

EUROPEAN PRODUCTION SERIES

2011 SPORTING REGULATIONS

EUROPEAN PRODUCTION SERIES 2011

2011 Sporting Regulations

ARTICLE 1:

1.1 V-Line Organisation, with the approval of the Federation Internationale de L'Automobile (FIA), organizes the **EUROPEAN PRODUCTION SERIES** for the 2011 season.

1.2 From this Cup will derive:

- D1
- D2
- D3
- D4
- SEAT LEON SUPERCUP

1.3 The 2011 **EUROPEAN PRODUCTION SERIES** Organising Comite will be formed by:

- President: Ian Planas Argemí
- Stewards: Jordi Gené Guerrero
Francesc Gutiérrez Agüi

ARTICLE 2. GENERAL CONDITIONS

2.1. It is the participant's obligation to ensure that all persons concerned by his entry observe all the requirements of the "**EP-SERIES**" Sporting Regulation Code.

2.2. The owner of a participant's licence can designate, in writing, one representative. In the absence of both of them, the driver will be considered as such.

2.3. The driver or the representative have the responsibility to ensure that all requirements are observed during the event, being this an individual responsibility in solidarity with the participant's one.

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

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

As a general rule all technical violations will be sanctioned during practice with the annulation of times, and during the race with the exclusion from the event, unless the Sporting Commissioners estimate another sanction based on the specific conditions of the fact under judgement or a specific disposition of the present Regulation.

ARTICLE 3. ORDER OF PRIORITY

3.1. It will apply, in order of priority:

- 1) The Common Prescriptions of the Championships, Cups, Trophies and FIA Challenges 2011.
- 2) The **EUROPEAN PRODUCTION SERIES** Sporting and Technical Regulations.
- 3) The Specific Regulations of the event.

3.2. Any contradiction between all these documents will be resolved applying the highest in rank.

3.3. The CDI will apply first in the general aspects related to procedures, claims and appeals.

3.4. All sanctions related to the violation of the rules described in the present Sporting Regulation are described in Annex I.

ARTICLE 4. LICENCES

All participants must hold a current and valid driver's licence by a country member of the European Union or a "FIA assimilated member" valid during the 2011 in the European Union

ARTICLE 5. ADMITTED VEHICLES

5.1. Admitted vehicles in the "**EP-SERIES**" are defined in the Technical Regulations for this event.

5.2. In every meeting each driver will only be allowed to use one vehicle, another spare car is not being authorized in the events. The technical commissioners will identify all vehicles during scrutineering in order to assure this rule's compliance.

ARTICLE 6. NUMBER OF PARTICIPATING VEHICLES

The maximum number of authorized vehicles during qualifying practice and races will comply with the FIA regulation as described in Annexe O- Complement 2 of the CDI.
In the event of exceeding the authorized number of participating vehicles, the admission criteria will be as follows:

- 1- Teams that have been formally enrolled in the whole contest.
- 2- Teams that are not enrolled in the whole contest but have competed in the highest number of previous races.
- 3- According to their classification during timed practice and by categories.

In the event of exceeding the authorized number of participating vehicles, a reserve list will be created, according to the previous criteria. These reserve participants will be allowed to participate in the timed practices but not in the actual race unless they are needed to complete the grid in the event that one of the authorized participants could not do it according to Article of the "**EP-SERIES**" Sporting Regulation.

A list will be published according to the achieved ranking position in each timed practice and for each Division. Therefore, first in the list will be the first in each Division, being their order as follows: D4, D3, D2, D1, and successively.

6.1. In the long race Meetings defined by the Article 9.3 of the present Regulation, the distribution of all admitted vehicles will be done as follows:

Teams enrolled in the “**EP-SERIES**” from the beginning of the season and teams that have participated at least in half the meetings held until the moment, will be automatically admitted in the race, although they will still be requested to participate in the practices.

The remaining participants will qualify according to timing and category. The classification order will be descending according to the categories, in other words, one D4 driver, one D3 driver, one D2 driver, one D1 driver, one D4 driver, one D3 driver, one D2 driver, one D1 driver... and successively until reaching the maximum homologation capacity of the circuit.

ARTICLE 7. PARTICIPANTS’ APPLICATIONS.

7.1. The applications to compete shall include, at least:

- a) A declaration that the applicant and everyone else involved in the Series, has read, understood and accepted the International Sporting Code and all its Annexes, as well as the applicable Regulations (Article 3).
- b) The model of the vehicle that will be used and the category it belongs to.
- c) The name of the participant and the information about his licence.
- d) The name(s) of the driver(s) and the information about his(their) licence(s).

