



GULF HISTORIC

8-10 DECEMBER 2023  **DUBAI AUTODROME**

❖ DUBAI GP REVIVAL ❖



SPORTING REGULATIONS

23-10-2023 Version

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1. FOREWORD

- 1.1. The GPX Sports Exhibitions Organizing Co. LLC will organize the “Gulf Historic Dubai GP Revival” (hereinafter referred to the Event), national status event that will be run in accordance to the EMSO National Sporting Code and incorporating the FIA International Sporting Code; and comprises various races for different categories.
- 1.2. Gulf Historic Sporting Regulations (hereinafter referred to as the “Regulations”) are governed by Federation Internationale de l' Automobile (FIA) Sporting Code (hereinafter referred to as “the Code”) and its Appendices (particularly to Appendix J, Circuit General Prescriptions; the specific Technical Regulations in period and their relevant Appendix, Event Bulletins and all the communications or final instructions issued by the Organizer and Promoter and in accordance with the national motor sport conditions at the prevailing period of time. All organizations that participate in the Competition (including but not limited to EMSO, Promoter, Competitors and Circuits) must adhere to the regulations.
- 1.3. The final text of these Sporting Regulations shall be the English version approved by the EMSO is binding and which will be used should any dispute arise as to their interpretation.
- 1.4. These regulations are completed by the Specific Regulations of every categorie.

2. GENERAL CONDITIONS

- 2.1. It is the Competitor's obligation to ensure that all persons and participants concerned by their entry observe all the requirements of the Code, the Circuit General Prescriptions, the applicable Technical Regulations, the present Sporting Regulations and its Appendixes and Technical Bulletins.
- 2.2. Each Competitor must nominate a representative in writing at the time of entering the Competition. Throughout the duration of the Event, a person having charge of an entered car during any part of the Event is jointly and severally responsible with the Competitor for ensuring that the requirements are observed.
- 2.3. Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Competition / Demonstration.
- 2.4. The presentation of a car for scrutineering will be deemed an implicit statement by the competitor of the conformity of the car.
- 2.5. Competitors must ensure that their Drivers comply with the conditions of eligibility and is healthy throughout practice sessions and the races.
- 2.6. All persons concerned in any way with an entered car or present in any other capacity whatsoever in the Paddock, Pits or Pit Lane, or on the Track, must wear an appropriate pass at all times.

3. ORGANIZATION

- 3.1. The Event will be organized by the following organizer and with the approval by the ASN listed below:
- 3.2. **Organizer**
 GPX Sports Exhibitions Organizing Co. LLC
 Unit 2, Business Park 2 Dubai Autodrome Motor City,
 P.O. Box 214559 Dubai
 United Arab Emirates
- 3.3. **ASN**
 National Sporting Authority
 Emirates Motorsports Organization (EMSO)
 AL Wuheida Street, P.O. Box 5078
 Dubai, United Arab Emirates
 Tel.: +971 4 296 1122
 Website : www.emso.ae

4. ELIGIBLE CARS

See Specific Regulations of each category.

5. ELIGIBLE DRIVERS AND COMPETITORS

To be eligible to compete in the Competition, each Driver must:

- 5.1. Be at least 18 years of age.
- 5.2. Licence grade : see Specific Regulations of each category.
- 5.3. In possession of a current medical certificate of aptitude, either included on the Competition License or on an attached document.
- 5.4. All documents must be presented at the Event at the times stated in the appropriate Appendix/ Provisional Event Programme.

6. INSURANCE

- 6.1. The Organizer of an Event must ensure that all Competitors, their personnel and Drivers are covered by third party insurance.
- 6.2. Third party insurance arranged by the Organizer shall be in addition and without prejudice to any personal insurance policy held by a competitor or by any other natural person or legal entity taking part in the Event.
- 6.3. Drivers taking part in the Event are not considered third parties with respect to one another.
- 6.4. The Organizer insurance company is Tokio Marine & Nichido Fire Insurance CO., LTD - PO Box 152, Dubai, UAE. Tel: +971 4 350 2777.

7. EVENT / COMPETITION / DEMONSTRATION

- 7.1. The Event will be held under national event.
- 7.2. The Event will be restricted by invitation.
- 7.3. Provisional Event date will be 7 - 10 December 2023 at Dubai Autodrome.
- 7.4. Competition / Demonstration Format : See specific regulations of every categories
- 7.5. The race time will be deemed to have finished when the race leader crosses the Finish Line for the first time after the chequered flag was presented.
- 7.6. The Organizer reserves the right to amend the race format of the Event / Competition / Demonstration.
- 7.7. The Organizer reserves the right to postpone, abandon or cancel the Event or part thereof. In the event of abandonment, cancellation or of postponement for more than 48 hours, the Competitor will have no right of claiming against the Promoters or the Organizer in respect of any prize money or loss of expenses that he may have incurred or may incur as a result.

8. OFFICIALS

- 8.1. The following officials will be nominated by the Organizer:
 - 8.1.1. Three Stewards of the meeting, one of which will be the Chairman;
 - 8.1.2. The Race Director (if appointed);
- 8.2. The Race Director, the Clerk of the Course and the Stewards must be present at the Event on the date of initial scrutineering.
- 8.3. The Race Director must be in radio contact with the Clerk of the Course and the Chairman of the Stewards at all times when cars are permitted to run on the track. Additionally, the Clerk of the Course must be in race control and in radio contact with all marshals' posts during these times.
- 8.4. The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director, if appointed, shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:
 - 8.4.1. The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Stewards to modify the timetable in accordance with the Code or Supplementary Regulations;

- 8.4.2. The stopping of any car in accordance with the Code or Sporting Regulations;
- 8.4.3. The stopping of practice or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out;
- 8.4.4. The starting procedure;
- 8.4.5. The use of the Safety Car.
- 8.5. The Chief Scrutineer will be responsible for scrutineering and will have full authority over the National Scrutineers (Under National ASN approval).

