end of race signal either on the Track or the Pit Lane.

A.39 PODIUM CEREMONY

A.39.1 The drivers finishing the race in 1st, 2nd and 3rd positions or as otherwise directed by RCL must attend the prize-giving ceremony on the podium.

A.39.2 The drivers finishing the race in 1st, 2nd and 3rd positions, in their respective class, must attend the prize-giving ceremony on the podium or as otherwise directed by RCL.

PART B – TECHNICAL REGULATIONS

Eligible Vehicles

Lotus Elise 1.6 Litre Club Racer, or
Exige, or
Evora

Engine

For Elise, 1.6 litre Toyota naturally aspirated engine, ex-works, with no internal modifications.

No engine modifications permitted including but not limited to airbox and exhaust system with the exception of the exhaust silencer which has been changed and a baffled sump which has been fitted. Otherwise, the vehicle engine should remain as standard.

Hub horsepower rated at 140 bhp (stated by manufacture figures).

All modification work (if any) will be exclusively undertaken by Richburg Lotus and completed to a common standard.

Chassis

The construction type, design and material must remain as standard, this includes the sub-frame. No additional bracing/supports can be added.

Bodywork

All cars must retain the standard road car's profile, and be maintained to a high standard of finish. All body panels must remain as standard production in size, shape and profile but materials used may be changed at the discretion of Richburg Lotus.

Suspension

All wishbones/bushes/ball-joints/uprights/bearings remain as standard.

Spring rates are free including use of helper springs.

Front anti-roll bar is standard and will not be replaced or upgraded. No additional anti-roll bars can be added (i.e. rears etc)

Must retain original steering rack.

Steering arms will remain as standard ackerman and upright/wishbone mountings both physically and geometrically.

Ground Clearance

Ground Clearance - no part of the car between all 4 wheel centers (excluding mud flaps) may be below 100mm.

Transmission

No transmission modifications permitted including but not limited to gearbox (including gear ratios).

Electrics

No aftermarket and/or reprogrammed Engine Control Units (ECU) are permitted.

Brakes

Discs are standard ex-works but may be changed at the discretion of the Promoter.

Pads may be changed at the discretion of the Promoter

Calipers remain standard (AP two ports front and Brembo sliding caliper rear).

Master cylinder must remain standard (single dual circuit item).

Brake flexible hoses are standard stainless steel braided..

Fluid must be standard, as supplied by Richburg Lotus.

Wheels

Rim size front is 7J16 min ET30 and rear 8J17 min ET35.

All wheels are of standard metal (alloy) construction with no exceptions.

Tyres

As supplied by Richburg Lotus.

Sizes (Elise):

195/55R16 Front

225/45R17 Rear

Weights

Minimum weight of the Lotus Elise 1.6 litre Club Racer, including the driver is 900kg.

Other models to be confirmed.

Fuel Tank/Fuel

The standard fuel tank (in both dimensions and material) will be retained for all events

All cars must have a minimum of 3L of fuel remaining in the tank at race finish.

Numbers/Decals/Sponsor logo's

Race numbers and all other materials fixed to the bodywork must be displayed to the satisfaction of timekeepers/stewards.

Series livery will be provided by Richburg Lotus for display on all cars for;

- Sill panel series sponsor logos (both sides)
- Door cards (both sides) with one set of numbers
- Windscreen sun visor
- Front number panel
- Rear number plate
- Other decals as from time to time may be required.

Drivers may be required to display two series sponsor logos on race suits.

Richburg Lotus will supply one set of series livery.

Sponsor logos should conform to common standards of legality and decency. Competitors will be asked to remove any signage that might be deemed offensive or inappropriate. Competitors are encouraged to seek advice from Richburg Lotus where there is uncertainty

Series livery will be positioned as numbered and defined by the organizer.

PART C - COMMERCIAL REGULATIONS

C.1 ADMINISTRATION

C.1.1 The Organising Committee shall administer these Commercial Regulations.

C.2 RIGHTS

C.2.1 The Promoter is the exclusive owner of all rights in relation to the Series including the name, logo, image and fame of the Series and including all rights in the nature of copyright trademarks and other intellectual property rights and rights of action.

C.2.2 No Driver or Entrant or any other person may use or attempt to use any of the rights referred to in Article E.2.1 without first making a written request to the Series Director specifying its intended use and obtaining the prior written consent of the Series Director. Without limitation, the fact that a Driver or Entrant becomes registered for an Event or the Series or is awarded points for an Event or is declared the winner or a place getter in an Event or the Series will not constitute the Promoter's consent to use any of the rights referred to in Article E.2.1.

C.2.3 Each Driver or Entrant or any other person shall not and shall not attempt to associate itself with the Series or an Event or any sponsor of the Series or an Event without the prior written consent of the Series Director.

C.3 CARS AND DRIVERS

C.3.1 A car may only participate in a race or any other part of an Event if it carries the markings and advertising signs referred to under Article E.4.

C.3.2 A Driver may only participate in a race or any other part of an Event if he or her driving suit and helmet carries the markings and advertising signs referred to in Article E.4.