7.2. All teams wishing to participate in a Meeting must submit the official application form, completely filled in, to the following V-LINE ORGANIZATION email or fax number:

Email address: info@ep-series.com

Fax number: +34 938 880 983

7.3. Every participant can designate a minimum of one driver and a maximum of two drivers per vehicle.

7.4. After the enrolment period has ended, the participant will be able to replace the driver and the vehicle only until the administrative verifications have been done. All the changes must have the consent of the Stewards’ Committee. At the end of all administrative verifications an official participants’ list will be published and then approved by the Stewards’ Committee

7.5. The sum of the **EUROPEAN PRODUCTION SERIES** entry fee for the full season is 9.000 Euros.

7.6. Competitors may enter the **EUROPEAN PRODUCTION SERIES** on a race-by-race basis and may announce their entries in each Event concerned, to the organizing committee, accompanied by the entry fees paid to the organizing committee, no later than ten days prior to the Event, it being understood that the Event starts with scrutineering. The sum of the race entry fee is 1.800 € per car.

7.7. Teams enrolled in the “**EP-SERIES**” must have one or maximum two drivers.

7.8. Failure to attend a Meeting must be justified to the Organizing Committee. If the justification is considered insufficient, the application fee will not be reimbursed.

7.9. The Organizing Committee has the ability to deny an application according to Article 74 of the CDI.

7.10. The first-time drivers registering at the last Meeting, will not score, and will not block scores, not having access to premiums – if there are any – but having access to the prizes – if there are any-.

7.11. According to Article 79 of the CDI a vehicle can only enrol once in every competition of the same Meeting, except expressed permission from the FIA.

ARTICLE 8. QUALIFYING PRACTICE

8.1. The 2011 “**EP-SERIES**” will have a minimum of TEN (10) and a maximum of TWELVE (12) races, that will take place with a maximum of SIX (6) Meetings.

8.2. The official calendar for the 2011 “**EP-SERIES**” is as follows:

24/04 BEL Zolder
15/05 ITA Monza
19/06 CZE Brno
17/07 GBR Donington Park
31/07 DEU Oschersleben
04/09 ESP Valencia Ricardo Tormo

8.3. The Organizing Committee has the ability to change the date and place of one or more events in the calendar.

ARTICLE 9. DISTANCES

Meeting Types:

9.1.- Two races with a maximum length of 48 minutes plus one loop each.

9.2.- One or two races with a maximum length of 60 minutes plus one loop each.

9.3.- One race with a length longer than 200 km and a maximum duration of 3 hours.

ARTICLE 10. RACE NUMBERS. NAME OF CARS.

During the whole season each vehicle will carry the race number corresponding to the official list published by the Organizing Committee before the first Meeting. The assigned numbers will be modified if the Organizer deems it necessary.

The driver's name will appear on white legible lettering not to exceed 10 cm height. The lettering shall be placed on the rear lateral windows and on the front windshield at the driver's right hand side.

The race numbers and the driver(s) name(s) must appear on the vehicle since the preliminary technical verifications and during the Meeting.

ARTICLE 11. ADVERTISING

11.1. All teams can show in their clothing as well as in the vehicle commercial advertisements as long as:

- a) They comply with all FIA Advertising Regulations and/or the National Regulations under which the event is held.
- b) They respect the locations reserved to mandatory advertisements established by the Regulation.

c) Any advertisements in violation of the Regulations or in a different location from the one provided in it, must have the Organizing Committee's express authorization.

11.2. It is the participant's responsibility to correctly place all mandatory advertisements in the vehicle before the verification process and during the course of the event.

11.3. All participants in the **"EP-SERIES"** authorize the Organizing Committee to freely disclose, with no limitation of time and format, their participation and the results obtained, as well as the assignment to a third party of all these rights.

11.4. Participants with incompatibilities between their sponsors' advertisements and the **"EP-SERIES"** mandatory advertisements can ask the Organizing Committee for an exemption. The Organizing Committee can allow the exemption of mandatory advertisements. This exemption will result in an increase of the application fee corresponding to double the amount of the regular fee. The exemption will also result in the loss of all prizes and premiums corresponding to advertisements (if any).

11.5. A driver in non-compliance of the mandatory advertisements and/or the correct placement of his/her name will be sanctioned.

11.6. Placement of all mandatory advertisements:

All **"EP-SERIES"** mandatory advertisements shall be placed in the locations established by Annex I of the present Regulation.

ARTICLE 12. OFFICIALS

The FIA will nominate, at least, the following officials:

- Stewards Committee : Chairman of Stewards and one Steward.
- A Race Director that will act as the Event Starter.
- A Technical Delegate.

ARTICLE 13. FREE PRACTICE

Free practice that takes place on Friday prior to a race or on Saturday morning – based on a private contract between the circuit and the renter- do not belong to the sporting part of the meeting. It is compulsory placing the vehicle at a 45° angle in the free and qualifying practices.

ARTICLE 14. TELEMETRY AND RADIO. TIMING DEVICES

14.1. It is forbidden the installation and/or use of telemetry devices or any other computer based instrument to allow data transmissions between a moving vehicle and the Pit area, and vice versa, during the whole length of the official practices and the race. The only exceptions are the ones installed by the Stewards and the Timekeepers in order to control the development of the race.

The violation of this rule will be punished.

The unofficial time recordings are allowed. If in order to make these equipments works a measuring device should be installed - with a power supply- in the signalling wall, the power take should be located on the ground, never in the upper part of the wall.