9. ENTRIES

See Specific Regulations of each category.

10. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 10.1. The officials may give instructions to competitors by means of special circulars in accordance with the Code.
- 10.2. All Competitors must monitor the GHDGPR Whatsapp at all time. Any messages given over Whatsapp must be adhered to.
- 10.3. All classifications and results of practice and the race, as well as all decisions, bulletins, communications, etc. issued by the officials, will be posted on the official noticeboard as well as the App. The timing monitors are also considered as an official noticeboard.
- 10.4. Any decision or communication concerning a particular Competitor should be communicated to him forthwith in writing within 30 minutes of such decision and receipt must be acknowledged.

11. PENALTIES

- 11.1. The Stewards may impose any one of the penalties below on any Driver involved in an incident, in addition to or instead of any other penalties available to them under the Code:
 - 11.1.1. A Reprimand;
 - 11.1.2. Deletion of a Driver's qualifying lap time or times;
 - 11.1.3. A Drive Through Penalty;
 - 11.1.4. A Timed Stop & Go Penalty;
 - 11.1.5. A Time Penalty;
 - 11.1.6. A drop of any number of grid;
 - 11.1.7. Starting from Pit Lane;
 - 11.1.8. Disqualification;
 - 11.1.9. Exclusion from the results;
- 11.2. The Stewards will impose, but not limited to, the penalties listed in Appendix 1 during the Competition for any infringement during the Competition.
- 11.3. If the Stewards decide to impose a Drive Through Penalty or Timed Stop & Go Penalty, then the following procedure will be observed:
 - 11.3.1. The Stewards will give a notification in the timing monitor or a written notification of the penalty that has been imposed to the Competitor concerned and will advise the Driver by means of a penalty board showing the car number at the Control Line. They will also ensure, wherever possible, that this information is also displayed on the timing monitors, the App and/or broadcast on any Competitor radio system. From the time a penalty board is shown on the Control Line, the relevant Driver and his/her car may cross the Control Line on the track no more than 3 times before entering Pit Lane.

- 11.3.2. For the purpose of determining the number of crossings of a particular car once the penalty board is shown:
- a) Crossings of the Control Line in any location other than the Pit Lane are included in the count, other than when the circuit is under Safety Car Conditions.
 - b) Crossing of the Control Line under Safety Car conditions are excluded in the count.
 - c) The count continues from any previous count if interrupted by a Safety Car period. It does not reset to zero.
- 11.3.3. No work or adjustments to the car may be carried out (e.g. tyre/wheel change) during the duration of the penalty.
- 11.3.4. Under Safety Car conditions, the Driver must not enter the Pit Lane to serve the penalty, except if the Driver has already entered the Pit Lane at the time the Safety Car is deployed.
- 11.3.5. For a Timed Stop & Go Penalty, the Driver must enter the Pit Lane, obeying the Pit Lane speed limit, and come to a complete stop within the Stop & Go Zone as prescribed in the Drivers Briefing. Once the car has come to a complete stop, it must not move for the duration decided by the Stewards. Only once this time has elapsed will the car be allowed to drive to the fast lane. Nobody is authorized to approach the car to check anything or interfere with it or to communicate with the Driver (other than by radio). The Competitor will have the option whether or not to stop the engine of the car during the penalty, unless decided otherwise by the Stewards. The car may exit the Pit Lane in the usual way.
- 11.3.6. However, should the penalty be imposed and notified during the last ten minutes or after the end of a race, the penalty will be replaced with a Time Penalty added to the affected car's elapsed race time, and it will depend upon the Pit Lane length and penalty imposed

12. PROTEST AND APPEAL

- 12.1. Protests shall be logged in writing within 30 minutes after the provisional classification, following the EMSO National Sporting Code Section 10. Protest and Appeal documentation are accompanied by a fee in cash. The amount of fee will be stated in an Event Bulletin.
- 12.2. Appeal may not be made against decisions concerning the following:
- 12.2.1. A Drive Through Penalty, a Timed Stop & Go Penalty or any Time Penalty imposed in lieu thereof including those imposed during the last 10 minutes or after the end of the race;
 - 12.2.2. Any decision taken by the Stewards in relation to Article 23.4.2;
 - 12.2.3. Any penalty imposed under Article 27.7 or Article 30.2;
 - 12.2.4. Decisions of the timekeepers and other Judges of Fact as well as collective protests.

13. GENERAL SAFETY AND DISCIPLINE

- 13.1. The spirit of historic racing and the principles of gentleman drivers should be respected both on and off track. The Clerk of the Course may bring before the Stewards any disrespectful behaviour, unsporting behaviour on the part of a Competitor or Driver that is deemed in contrary to the spirit of sport and fair play, will not be tolerated and may result in Competitor or Driver being excluded from the Event and future events, upon Stewards' sole decision.
- 13.2. Official 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.
- 13.3. When the track is declared wet by the Clerk of the Course, all cars must have the rain light illuminated at all times whilst the car is fitted with wet weather tyres and is being driven on the Track or as otherwise directed by Race Control.
- 13.4. Repairs to a car may be carried out only in the paddock, pits and on the grid during the Start Procedure or under Race Suspension conditions.
- 13.5. Refuelling : See Specific Regulations of every categories.
Refuelling must be carried out exclusively by the official fuel provider of the series and their technical staff. A member from each team will be permitted to assist during refuelling to handle the car. Consequently, the team member must wear all necessary fireproof safety equipment, including overalls, a balaclava and gloves.
The fuel provider will be established in a secured zone approved by the Clerk of the Course.
- 13.6. The replenishment of any liquids is forbidden following the start of the race.
- 13.7. During the periods starting five minutes prior to and ending five minutes after every practice session and the periods between the commencement of the formation lap which immediately precedes each race and the time when the last car enters the Pit Lane, no one is allowed on the track, the pit entry or the pit exit with the exception of:
- 13.7.1. Marshals or other authorized personnel in the execution of their duty;
- 13.7.2. Drivers when driving or on foot, having first received permission to do so from a marshal;
- 13.7.3. Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap;
- 13.7.4. Team personnel when assisting marshals to remove a car from the grid after the start of the race.
- 13.7.5. If the towing eye breaks, the track marshals will pull the car into a safe position using any part whatsoever of the chassis or the bodywork that they judge strong enough. The same applies when the car is 'in gear'. Competitors will have no right to lodge protests if the car has been damaged.