C.3.3 Each Driver and Entrant grants to the promoter and Organiser a royalty free perpetual world-wide license to use or license the use of the image or likeness, of that Driver or the name, logo or marks of that Entrant and any car driven by the Driver or for that Entrant which use is in connection with the organisation or commercial exploitation of the Series or an Event. Each Driver and Entrant shall obtain for the benefit of the Promoter and Organiser the unconditional and royalty free consent of any third party (including any advertiser or the sponsor) necessary for the Driver or Entrant to grant this license. Each Driver and Entrant grants to the Promoter and Organiser all consents required by any applicable law in connection with the recording (or other fixation) or exploitation of any performance by the Driver (or other member of an Entrant) in relation to the Series or an Event.

C.3.4 All surfaces which have not been claimed for stickers by the Promoter and Organiser, or used for the application of starting numbers, are free for use.

C.3.5 No display may contain offensive material.

C.4 SERIES DECALS SUPPLIED BY THE PROMOTER OR ORGANISER

C.4.1 Drivers must ensure that all relevant decals and overall patches are displayed and all conditions outlined in these commercial Regulations are met. Any driver who fails to adhere to these Regulations may be liable to a fine of up to USD10,000. In addition they will not be eligible for any assistance and incentives under the "Package for Teams".

C.4.2 Each car entered must carry the following compulsory decals in position.

C.4.3 Each driver must wear the 2 compulsory cloth badges supplied by Richburg Corporation Ltd on the front (chest level) of their racing suit.

C.4.4 Each of the top 3 finishing drivers in each Division at each race must wear the hats supplied by Richburg Corporation Ltd for the duration of the podium ceremony and whilst at the press conference. No other hats will be permitted.

C.4.5 The sponsor stickers supplied by the Promoter and Organiser will at all times take precedence with regard to the specified locations. In cases of dispute the Scrutineer's decision concerning the precise location of the Series stickers will be final.

C.5 ADVERTISING

C.5.1 Each Driver and Entrant must procure that all advertising carried by or associated with the Driver or Entrant (including on or in a car) complies with the applicable laws of the country in which the relevant Event is to take place including complying with any National restrictions required in order to permit the filming and television coverage of the event. Tobacco product advertising is prohibited in any manner either directly or indirectly on the Series for event(s) held in Malaysia.

C.5.2 Each Driver and Entrant will promptly comply with the directions of the Promoter or Organiser as to the removal or covering up of advertising which, in the opinion of the Promoter or Organiser does not comply with Article D.5.1.

C.6 GENERAL

C.6.1 Competitors must agree to take part in the Official Prize Giving Ceremony, abide by the Podium and Press Conference procedures and attend any promotional procedures including pit walks and press conferences as required by Richburg Corporation Ltd.

C.6.2 With the submission of Regulation/Entry by the entrant/driver and accepted by Richburg Corporation Ltd the entrant/driver are both deemed to have accepted and understood these Regulations in full.

C.7 TELEVISION

C.7.1 The Promoter shall have the exclusive right to procure the filming of each race and any other part of the Event for television or other media and to license and otherwise exploit rights arising from such filming in its absolute discretion.

C.7.2 The Promoter may exclusively determine all editorial decisions concerning the filming or television coverage of a Race or any other part of the Event.

C.7.3 All Drivers and Entrants shall provide all assistance reasonably requested by the Promoter, the Organiser or any television or film producer authorised by the Promoter to assist in the filming and television coverage of each Race and the Event.

C.7.4 The Organiser may choose at random competitors to carry in-car cameras at each event. Should any competitors be invited to carry an in-car camera, it will be mandatory that the logo supplied by Motorsport Asia Ltd is displayed in front of the camera.

No other in-car camera and no other advertising will be permitted in the cockpit, or on the car facing the camera, or on the drivers helmet or person in front of the camera without the specific written agreement of the Organiser.

C.7.5 No component of any onboard camera if installed must be allowed to come in contact with any moving part of the car, the camera must be fitted at least 5cm behind the drivers helmet or below his field of vision.

C.7.6 No car may participate in a race or any other part of the Events if it contains an in-car or on-car video camera or any other filming device in circumstances where the promoter has not required or given its prior written consent to the presence and operation of that camera or device.

C.8 MERCHANDISING

C.8.1 The Promoter shall have the exclusive right to procure the production of goods or services associated with or exploiting the Series or the Event.

C.8.2 No Manufacturer, Driver or Entrant or any other person may use or attempt to use any of the rights referred to in Article E.2.1 without prior written consent of the Promoter. Without limitation, the fact that a Manufacturer, Driver or Entrant becomes registered for an Event or the Series will not constitute the Promoter's consent to use any of the rights referred to in Article E.2.1.

C.9 PROMOTION

C.9.1 Each Driver and Entrant must use reasonable endeavours to assist the Promoter and organiser in the promotion of the Series and each Event including the television coverage of each Event.

C.9.2 Each Driver and Entrant must use their best endeavours to make themselves available for any promotional activities prior to and following a Race.