14.2. It is allowed to use a data acquisition system in the vehicle as long as it only functions from the vehicle (stopped) to the computer and not the other way around.

14.3. It is allowed the communication between the driver (in his moving vehicle) and his team members by a radio system only intended to transmit the human voice.

14.4. It is the participant's responsibility to acquire and install a transponder in the vehicle, in order to pass scrutineering.

14.5. The participant is responsible for maintaining, anchoring and using the timekeeping devices. Malfunctioning of these devices will result in a mandatory Boxes stop in order to substitute or repair the defective device.

14.6. If the participant does not have a transponder, the timekeeping service will provide him with one, after the corresponding fees and deposits have been paid. For each meeting the rental fee will be 200 Euros and another 250 Euros will be taken as a deposit that will be returned to the participant once the meeting is over and the timekeeping service has checked the perfect state of the device. In the event of loss, damage or non-return of the transponder the deposit will not be returned to the participant.

ARTICLE 15. ADMINISTRATIVE AND TECHNICAL SCRUTINEERING

15.1 Administrative and Technical scrutineering will take place at the time and location previously established by every Meeting's Specific Regulation.

All Regulations or Annexes to be taken in consideration during Technical Scrutineering must have been presented prior to the beginning of the process. The deadline to submit this information will be on the application process closing date (seven days before the event). Any documentation not submitted at that time will not be accepted either during post-race scrutineering.

Preliminary Technical Scrutineering will allow verifying the adequacy of the category and/or class in which the vehicle has been enrolled. It will also verify the good shape of all security devices in the vehicle and for the driver.

Preliminary Technical Scrutineering will take place in each participant's box, or in a specifically assigned location, being essential to pass the scrutineering that all race number(s) and driver(s) name(s) are correctly placed in the location established by the Regulations. Administrative Scrutineering will take place in the location previously established by the Specific Regulation of that particular event.

15.2 Scrutineering shall end at least 60 minutes before the official practice begins, unless specific authorization from the FIA.

15.3 All participants that fail to pass scrutineering will not be allowed to participate in any practice or race, unless the Stewards specifically authorize them.

15.4 All participants passing scrutineering outside regular hours need to be previously authorized by the Stewards. Nonetheless, they will be sanctioned.

15.5 When a participant competes for the first time at a "**EP-SERIES**" event, all licences and authorizations will be verified. It is mandatory to photocopy all participants' and driver's licences in order to attach a copy to their Entry Form.

In all other "**EP-SERIES**" events participants and drivers must sign in person their Entry Form in order to attest their presence in a Meeting.

15.5.a When a team competes for the first time at a "**EP-SERIES**" event, the Team Leader must attend a briefing with the Race Director in order to gather the most relevant aspects of the Championship.

15.6 The Race/Championship Director can require the Stewards to submit any driver to a medical exam during a Meeting.

15.7 The Stewards can:

15.7.1. Verify the correct condition of a vehicle or a participant, before, during and/or after practice or the race.

15.7.2. Ask the participant to dismantle a vehicle during scrutineering to make sure all admission requisites have been obeyed.

15.7.3. Ask a participant to provide any particular piece that they might deem necessary.

15.7.4. Deny any vehicle to start due to security issues.

NOT OBEYING THE STEWARDS in any of the previously mentioned scenarios will be sanctioned.

15.8 If after scrutineering a vehicle has been dismantled or modified in any way that might compromise its security or question its conformity with official requirements, or if it has been involved in an accident, the vehicle must be presented to the Stewards in order for them to scrutinize it again and confirm its suitability. If the vehicle is not considered suitable, it will be taken back to its box or the Parc Ferme, depending on the circumstances.

15.9 The Race/Championship director can require the Stewards to verify any vehicle involved in an accident.

15.10 Immediately after every practice or race, the top two classified vehicles and two other random ones selected by the Stewards can be scrutinized. The Stewards can extend the number of vehicles to scrutiny at their own discretion.

15.11 After finishing all practices and races all vehicles must go to the Parc Ferme using the fastest way available.

Specifically appointed officials will perform Technical Scrutineerings in the Parc Ferme. They will be solely responsible for all operations in that area and the only ones authorized to give instructions to the participants.

15.12 All Technical Scrutineering must be done in front of a participant or his representative. If the participant nor his representative attend the (correctly advertised) scrutineering no complains will be allowed regarding the scrutineering procedure. The participant or his representative are allowed to appoint two mechanics in order to perform required dismantling if the Stewards deem it necessary.

15.13 Technical Stewards can be appointed by the Stewards in order to hold to one or more vehicle components in order to control them. The components will be correctly identified and sealed in front of the participant or his representative. They will in turn receive a copy of the Sealing Record, including a model description. If neither the participant nor his representative attend the (correctly advertised) component's scrutineering no complains will be allowed regarding the components being held.

15.14 The Stewards will publish all scrutineering results in order to make them available to all participants. The results will not include specific figures, unless they refer to fuel analysis or if a vehicle does not comply with the Technical Regulation.