13.8. DRIVING CONDUCT

- 13.8.1. Drivers are strictly forbidden to drive their car in the opposite direction 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.
- 13.8.2. Any Driver intending to leave the track must signal their intention to do so in good time, making sure that they can do this without danger.
- 13.8.3. A Driver may not deliberately leave the track without a justifiable reason. If during a race a Driver overtakes another Driver by going off the track or is deemed to have gained an unfair lasting advantage by going off of the track, a penalty may be imposed even if this is the Driver's first offence.
- 13.8.4. When a Driver uses an escape road, they must respect any instructions given to them by the marshals and sufficiently reduce their speed before re-joining the track providing it is safe to do so and without gaining any lasting advantage (time or position).
- 13.8.5. At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other Drivers or any other person. This will apply whether any such car is being driven on the track, the Pit entry or the Pit Lane.
- 13.8.6. Yellow flag is a signal of danger and should be shown to drivers in two ways with the following meanings:
- a) Single waved: Reduce your speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the track. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that sector;

- b) Double waved: Reduce your speed significantly, do not overtake, and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track and/or marshals working on or beside the track. During free practice and qualifying session, it must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap (this does not mean he has to pit as the track could well be clear the following lap);
- c) Yellow flags should normally be shown only at the marshal post immediately preceding the hazard. In some cases, however, the Clerk of the Course may order them to be shown at more than one marshal post preceding an incident.
- d) Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

13.8.7. Throughout the Competition, Drivers must at all times observe the provisions of the Code of Driving Conduct on Circuits as published in Chapter IV of Appendix L of the Code.

Drivers must use the track at all times. For the avoidance of doubt, the white lines defining the track edges are considered to be part of the track but the kerbs are not. A Driver will be judged to have left the track if no part of the car remains in contact with the track.

13.8.8. Overtaking, according to the circumstances, may be carried out either on the right or on the left. However, any manoeuvre 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, is strictly prohibited. Any Driver moving back towards the racing line, having earlier defended their position off-line, should leave at least one car width between their car and the edge of the track on the approach to the corner. Any Driver defending their position on a straight, and before any braking area, may use the full width of the track during the first move, provided no significant portion of the car attempting to pass is alongside theirs. Any Driver who appears guilty of any of the above offences will be reported to the Stewards and may be penalized.

13.8.9. A car alone on the track may use the full width of the track. However, as soon as a car is caught by another car which is about to lap it during the race, the Driver must allow the faster car past at the first available opportunity. If the Driver who has been caught does not allow the faster car past, waved blue flags will be shown to indicate that they must allow the following Driver to overtake.

13.8.10. At any moment during the event, whenever a Driver leaves their car on the track, must leave it in neutral or with the clutch disengaged and with the steering wheel in place.

13.8.11. At the end of each official practice session and race, each Driver may cross the Finish Line only once. It's forbidden to overtake another car on track unless in the case of force majeure after taking the chequered flag signal.

14. ADMINISTRATION CHECKS AND SAFETY EQUIPMENT CHECKS

- 14.1. During Administration Checks, each Competitor must have available all documents required by Article 5.
- 14.2. Technical Passport or FIA Historic Technical Passport (HTP) : FIA/ACO Technical passeport or car's original Homologation Form are accepted. The Organizers are free to accept a car without a FIA /ACO Technical Passport / car's original Homologation Form / FIA Historic Technical Passport (HTP). In any cases, driver's seat must, unless an original standard production or period competition seat, be an FIA Homologated seat and in date. Harnesses must be FIA homologated and in date as well.
- 14.3. Drivers taking part in practice sessions and the races must always wear the equipment specified in the Appendix L, Chapter III from the ISC which must be presented for checking.
- 14.4. Unless a waiver is granted by the Stewards, Competitors who do not keep to time limits will not be allowed to take part in the Event.
- 14.5. No Competitor shall take part in any session on the track without having met all of the requirements of the Checking, Signing-On and Initial Scrutineering processes, unless duly authorized by the Stewards.

15. SCRUTINEERING

- 15.1. Initial scrutineering of the car will take place at the times indicated in the Event Programme.
- 15.2. Race numbers and any Organizers' advertising must be affixed on the car for inspection during scrutineering.
- 15.3. RFT device : Mandatory from Period I (1977 inclusive), highly recommended for other periods. In case of a RFT device fitted, an harness 8853/98 (5 or 6 belts) is mandatory.
- 15.4. Safety fuel tanks are mandatory (FIA Appendix J of period). All Competitors will have to provide a validity certificate of the safety fuel tank(s).
- 15.5. Two 6KG powder fire extinguishers will be mandatory in the paddock for every car to be presented during initial scrutineering.
- 15.6. 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.
- 15.7. The Clerk of the Course may require that any car involved in an accident be stopped and checked.
- 15.8. The Scrutineer may check the eligibility of a car or of a Competitor at any time during an Event;

16. SIGNAGE AND ADVERTISING

- 16.1. Cars with a vintage record may request to retain their vintage race number (if available). The request must be made at the time of registration and the race numbers must be on the original passport.
- 16.2. Use of the Organizer logo by the competitors, manufacturers and Drivers or their agents or representatives is prohibited other than by prior permission in writing from the Organizer.
- 16.3. Competitors shall leave at the disposal of the Organizer of the Event some areas which are exclusively reserved for him.
- 16.4. Any additional advertising (save the original livery of the car) must meet the FIA Appendix K Art. 2.1.9 requirements and should receive the Organiser's written agreement.
- 16.5. Competitors' brands and sponsors competing with the official sponsors of the grid could be refused. Any car found in breach of the above "advertising" regulations could have a financial penalty.