C.10 GOODS AND SERVICES

C.10.1 Each Driver and Entrant will use their reasonable endeavours to utilise any goods or services that the Promoter or Organiser may procure from a sponsor of the Series or an Event.

C.11 AWARDS FOR THE SERIES

C.11.1 In order to qualify for points, competitors must carry the correct decals and overall patches in the positions indicated in the Regulations and have paid the relevant registration fee and entry fees.

C.11.2 Drivers are required to attend the prize giving ceremony at each event and at the end of the season. Failure to do so may result in a financial penalty.

C.12 PRESENTATIONS

C.12.1 Trophies are to be presented at the end of each race or at the race Presentation Ceremony.

Competitors are reminded of Article D.11.2 and penalties for nonattendance as described. It will be compulsory for the first three winning drivers to present themselves at the Media Centre immediately after the Podium Ceremony for media interviews.

C.13 TAX LIABILITY

C.13.1 All drivers and teams are to observe each country's tax laws and adhere to them.

C.14 PROMOTIONAL REQUIREMENTS

C.14.1 PROMOTION BY Richburg Corporation Ltd.

RCL reserve the right to execute the following promotions:

- International PR;
- Professional TV programme production for each event;
- Press Conferences at each event.
- Other ad-hoc promotions from time to time.

PART D - LIABILITY

D.1 ASSUMPTION OF RISK AND LIABILITY

D.1.1 By applying for entry to participate in an event or the Series and by subsequently participating in that Event or the Series each Driver and/or Entrant shall have acknowledged that motor racing is a dangerous sport and shall have voluntarily assumed all risks associated with their participation including the risk of Loss to themselves or to other persons.

D.1.2 Each Driver and/or Entrant agrees that each of the Promoter, the Organizer, each Circuit owner or manager and each of their employees, agents and contractors shall have no liability to the Driver or Entrant (including their employees, agents and contractors) in contract, tort or otherwise (including liability for negligence) arising by reason of or in connection with the entry, participation or failure to participate of the Driver or Entrant (including their employees, agents and contractors) in an Event or the Series . This paragraph (1.1.0) shall not apply to liability with respect to death or personal injury.

D.1.3 Each Entrant and Driver agrees that each of the Promoter, the Organizer, each Circuit owner or manager and each of their employees, agents and contractors shall have no liability to the Driver or Entrant (including their employees, agents and contractors) (but only to the extent permitted by law) for any death or personal injury arising by reason of or in connection with the entry, participation or failure to participate by the Entrant or Driver in an Event or the Series.

D.2 RELEASE

D.2.1 Each Driver and / or Entrant releases and discharges the promoter, the Organizer, each circuit owner or manager and each of their employees, agents and contractors from all liability in contract, tort or otherwise (including any liability for negligence) arising by reason of or in connection with entry, participation or failure to participate of that Driver or Entrant (including their employees, agents and contractors) in an Event or the Series.

D.3 INDEMNITY

D.3.1 Each Driver and/or Entrant indemnifies the Promoter, the Organizer, each Circuit owner and each of their employees, agents and contractors against all Losses of that Driver or Entrant or that Driver's or Entrant's employees, agents or contractors or any third party arising in any way out of or in connection with the entry, participation or failure to participate of that Driver, Entrant, employee, agent or contractor in an Event or the Series.

D.4 LOSS

D.4.1 In this part, Loss includes liability, cost, damage, expense, fee or charge in respect of any property or person and death or injury to any person.

D.5 READING DOWN

D.5.1 Should any term or condition in these Regulations be prohibited or unenforceable in any jurisdiction, that the term or condition will be ineffective as to the jurisdiction to the extent of the prohibition or unenforceability. This shall not affect the validity or enforceability of that term or condition in any other jurisdiction. All other terms and conditions in these Regulations shall remain in full force and effect.

Appendix 1 - PENALTY TABLE

No.	Offence	Practice	Qualifying	Race
1	Not attending Drivers briefing		Fine of RM 500	
3	Not comply with the Pit-exit light		Fine of RM 500	
4	Practice a start on the track		Fine of RM 500	
6	Reversed the car under its own power in the pit lane		Fine of RM 500	
7	Jump start			10 seconds added to the result
8	Did not comply with blue flag			Fine of RM 200
9	Speeding in pit lane	Reprimand	Fine of RM 100	Fine of RM 200
10	Crossing the white line at the pit exit	Reprimand	Fine of RM 100	Fine of RM 200
11	Disrespected Marshal's instructions	Reprimand	Fine of RM 100	Exclusion & fine of RM 200
12	Drive past chequered flag more than once	Reprimand	Fine of RM 100	Fine of RM 200
13	Did not comply with the red flag	Reprimand	Fine of RM 200 & Drop of 5 positions in next race	Exclusion & fine of RM 200
14	Did not comply with the black flag	Reprimand	Exclusion	Exclusion & fine of RM 200
15	Did not comply to the yellow flag	Reprimand	10 sec penalty add to the fastest lap time	30 sec penalty add to the result
16	Caused an avoidable collision	Black flag	Black flag	Black flag & suspended for 1 Round

**All of the above violation rule is used only as a guide and reference, Stewards' committee has the final decision.*