15.15 All vehicles' weight can be controlled during qualifying practice.

15.16 All participants accept that they will receive no economic compensation even if scrutineering results in their favour.

15.17 If a participant is required to go under scrutiny after the first practice round or the first race the components under scrutineering will be sealed and sent for inspection, returning it at the end of the second round of practice or the second race.

The participant accepts that an eventual exclusion from the first practice or race classification will imply as well an exclusion from the second round of practice or the second race, unless the component(s) that motivated the exclusion in the first place have been changed after the first round of practice or first race, always after notifying the change to the stewards prior to effectuate it.

During Technical Scrutineering (regular or claim-motivated) after the second round of qualifying practice or the second race all participants shall accept an eventual exclusion from the first qualifying practice or race, unless the component(s) that motivated the exclusion in the first place have been changed after the first round of practice or first race, always after notifying the change to the stewards prior to effectuate it.

15.18 All vehicle ballasts must be declared and sealed by the stewards during the verification process. Undeclared ballasts will not be accounted for during upcoming weighting procedures.

15.19 Technical Passport: Every vehicle has an associated Technical Passport. It is the participant's responsibility to keep it in good shape. This passport shall be presented at every scrutineering process and every time the Stewards request it. The passport will reflect all determinant characteristics regarding the vehicle's classification in its category.

15.20 Homologation Records: Participants with a vehicle in possession of an homologation Record must have it available at all times, including the corresponding Annexes, and shall present it to the Stewards upon request.

No homologation extension will be considered unless it is clearly stated in the homologation Records.

ARTICLE 16. TYRE LIMITATION DURING THE EVENT

16.1 All "**EP-SERIES**" participants must use tyres "**YOKOHAMA**" in every meeting, both dry-weather tyres (slicks) and wet-weather tyres. The following categories shall use the mandatory measures and compound:

Tyres specifications

Slick

N2372	250/650R18	A005B(compound H)	1st and 2nd category
N2052	210/650R18	A005B(compound H)	1st category
N2202	210/610R17	A005A(compound H)	3rd category
N2358	190/580R15	A005N(compound H)	4th category

Wet

N2318	250/650R18	A006N(compound M)	1st and 2nd category
N2315	210/650R18	A006N(compound M)	1st category
N2610	210/610R17	A006N(compound M)	3rd category
N2148	190/580R15	A006G(compound M)	4th category

All the tyres can be booked in www.ep-series.com 10 days before the race, maximum.

The maximum number of dry-weather tyres to use and mark for **all free and qualifying practices and races will be as follow:**

* D1, D2 and SEAT LEON SUPERCUP CLASSES:

- Two races meetings no longer than 61 minutes, or single races longer than 200km: **12** tyres.
- Single race meetings no longer than 61 minutes: **8** tyres.

The maximum number of dry-weather tyres to use and mark for **all qualifying practices and races will be as follow:**

* D3 and D4 CLASSES:

- Two races meetings no longer than 61 minutes, or single races longer than 200km: **8** tyres.
- Single race meetings no longer than 61 minutes: **6** tyres.

The only tyres that can be used both in all free, qualifying practices and races will be the ones previously marked at every Meeting, in D1, D2 and SUPERCUP categories.

Other marked or unmarked tyres can only be used during free practices and Warm ups only in the D3 and D4 categories.

All previously marked tyres can be remarked, except in the first “EP-SERIES” Meeting. In this case, it is compulsory use championship mark and compound.

16.2. The marking system will be determined by the Technical Stewards. They will also be in charge of enforcing this rule and sanctioning violations.

16.3. All tyres will be marked during Scrutineering.

16.4. All chemical or mechanical treatment of the tyres is prohibited, both for wet-weather and dry-weather tyres.

16.5. During a Meeting no marked tyres can be exchanged, except if there is a manufacturer's defect certified by the supplier and authorized by the Stewards. In this circumstance no fee will apply in order to mark the tyres after regular schedule.

16.6. It is the Race/Championship Director's sole responsibility to determine if the track is humid or wet. If so, the decision will be communicated to all participants as soon as possible.

16.7. When the Race/Championship Director determines a track is wet using wet or dry-weather tyres can be done at the participant's discretion, except the maximum number of dry-weather tyres – Article 16.1

This decision does not affect the whole Meeting, and tyre restrictions will continue to apply if wet track circumstances are not declared again.

16.7.1.- Under no circumstances can wet and dry-weather tyres be used at the same time in a vehicle.

16.7.2.- “.. The Race Director and the affected participant will be immediately notified about any anomaly detected during tyre controls..”

All vehicles entering the track with wet-weather tyres shall turn on their rear ant fog lights. This will be verified by the Technical Stewards at the Pit Lane exit.

16.8. It is prohibited to use wet-weather tyres during dry weather, both during practice and races.

- Using wet-weather tyres without the Race director's consent will be punished.

16.9. Teams are responsible for correctly filling out the Tyre Scrutineering sheet with the appropriate and corresponding codes.