17. TYRES

- 17.1. See Tyre Regulations <https://gulf-historic.com/wp-content/uploads/2023/08/GHDGPR23-tyres-regulations-1.pdf>

18. FUEL

- 18.1. The fuel information will be published in an Event Bulletin.

19. WEIGHING

- 19.1. All cars must comply with the requirements noted in the Technical Regulations.
- 19.2. Only Scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.
- 19.3. In the event of any breach of these provisions for the weighing of cars the Stewards may penalize the Driver.

20. CAMERAS

- 20.1. Any onboard camera system mounting must be agreed, in advance, by the Chief Scrutineer.
- 20.2. The video images collected may only be used by the team for private use. The images may not be broadcasted in any way via the internet or any other means without the prior consent from the Organizer.
- 20.3. The images may, with the Stewards' approval, be used by teams as evidence in their defence in case of any incident involvement, provided that the team using the images is the team which made the request for the camera in question.
- 20.4. Under no circumstances may a camera recording be used to form the basis of any kind of protest, complaint or action against another team or a third party.

21. PIT LANE

- 21.1. A speed limit of 60kph will be enforced in the Pit Lane.
- 21.2. The section of track leading to the Pit Lane shall be referred to as the "Pit Entry". Any Driver intending to leave the track or to enter the Pit Lane shall signal their intention to do so in good time and shall make sure that it is safe to do so. At all times access to the Pit Lane is allowed only through the Pit Entry. Except in exceptional circumstances, as adjudged by the Stewards only, the crossing in any direction of the line separating the Pit Entry and the Track is prohibited.
- 21.3. Except in exceptional circumstances, as adjudged by the Stewards only, cars leaving the Pit Lane to return to the track must not cross any line marked at the Pit Exit aimed to separate the cars leaving the Pit Lane from the cars running on the Track. Same principle apply to the car entering Pit Entry.
- 21.4. Animals are prohibited in and behind the Pits, on the Track and in all areas reserved for spectators. Only animals used by the Organizer for controls and security are allowed.
- 21.5. People under 14 years of age must be accompanied in the Pits, Pit Lane, on the Pit wall and on the starting grid.

22. PRACTICE AND QUALIFYING SESSIONS

- 22.1. Save where these Regulations require otherwise, Pit Lane and Track discipline and safety measures will be the same for all Official Practice Sessions as for the Races.
- 22.2. Drivers must drive only the car for which they have been designated, unless prior and express dispensation has been granted by the Stewards in case of force majeure.

22.3. Practice session

- 22.3.1. During the Practice session, it is prohibited for a car to go into its pit garage; it must stay on the Pit Lane (on pain of deletion of the lap times set before the car entered its garage).
- 22.3.2. Refuelling is not allowed during the Practice session. Penalty: at the Steward's discretion.

22.4. Qualifying session

There will be one qualifying session.

For 2-race format : the best time of the session will define the starting order of Race 1 and the second best time of the session the starting order of Race 2.

For 1-race format : the best time of the session will define the starting order of the Race.

- 22.4.1. During the Qualifying session, it is prohibited for a car to go into its pit garage; it must stay on the Pit Lane (on pain of deletion of the lap times set before the car entered its garage).
- 22.4.2. Refuelling is not allowed during the Qualifying session. Penalty: at the Steward's discretion.

22.5. Qualifying minimum

- 22.5.1. Each driver must set at least one complete lap time in the Qualifying session.
- 22.6. Exceptional circumstances during qualifying
 - a) In case of exceptional circumstances during the Qualifying session, the Stewards, at the request of the Clerk of the Course, may, for safety reasons, disregard the result of Qualifying session to establish the starting grid.
 - b) A Stewards' decision that is made for safety reasons will be applicable notwithstanding any form of recourse.

23. INTERRUPTION OF THE OFFICIAL PRACTICE

- 23.1. Should it become necessary to stop a practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course shall order a red flag and the abort lights to be shown at the Starting Line. Simultaneously, red flags will be shown at all marshal posts. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to the respective pit, and all cars abandoned on the track will be removed to a safe place. At the end of each practice session no Driver may cross the Finish Line more than once. This procedure will also apply to Qualifying sessions.
- 23.2. The Clerk of the Course, in agreement with the Stewards, is not obliged to extend a practice session after an interruption.
- 23.3. In case of interruption of a practice session, no protest is admissible as to the possible consequences on the qualifying of the Drivers and of the cars.

24. BRIEFING

- 24.1. All Drivers and their Team Manager or the official representative of the team, must be present throughout the Briefing.
- 24.2. Attendance must be signed by all Drivers and Team Managers before the start of the Briefing. Should any Driver be unable to attend the briefing, the Competitor must inform the Race Director or via the Promoter no later than 30-minutes before briefing commence. Any lateness or absence from the Briefing without prior notice will be given a penalty of 100 Euros or possible exclusion from the starting grid subject to the discretion of the Stewards.