16.10. Tyres used in previous meetings can be remarked.

16.11. During the whole length of qualifying practices, Stewards can stay at the boxes exit in order to verify that all tyres are correctly marked. The Technical Stewards in charge of marking tyres will supervise all tyre changes in every box in order to verify that all vehicles leave the box with correctly marked tyres.

The Race Director and the affected participant will immediately be notified in case an anomaly is detected during tyre control that could lead to void (partially or totally) the timings achieved during practice or to the exclusion from the race.

16.12. Organizers and stewards will assure the efficient tyre marking and tyre control processes.

16.13. Stewards must authorize all tyre marking outside the established schedule and location. If approved, a penalty will apply unless otherwise stated in Article 16.6

16.14. Using or possessing tyre-warmers is prohibited during the whole Meeting. The stewards will punish any violation of this rule.

16.15. If a team damages one or more tyres during any of the two qualifying practice sessions, the Stewards will determine if they are able to be used during the race. If they deem the tyres unusable the team will be allowed to mark the same number of tyres as long as the new ones have previously been marked in any other Meeting. This will not be possible in the first Meeting of the year; therefore the Stewards will decide how to proceed.

16.16 If a vehicle is authorized (in its Monitoring Form or in its Homologation Records) to use a different size of tyres in the frontal and rear axis, it will be allowed to use an unmarked replacement tyre as long as the Technical Delegate authorizes it.

Regulations to tyre changes in single-race meetings over 200km long

Changing the tyres is authorized as long as it is done according to Article 16.1 (first paragraph). This operation cannot be done in a loop with a handicap or a change of driver. If needed, the change can be done after refuelling the car.

Tyre changes must be done in the inner-loop of the team's pit and it can only be done by a maximum of FOUR (4) mechanics per vehicle.

Air jacks can be used if the vehicle carries them and they have complied with the previous technical scrutiny. If air jacks are not available or allowed the maximum number of manual jacks to be used should not exceed two (2).

Tyre guns are authorized to place and dismantle tyres.

ARTICLE 17. VEHICLE WEIGHT. WEIGHING PROCEDURE

17.1 Minimum weight defined by the Technical Regulation shall be respected during the whole Meeting.

17.2 Minimum weight will be defined according to Article 245 Annexe J (vehicle weight with all liquid deposits – lubrication, refrigeration, braking, heating – at a normal working level. Windshield and lights cleaning liquid break cooling systems, fuel cooling systems and water

injection systems will be empty at the time of weighting). This weight is mandatory during all practices and races and under all circumstances.

17.3 The only official weighting equipment will be the FIA and V-Line Org ones. Weight checks done with this equipment will be the only ones considered valid and irrefutable.

17.4 A 3 kg weight tolerance will be accepted. Nevertheless all participants are advised to adjust their vehicle's weight with empty fuel deposits.

17.5 Weighting Procedure:

All drivers enrolled in the Cup will be weighted at the first event of the season with their complete racing clothes. If a driver gets enrolled later in the season he will be weighted in his first event.

Each vehicle weight will be monitored as follows during every qualifying practice and race:

17.5.1. During and after qualifying practices:

17.5.1.1. At the Pit Lane entrance a Steward will communicate the chosen vehicles that need to be weighted.

17.5.1.2. The Technical Delegate will choose the location for the weighting station and will inform all participants before the event.

17.5.1.3. When the Steward referred to deems it necessary the driver will go as fast as possible to the weighting station determined without help from anyone besides the Technical Stewards, if necessary.

17.5.1.4. Weighting will occur under Scrutineers control, with the engine turned off and the driver without moving inside of the vehicle.

17.5.1.5. If the vehicle weights less than allowed by the Technical Regulations the participant will be sanctioned, unless the weight loss is due to an accidental component loss created by an inevitable circumstance.

17.5.1.6. No vehicle is allowed to leave the weighting station without specific consent of the officials, which will try to perform the weighting procedures as fast as possible.

17.5.1.7. The scrutineers will communicate in writing to the driver all weighting results, date, and location at the end of the procedure.

17.5.1.8. If a vehicle is unable to get to the weighting station by its own means, it will be handled to the Track and Technical Stewards that will take it, if possible, to the weighting station in order to be weighted.

No solid, liquid, gas or any other substance of any nature can be added to or removed from the vehicle or the driver, before or during the weighting procedure.

17.5.2. After the race:

17.5.2.1. Every vehicle reaching the arrival line will go through the fastest way available (and with no intervention other than the Stewards', if needed) to the weighting station. There it will be weighted, according to the Stewards' disposition, with the engine turned off and without the driver or his clothing. Any substance or material of any nature may not be added to, placed on, or

removed from the car between the moment the vehicle crosses the arrival line until the weighting has been completed.

17.5.2.2. If the vehicle weights less than allowed by the Technical Regulations the participant will automatically be excluded from the race, unless the weight loss is due to an accidental component loss created by an inevitable circumstance.

17.5.2.3. If a vehicle is unable to get to the arrival lane and/or the Parc Ferme by its own means, it will be handled to the Track and Technical Stewards that will take it, if possible, to the Parc Ferme where it will be weighted as mentioned above.

17.6. Recording Equipment

17.6.1. If a participant wished to install a camera recorder in his vehicle he must previously inform the Stewards that will authorize it after the Technical Stewards have supervised the installation of the mentioned device.

17.6.2. The Technical Stewards will assure that the camera complies with all security requirements and that has been installed in an authorized manner. If these requirements are not met the vehicle will not be authorized to start the competition unless it is specifically authorized to do so by the Stewards.

17.6.3. The Organizing Committee has the right to install recording equipment in the participating vehicles.

17.6.4. The weight of all recording equipment will not be considered as part of the minimum weight required.

ARTICLE 18. FUEL

REGULATIONS REGARDING FUELLING DURING THE EVENT

18.1 In order to participate in the **“EP-SERIES”** events (free and qualifying practices and races) it is mandatory to use the official fuel authorized. PANTA is the OFFICIAL FUEL SUPPLIER.

18.2 The only authorized official fuel will be supplied “in situ” at each session. New fuel must be purchased at the beginning of every new session, not being acceptable the old one.

18.3 Vehicles using an unofficial fuel will be immediately disqualified from the session.

18.4 The supplied fuel will be identified in order to allow all verifications to be done by comparative analysis in the first place, according to Article 18.5 of the 2011 PCCCTCE.

18.5 The Technical Steward will extract a sample from the fuelling truck as soon as it gets to the circuit in order to use it during the comparative analysis verifications.

18.6 During qualifying practices and races the Technical Stewards can execute visual verifications about a sample’s colour or event take samples to be analyzed according to Article 11.5-j of the 2010 PCCCTCE.

18.7 Fuel samples will consist of four one litre samples taken from the official barrels, correctly identified and sealed according to the same procedure used to seal vehicle components.

The first barrel will be used to perform the in situ verification; the other three barrels will be used for ulterior lab analysis. From these samples, one will be sent to a lab in order to be analyzed, another one will be sent to the affected participant and the third one will be kept under the FIA power in order to effectuate possible counter-analysis.

18.8 The FIA authorized lab in charge of analyzing the samples can break the security seal as long as the sealing details are correctly described in the official report.

18.9 If the analysis results comply with the regulation, the FIA will officially announce the results to all parts involved.

18.10 If the analysis results show levels above the tolerance limit described in Norm ASTM D3244, the affected participant will be notified. If the participant disagrees with the results, he must send his own sample to a FIA authorized lab, according to what it is stated in Article 18.5 – j of the PCCCTCE.

18.11 If both results show different levels and are over the tolerance defined for the analysis, the FIA will send its own sample to an authorized lab.

18.12 The final calculation will be done considering all results and the final decision will be communicated to all parts involved.

18.13 Time schedules to buy fuel and fuel tickets will be published in the official notice board of the circuit.

18.14 When retrieving the fuel tickets a proof of receipt will be signed. The document will show the amount of fuel purchased by each team.

18.15 Fuel supply will preferably be done in barrels.

18.16 All participants must submit their fuel order to the supplier before the event, using the means and respecting the schedule posted by the organizer in an Annexe, in order to assure supply for as many liters as the participant requests.

18.17 Every vehicle must have in its fuel system at least 4 liters of fuel at the time it enters the Parc Ferme at the end of practices or races.

18.18 GLP is admitted as fuel.

Vehicles using GLP must comply with the current European Regulation (Regulation number 67) as well as with the Spanish Ministry Rule ITC/1968/2007 in the following sections:

- a) Fuel deposit and degasser.
- b) Pipes from the deposit to the engine.
- c) Accessories and electro-valves.

Additional deposits must be provided to allow refuelling. These deposits will be substituted before and after practices and races. Changing these additional deposits must be done at the corresponding box with maximum security measures according to what is established in the PCCCE.

Refuelling is not allowed during practice and/or race.

ARTICLE 19. QUALIFYING PRACTICE. DRIVER DESIGNATION.

19.1. During all practice sessions regulations regarding boxes, track, and security procedures will be the same that apply during the race.

19.2. No driver may start a race without taking part in a qualifying practice and having obtained a qualifying timing, only being allowed the exceptions listed in these Regulations.

19.3. During practice there will be a green light and a red light at the pit lane exit. Cars may only leave the pit lane when the green light is on. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.

19.4. The Stewards will punish, at their own discretion, any infraction done by a participant or a driver during practice.

19.5. Stewards can accept at the starting line any vehicle or driver without a qualifying time if it is due to major circumstances and as long as the maximum number of vehicles for an event has not yet been exceeded. These vehicles and/or drivers will only be accepted being fulfilled the following conditions:

- a) If it does not eliminate any vehicle that has already been qualified.
- b) If the driver(s) offer(s) absolute guarantee of security (by knowing the circuit).
- c) The admitted vehicles will be last in the starting grid.