25. STARTING GRID

- 25.1. The starting grid order will be determined by ranking as follow :
 For 2-race format : the best time of the session will define the starting order of Race 1 and the second best time of the session the starting order of Race 2.
 For 1-race format : For all categories there will be one qualification session. The best time of the session will define the starting order of the Race.
- 25.2. The grid will be a 2 x 2 formation and the rows on the grid will be separated by 9 meters.
- 25.3. Should two or more cars set identical times, priority will be given to the one which set it first.
- 25.4. The starting grid will be published after the Qualifying session. Any competitor whose car is unable to start for any reason whatsoever (or who has good reason to believe that their car will not be ready to start) must inform the Clerk of the Course accordingly at the earliest opportunity and, in any case, no later than one hour and fifteen minutes before the start of the formation lap.
 If one or more cars are withdrawn, the starting grid will be closed up accordingly and the final starting grid confirmed one hour before the start of the formation lap. Should two or more drivers have identical times, priority will be given to the one who set it first.
- 25.5. The fastest driver will start the race from the pole position on the grid which has been designated as such by the FIA Circuit License.

26. STARTING PROCEDURE

- 26.1. There will be a rolling start given by means of light unless otherwise specified in Event Bulletin.
- 26.2. Unless another time is given in the Event Bulletin, 20 minutes before the start of the formation lap, the Pit Lane will open and the cars may leave their garages to cover one or more reconnaissance laps. After the completion of the reconnaissance lap(s) they will stop on the grid in the starting order with their engines stopped.
- 26.3. Should they wish to cover more than one reconnaissance lap(s), this must be done by driving down the Pit Lane at 60kph between each of the laps.
- 26.4. 10 minutes before the start of the formation lap, the Pit Exit will be closed and a second warning signal will be given.
- 26.5. Any car which is still in the Pit Lane or at the garage when the Pit Exit is closed can start from the Pit Exit, provided it reached the end of the Pit Lane exit under its own power. If more than one car is affected, they must line up in the Fast Lane in the order in which they reached the end of the Pit exit.

These cars will be released from the Pit Exit after the last car on track has passed the Pit Exit for the first time after the start of the race.
- 26.6. The start procedure will be announced by signals showing 10-minutes, 5-minutes, 3- minutes, 2-minutes, 1-minute and 30-seconds before the start of the formation lap, each of which will be accompanied by an audible warning.
- 26.7. When the 5-minutes signal is shown, all cars must have their wheels fitted and the car must be resting on their wheels. Any car without its wheels fully fitted and the car resting on the ground at the 5-minutes signal will be penalized with a Drive Through Penalty.
- 26.8. When the 3-minutes signal is shown, everybody except Drivers, officials and team technicalmembers must leave the Grid.
- 26.9. When the 2-minutes signal is shown, the engines are started by the Drivers.
- 26.10. When the 1-minute signal is shown, no further work is allowed on the cars. Everybody must leave the grid or in a safe position taking all equipment with them. Should any Driver needs assistance he must indicate this to the marshals and seek for Race Director's permission allowing his technical team to either push start the car or push into the Pit Lane.
- 26.11. When the 30-seconds signal is shown, any authorized push start team technical members must be in a safe position near the grid.
- 26.12. When the green flag is waved and green lights illuminated, the cars will begin a formation lap with the organizer's official car leading, maintaining their starting order and with a medical and/or intervention car following the last competing car. During this formation lap, practice starts are forbidden and the formation must be kept as tight as possible.
- 26.13. Cars allowed to push start may now push to start the car or enter the pit lane when the rest of the cars able to do so have left the grid. Once the car is in the pit lane, it may be repaired and if the driver is then able to rejoin the race, he will do so in accordance with the requirements of Article 27.5.
- 26.14. Overtaking during the formation lap is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, Drivers may only overtake to re-establish the original starting order, providing it is safe to do so.

Any car that is delayed leaving the grid may only join the formation lap once the last car has left its starting position and crossed pole position. At this point, the delayed Driver may overtake in order to regain his correct starting position, on condition that this occurs before his car has crossed Intermediate 2. Failure to do so, the car must enter the Pit Lane and start from the end of the Pit Lane as specified in Article 27.5.

Any car that is delayed leaving the grid may not overtake another moving car if they werestationary after the remainder of the cars had crossed the Start Line, and must start the race from the back of the field. If more than one car is affected, they must form up the back of the field in order they left to complete the formation lap.
- 26.15. The speed of the organiser's official lead car will depend on the weather conditions during the formation lap. The official lead car will stop in the pitlane at the end of the formation lap. All cars will then line up in two rows at a point indicated in the briefing.

- 26.16. During the formation lap the red light at the Start Line will be on. The starting signal will be given by the all red lights off. However, the race shall not be considered to have started until the cars pass the Start Line and timing shall commence when the leading car passes the Start Line. Overtaking is allowed only and exclusively after the cars have crossed the Start Line; until this time, all cars must hold their positions.
- 26.17. During the start of a race the pit wall must be kept free of all persons with the exception of properly authorized officials and fire marshals all of whom shall have been issued with and shall be wearing the appropriate pass.
- 26.18. All cars starting from the Pit Lane will be controlled by the lights at the Pit Exit. Cars will be released after the last car to take the start on grid has passed the Pit Exit following the start of the race. The lights at the Pit Exit and marshal instruction must be strictly observed. Cars starting from the Pit Lane will have completed their first lap as soon as they cross the Finish Line for the first time.
- 26.19. If a problem arises when the cars reach the Start Line at the end of the formation lap, the red lights will stay on and yellow flags will be displayed at all observation posts. The cars, with the pole position leading, will complete a new formation lap that will follow the same rules as above; as the official leading car will no longer be on the track, the Driver in pole will be responsible for the speed, which must comply with the regulations governing speeds in the presence of the official leading car.
- 26.20. If conditions so require, the Clerk of the Course may ask the organizer's official leading car to cover one or more additional formation laps. If additional formation laps are necessary, the start will be considered as having been given at the end of the first formation lap.
- 26.21. Only in the following cases will any variation in the start procedure be allowed:
 - 26.21.1. If the race has not been declared "WET" and it starts to rain after the 5-minutes signal but before the race is started and, in the opinion of the Clerk of the Course, Competitors should be given the opportunity to change tyres, a "START DELAYED" board and the abort lights will be shown at the Start 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 5-minutes signal.
 - 26.21.2. If the start of the race is imminent and in the opinion of the Clerk of the Course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Start Line. Information concerning the likely delay will be displayed on the timing monitors, wherever possible. Once the start time is known, at least five minutes before the start of the formation lap a warning will be given.
- 26.22. If the race is started behind the safety car, Article 30.3 will apply.
- 26.23. A Drive Through Penalty may be imposed by the Steward to any Driver who breaches the Start procedures. In the case of a serious breach the Stewards has the right to apply an increased penalty up to exclusion. Any action or decision (or any alleged inaction or non-decision) taken by or imposed by the Stewards or the Race Director in this regard is not subject to Protest or Appeal.
- 26.24. 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 the starting procedure may result in the exclusion of the car and Driver concerned from the Competition.