19.6. All qualifying practices will be carried out in a single session. This session will last a maximum of 45 minutes. All qualifying practice loops will be timed in order to determine the position of each driver at the starting grid.

19.7. The time between the end of the qualifying practice and the beginning of the race must be at least of ninety (90) minutes, if the sessions are held on the same day.

19.8. Distribution of the drivers during qualifying practice.

Every one of the two qualifying practices will last at least 35 minutes and will not exceed 45 minutes, distributed as follows:

- * 15 or 20 minutes to the first driver.
- * 5 minutes to exchange drivers.
- * 15 or 20 minutes to the second driver.

Drivers racing alone shall complete both qualifying practices.

When a session begins only the authorized drivers can enter the track from Pit Lane.

All participants in violation of the procedures detailed in this article will be sanctioned by the Stewards Board.

19.9. Every session of the qualifying practice must be done only by one of the drivers. During the Briefing each team will inform of which driver will do every session. Non-compliance will be sanctioned as well as any repetitions that occur along the season. Even drivers racing alone must inform at the Briefing that they will be doing both sessions.

If a participant informs the Stewards (after the Briefing is over but before the practice begins) he might be authorized to participate but will be sanctioned accordingly. After practice begins, if any team has not yet communicated which driver will participate in the sessions it will be sanctioned by voiding any timing he gets.

19.9. All timings reached after the permitted schedule for its Division will be voided.

19.10. If for any extreme circumstance, understood as so by the Stewards Board, a team could not participate in the qualifying practices it will start at the very last position in the starting grid. If there is more than one team under this circumstance their position at the starting grid will be determined by their previous timings during free practice. Every vehicle must qualify under both team drivers (if there is more than one).

19.11. During all practice sessions regulations regarding boxes, track, and security procedures will be the same that apply during a race.

19.12. During the 5 minutes allowed to exchange drivers, the mechanic team can perform any mechanical operation to the vehicle as long as it is done in the Inner Lane and at the location of the team's box, placing the vehicle at a 45° angle. Refuelling is not allowed. Performing a mechanical operation in the box will imply the cancellation of all first round timings. An unauthorized fuelling will imply the cancellation of all second round timings.

ARTICLE 20. FIRST RACE STARTING GRID

20.1. a) At the end of all qualifying practices every driver's best timings will be published along with their number in the starting grid. In any case the number of teams will exceed the number of vehicles authorized to start the race. If two or more drivers have the same timing results the one that reached it first will have priority.

The first race starting grid will be based on the results of the first round of qualifying practices, being up to each team choosing which driver will start each race.

As default the driver of the first qualifying practice will start at the first race. If a team chooses to change this, it must be done at least one (1) hour before the first race starts.

It is mandatory that each driver starts in one race. Violation of this rule will be punished.

b) If the Meeting is composed by more than one race the starting grid will be determined according to the average best timings in each qualifying practice round.

20.2. All qualifying practice participants not starting in a race will be considered reserves. In the event of a reserve participating in a race their position at the starting grid will be determined by their corresponding qualifying practice timing. A driver will also be considered reserve if he has not participated in the qualifying practice but has asked for authorization, being then placed at the last grid positions according to what the stewards decide. Only these vehicles will be authorized to take part of a race.

20.3. The number of vehicles authorized to start a "European Production Series" race will depend on the capacity of each venue, according to Article 6 of this Regulation. As an exception the FIA regulation described on Annexe O, Complement 2, can be applied.

20.4. The Pit Lane will close five (5) minutes before the formation loop scheduled starting time. At that time if any vehicle is not in the grid yet it will not be allowed later and will have to start the race from the Pit Lane.

20.5. Any participant not ready to start the race (or sure enough that his vehicle will not be ready by the time the race starts) must inform the Race Director at least one hour before the first race starts.

If one or more vehicles are not able to attend the race, their spots will be filled by admitted reserve cars, which will occupy the last positions in the grid.

Once the official grid has been signed and published by the Stewards Board, no reserve car will be admitted.

All participants abandoning the Meeting without notifying it to the Race Director will be sanctioned.

ARTICLE 21. SECOND RACE STARTING GRID

21.1. The starting grid for the second race will be published at least thirty minutes before it begins.

The drivers on the list will be the ones that participated in the second round of qualifying practice.

21.2. Between the beginning of the first and the second race there must be at least a 90 minutes gap. Under exceptional circumstances the Organizer can change this minimum amount of time.

21.3. The starting grid for the second race will be determined by the results obtained by each driver during the second round of qualifying practice.

21.4. Any vehicle classified during the first race not following Parc Ferme protocols (with stewards authorization) in order to make some repairs or due to any other reason will directly be placed in the last position of the second race starting grid.

If more than one vehicle incurs into this situation, their place at the end of the starting grid will obey to the ranking position they have obtained during the second round of qualifying practice.

ARTICLE 22. STARTING PROCEDURE

22.1 As general rule all races will have a launched start. The grid will have a parallel 2x2 disposition. The Race/Competition Director will launch the starting sign consisting of the red light turning into a green (launched start).