27. NEUTRALIZATION OF THE RACE

- 27.1. General provisions and conduct of Safety Car procedures, Article 2.10 of Appendix H of the Code will apply.
- 27.2. When the order is given to deploy the Safety Car, all marshal posts will display waved yellow flags and "SC" boards and the orange lights at the start Line will be illuminated, for the duration of the intervention.
- 27.3. The Safety Car will start from the pit lane with its orange lights illuminated and will join the track regardless of where the race leader is.
- 27.4. All the competing cars must then form up in line behind the Safety Car no more than five car lengths apart, and overtaking, with the following exceptions, is absolutely forbidden until the cars reach the Control Line after the Safety Car has returned to the pits.
- 27.5. Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the Safety Car is deployed will be reported to the Stewards. This will apply whether any such car is being driven on the track, the pit entry road or the pit lane.
- 27.6. Overtaking will be permitted under the following circumstances:
 - 27.6.1. if a car is signaled to do so from the Safety Car;
 - 27.6.2. any car entering the pits may pass another car or the Safety Car after it has crossed the first Safety Car line, as defined under Article 10.2 Appendix H;
 - 27.6.3. any car leaving the pits may be overtaken by another car on the track before it crosses the second Safety Car line, as defined under Article 10.2 Appendix H;
 - 27.6.4. when the Safety Car is returning to the pits or its intermediate position, it may be overtaken by cars on the track once it has crossed the Safety Car line;
 - 27.6.5. any car stopping in its designated garage area whilst the Safety Car is using the pit lane at the end of the final lap may be overtaken;
 - 27.6.6. if any car slows down with an obvious problem.
- 27.7. When ordered to do so by the Clerk of the Course, the observer in the Safety Car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
- 27.8. Under certain circumstances, the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking.
- 27.9. When the Clerk of the Course calls in the Safety Car, its orange lights will be extinguished; this will be the signal that it will be entering the pit lane at the end of that lap. At this point, the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than five car lengths behind it.
- 27.10. In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 27.11. As the Safety Car is approaching the pit entry, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags with green lights at the Line and at the Intermediate race neutralization end point(s). These flags will be displayed until the last car crosses the Line.
- 27.12. Any breach of the Safety Car procedures will be penalize with Drive Through Penalty or 30- seconds Time Penalty added to the race result.

28. SUSPENDING A RACE

- 28.1. 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 Race Director or the Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Control Line.
- 28.2. When the signal is given, overtaking is forbidden, the pit exit will be closed.
- 28.2.1. When the signal is given before the end of 2nd lap after the race start, all cars proceed slowly to their original starting grid. Race time will be stopped and remaining race duration will be decided by the Stewards.
- 28.2.2. In the case the signal is given after completing 2 laps after the start of the race and less than 75% of the race duration, all cars proceed to the Red Flag Line in single file. The marshal will then arrange the cars in the order indicated by Race Control. The order of the cars will be determined according to the positions they occupied at the end of the circuit section covered before the decision to suspend the race was taken.
- 28.3. The safety car will then be driven to the front of the line of cars behind the red flag line.
- 28.4. Cars may be worked on until 1-minute signal is given. Refuelling and/or removing of fuel on the grid are strictly forbidden. Only team members and officials will be permitted on the grid.
- 28.5. Cars may enter the pit lane when the race is suspended, but a Drive Through penalty will be imposed on any Driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty.
- 28.6. All cars in the pit lane will be permitted to leave the pits once the race has been resumed, but any which were in the pit entry or pit lane when the race was suspended will be released before any others. Subject to the above, any car intending to resume the race from the pit exit may do so in the order they got there under their own power, unless another car was unduly delayed.
- 28.7. At all times, driver must follow the directions of the marshals.

29. RESUMING A RACE

- 29.1. The delay will be kept as short as possible and, as soon as a resumption time is known, competitors will be informed via the timing monitors; in all cases, at least five minutes warning will be given.
- 29.2. Resuming procedures as per Article 27.7 to Article 27.11 will apply.
- 29.3. The race will be resumed behind the Safety Car. When the green lights are illuminated, the Safety Car will leave the grid with all cars following, in the order in which they stopped behind the Red Flag Line, no more than five car lengths apart. The Safety Car will enter the Pits after one lap, unless all cars are not yet in a line behind the Safety Car, or marshals are still clearing the grid, or a further incident occurs necessitating another intervention.
- 29.4. Soon after the last car in line behind the Safety Car passes the end of the Pit Lane, the Pit Exit light will turn green; any car in the Pit Lane may then enter the track and join the line of cars behind the Safety Car.
- 29.5. 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 re-establish the order before the race was suspended.
- 29.6. Any Driver who is delayed leaving the Red Flag Line may not overtake another moving car if he/ she 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 in which they left the grid.
- 29.7. The Safety Car will enter the pits after one lap unless all cars are not yet in a line behind the Safety Car and/or marshals are still clearing the track of a further incident occurs necessitating another intervention.
- 29.8. 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.

30. FINISH

- 30.1. The end-of-race signal (Chequered Flag) will be given at the Finish Line to the leading car the first time it crosses the Finish Line after the scheduled time for the race has elapsed. When the Chequered Flag is shown, the Pit Exit will be closed.
- 30.2. Should for any reason the Chequered Flag be given before the leading car completes the scheduled duration, the race will be deemed to have finished when the Chequered Flag 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.

31. PARC FERMÉ

This is an invitation race and the Organisation may or may not choose to operate Parc Fermé. Competitors will be notified in the Event Bulletin on Parc Fermé.

32. CLASSIFICATION AND PODIUM CEREMONY

- 32.1. In order to be classified,
- 32.2. All cars that started will be classified if they have covered at least 75% of the distance (rounded down to the nearest whole number of laps covered by the winner).
- 32.3. The Drivers finishing each race in 1st, 2nd or 3rd positions, will attend the prize-giving ceremony on the podium.

33. AMENDMENT TO THE COMPETITION, CANCELLATION OF THE EVENT

The Organization reserves the right to undertake all necessary changes to the Competition in case of force majeure or for safety reasons or ordered by the authorities or also to cancel the event or individual Competitions, if this is determined by extraordinary circumstances, with no refunds of entries.



APPENDIX 17**LIST OF PENALTIES**

	INFRINGEMENT	Official Practice	Qualifying Practice	Race
1	Crossing the solid white line upon pit exit or pit entry	TBD	TBD	Drive Through
2	Exceeding pit lane speed limit	TBD	Best lap time deleted.	Sp##\$ & 1()p*+ Drive Through or 30-seconds Time Penalty Sp##\$, 1()-. * & 1/)-. *+ 0(12#345\$2 67-# 8#59;.< Speed >15 kph: 90-seconds Time Penalty
3	Failure to observe the yellow flag	TBD	Best lap time deleted.	Drive Through
4	Failure to observe the red flag	TBD	Timed laps deleted.	Drive Through
5	Failure to comply with the black flag or black with orange disc flag	Best lap time deleted in qualifying practice	Start race from back of the grid	Exclusion
6	Crossing the chequered flag more than once	TBD	TBD	TBD
7	Failure to disengage gear after abandoning vehicle	TBD	TBD	TBD
8	Failure to re-position steering wheel after abandoning vehicle	TBD	TBD	TBD
9	Rejoining the session after outside assistance	Best lap time deleted in qualifying practice	Start race from back of the grid	Exclusion
10	Failure to observe track limits	Verbal Warning	Lap time deleted upon the time of abuse	1 st infringement: Warning 2 nd infringement: Drive Through 3 rd infringement: Stewards' discretion
11	False start	—	—	Drive Through
12	Failure to comply with the stickers or advertising requirement	TBD	TBD	TBD

APPENDIX 2

Important reminder about Appendix K :

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ANNEXE III A L'ANNEXE "K"
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ANNEXE III	APPENDIX III
Tests de Condition	Condition Testing
<p>1. ELEMENTS A CONTROLER</p> <p>1.1 L'intégrité structurelle et la corrosion des éléments suivants de toutes les voitures listées à l'Article 6 ci-dessous doivent être vérifiées au moyen de tests non-destructifs :</p> <ul style="list-style-type: none"> - triangles de suspension tubulaires, - pièces de suspension en alliage léger, - colonnes complètes et bras de direction, - éléments de direction en alliage léger, - roues en alliage léger, - châssis tubulaires en alliage d'aluminium. <p>1.2 Pour les voitures de Formule Un depuis la Période G seulement, des Tests de Condition additionnels suivants doivent être pratiqués sur les éléments suivants :</p> <ul style="list-style-type: none"> - basculeurs et liaisons de suspension, - pousants / tirants et leviers de suspension, - moyeux de roues, - porte-moyeux, coulés ou usinés, - supports de suspension, - pédale de freins, - barre de répartition de la pédale de freins, - soudures de l'arceau (lorsque la structure de l'arceau est partie intégrante du châssis ou de la monocoque, elle doit être inspectée sans qu'il soit nécessaire de l'en retirer). <p>1.3 Il est vivement recommandé que des inspections similaires soient effectuées sur les éléments vitaux pour l'intégrité de la voiture mais qui pourraient ne pas apparaître dans la liste ci-dessus.</p> <p>1.4 Les pièces neuves sont aussi soumises à cette Annexe III et sujettes à ces tests de condition.</p> <p>2. Tous les éléments ci-dessus (y compris, pour dissiper tout doute, les pièces de rechange). Le testeur est responsable de la sélection de la méthode de test appropriée et de l'interprétation des résultats du test en fonction, mais sans s'y limiter, du matériau, du type de composant (fonderie, forgé, mécano-soudé) et du traitement de surface présent. Chaque élément devra être clairement identifié et être marqué ou gravé de façon indélébile. Les normes identifiées ci-dessous peuvent spécifier des principes généraux uniquement et se référer à des normes fournissant des méthodes spécifiques d'inspection et d'interprétation des résultats. L'acceptabilité des résultats doit être faite suivant le niveau d'exigence le plus élevé dans les normes en vigueur au jour du contrôle - Norme ISO 9712 Niveau 2.</p> <p>3. Le certificat de test et la déclaration des constructeurs doivent accompagner le PTH.</p> <p>4. Les essais doivent être effectués conformément à l'une ou l'autre des normes suivantes :</p> <p>4.1 Inspection visuelle</p> <p>BS EN ISO 17637:2016 (ou édition en vigueur ou norme équivalente reconnue par l'ASN du demandeur). Applicable uniquement aux soudures par fusion métallique. Non applicable aux composants ayant été thermolaqués, chromés ou nickelés.</p> <p>4.2 Détection de défauts par pénétration</p> <p>BS EN ISO 3452-1:2021 (ou édition en vigueur ou norme équivalente reconnue par l'ASN du demandeur) Non applicable aux composants ayant été thermolaqués, chromés ou nickelés.</p> <p>4.3 Détection de défauts par flux magnétique</p> <p>BS EN ISO 9934-1:2016 (ou édition en vigueur ou norme équivalente reconnue par l'ASN du demandeur). Non applicable aux composants ayant été thermolaqués, chromés ou nickelés.</p> <p>4.4 Détection de défauts par radioscopie.</p> <p>BS EN 13068-3:2001 (ou édition en vigueur ou norme</p>	<p>1. ITEMS FOR CHECKING</p> <p>1.1 The following items of all cars listed in Article 6 below must be checked for structural integrity and corrosion by a non-destructive tests:</p> <ul style="list-style-type: none"> - tubular suspension wishbones, - light alloy suspension parts, - complete steering columns and steering arms, - light alloy steering components, - light alloy wheels, - aluminium alloy tubular chassis. <p>1.2 For Formula One cars from Period G onwards only, additional Condition Testings must be conducted on the following parts:</p> <ul style="list-style-type: none"> - suspension rockers and linkages, - push/pullrods and bellcranks, - wheel hubs, - suspension uprights, whether cast or fabricated, - suspension mounting brackets or plates, - brake pedal, - brake pedal balance bar, - rollhoop welds (in the cases where the rollhoop structure is an integral part of the chassis/monocoque, it must be inspected without the necessity to remove the structure from the chassis/monocoque). <p>1.3 It is strongly recommended that similar inspections should be carried out on components that are vital to the integrity of the car but which may not be contained in the list above.</p> <p>1.4 New parts are also covered by this Appendix III and subject to these condition testing.</p> <p>2. All of the above components (including, for the avoidance of doubt, spare parts) must be tested and certified. The tester is responsible for selecting the appropriate method of testing and for the interpretation of the test results, based on but not limited to the material, type of component (cast, forged, fabricated) and surface coating present. Each component must be clearly identified and be indelibly etched or marked. Standards identified below may specify general principles only and refer to standards providing specific methods of inspection and interpretation of results. The acceptability of the test results must be made according to the highest level of requirements in the standards in force on the day of the control - Standard ISO 9712 Level 2.</p> <p>3. The test certificate/manufacturer's declaration must be appended to the HTP.</p> <p>4. The tests must be carried with reference to one or another of the following standards:</p> <p>4.1 Visual Inspection</p> <p>BS EN ISO 17637:2016 (or current edition or equivalent standard recognized by the ASN of the applicant) Applicable to fusion welded joints only. Not applicable to components that have been powder coated, chromium or nickel plated.</p> <p>4.2 Penetration Flaw Detection</p> <p>BS EN ISO 3452-1:2021 (or current edition or equivalent standard recognized by the ASN of the applicant) Not applicable to components that have been powder coated, chromium or nickel plated.</p> <p>4.3 Magnetic Particle Flaw Detection</p> <p>BS EN ISO 9934-1:2016 (or current edition or equivalent standard recognized by the ASN of the applicant) Not applicable to components that have been powder coated, chromium or nickel plated.</p> <p>4.4 Radioscopic Flaw Detection.</p> <p>BS EN 13068-3:2001 (or current edition or equivalent standard</p>

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ANNEXE III A L'ANNEXE "K"
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| <p>équivalente reconnue par l'ASN du demandeur)</p> <p>5. Toute demande de PTH (voir les catégories concernées dans l'Article 7) doit être accompagnée d'un certificat valide montrant que les composants cités dans l'Article 1 ont satisfait aux tests de condition.</p> <p>6. Catégories concernées par cette norme :</p> <ul style="list-style-type: none"> - voitures biplaces de course de plus de 2 litres, depuis la Période G. - voitures monoplaces de course de plus de 2 litres, depuis la Période G. <p>7. Sauf recommandation contraire du constructeur de la voiture, qui estimerait que la fréquence des tests doit être plus élevée, le certificat sera valable à compter de la date de sa délivrance pendant une période de :</p> <ul style="list-style-type: none"> - 2 ans pour les voitures de Formule 1, depuis la Période G - 3 ans pour les autres voitures. | <p>recognized by the ASN of the applicant)</p> <p>5. Any new application for a HTP (see categories concerned in Article 7) must be accompanied by a valid certificate showing that the components listed under Article 1 have positively undergone the tests of condition.</p> <p>6. Categories concerned by this standard:</p> <ul style="list-style-type: none"> - two-seat racing cars of more than 2 litres from Period G onwards. - single-seat cars of more than 2 litres from Period G onwards. <p>7. Unless otherwise recommended by the car manufacturer who would consider that testing should be carried out on a more frequent basis, the certificate will be valid from the date of issue for a period of:</p> <ul style="list-style-type: none"> - 2 years for Formule One cars from Period G onwards, - 3 years for all the other cars. |
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The tests must be carried out according to the following standards: BSI; DIN; ISO; ASTM

* Penetration Flaw Detection: BS 6443 and BSM 39; DIN 54152; ISO 3452

* Magnetic Particle Flaw Detection: BSM 34; ASTM 709 * X-Ray Flaw Detection: BS 6072 and BSM 35; DIN 54111- 1; ISO 557



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