22.2 During a race start no person is allowed at the boxes wall except the fire and grid officials.

22.3 The starting procedure will be as follows:

- a) **3'** (three minutes) before the Pit Lane opens and the lap formation begins, the Leading Car will be placed at the starting grid leading place.
- b) **10'** (ten minutes) before the race begins, the Pit Lane light will turn green authorizing all vehicles to enter the track. All vehicles will be placed at the starting grid, according to their assigned position, with their engines turned off.
- c) **5'** (five minutes) before the race begins the light at the Pit Lane exit will turn red and an acoustic signal will prohibit the access to the track to all vehicles not there yet. Any vehicle still at the Box or at the Pit Lane will only be allowed to start under the Stewards' directions. A vehicle can only be driven to the Pit Lane exit by its driver.

22.4 During the first loop of the race, when the Pit Lane start is immediately after the start line, all vehicles not in the starting grid due to the reasons and the ones that have to start from the Pit Lane, will not be allowed to enter the race until all other vehicles have passed the Boxes exit.

When the Pit Lane start is immediately before the line these vehicles can start the race as soon as all other vehicles have trespassed the line after the start.

22.5 The beginning of the race will be announced by indicating panels showing the following messages: **5'** (FIVE MINUTES), **3'** (THREE MINUTES), **1'** (ONE MINUTE) and **15"** (FIFTEEN SECONDS). Along the messages there will be an acoustic signal having each of them the following meanings:

a) **5'** (FIVE MINUTES) panel: It indicates the beginning of the countdown. The Leading Car will turn on its flashing yellow lights. Tyre changing period is over. If a vehicle does not have its tyres on it will start the race from the last place in the grid or from the Pit Lane.

b) **3'** (THREE MINUTES) panel: It indicates the closing of all grid accesses. Everyone shall leave the grid, except the official drivers, team members and TV cameras.

c) **1'** (ONE MINUTE) panel: When the one minute panel is shown:

c.1) Time to mechanically adjust the vehicles is over.

c.2) Drivers will turn their engines on.

c.3) All team members must leave the grid before the **15"** (FIFTEEN SECONDS) panel is shown.

d) **15"** (FIFTEEN SECONDS) panel:

d.1) The Leading Car will start up.

d.2) If a driver needs assistance after the 15" panel has been shown, he shall rise his arm or open the car door. Once all other vehicles have left the grid his team will be allowed to assist him. If that happens the Stewards will stand next to the vehicle waving yellow flags in order to warn all drivers approaching the immobilized vehicle from the back.

e) **GREEN FLAG:** When the green flag is waved all vehicles shall begin the lap formation, keeping at all times their grid position and following the Pole Position car (or the second in line in case the Pole Position car is unavailable) and the Leading Car, being the late in charge of leading the grid during the lap formation.

All vehicles shall maintain the Leading Car' speed not being allowed to overtake it until it leaves the formation near the vicinity of the starting line. At that time, it will be the Pole Position vehicle's responsibility to maintain that speed after the Leading Car is gone and until the start signal has been launched.

All vehicles must go at a reduced speed from the time they leave the grid until all team members have left the track.

During that loop it will not be allowed:

- To make any kind of starting procedure training.
- Allowing a distance or more than 5 times the length of the vehicles between the own car and the one in front.
- To overtake any vehicle unless it is moving at a much slower speed than the pack.
- To perform zig zag manoeuvres to warm up tyres after the point indicated by the Race/Competition Director during the Briefing.
- To abandon the formation and enter the Box before having started unless an unexpected situation occurs, such as mechanical incidents or accidents.

At the end of the lap formation the Leading Car will leave and the drivers shall keep their 2x2 formation. Overtaking will not be allowed until the green light turns on (beginning of the race)

22.6 During the lap formation overtakings are not allowed unless a vehicle has delayed its departure from the grid and the vehicles following it have to overtake him in order not to delay every car that follows. In this case, drivers cannot use overtake to move to a different position than the one assigned.

If a delayed driver gets immobilized after the other vehicles have reached the starting line, he cannot overtake any moving vehicle and will have to start the race from the back of the grid.

If there are several drivers under this particular circumstance they should place themselves in the grid according to the position they had at the lap formation.. Only in reference to this Article, if the line is not placed in front of the Pole Position, a white line placed one meter before the Pole Position will be taken as reference.

The Stewards will sanction any driver unnecessarily overtaking another during the lap formation

22.7 If a vehicle cannot start the lap formation it will be pushed towards the Pit Lane through the shortest available way in order for the mechanics to work on it again.

22.8 If a problem occurs during the lap formation the following procedure will apply:

- a) If the Leading Car is still on the track and the Competition Director deems it necessary, one or more supplementary loops can be done before starting the race.
- b) If the Leading Car is no longer at the track but the light is still red, all signalling posts will wave yellow flags. All vehicles, leaded by the Pole Position car, will do an extra lap formation. If possible the Leading Car will join them from the Pit Lane, starting a new lap formation
- c) If the Pole Position vehicle has difficulties during the lap formation his responsibilities will be assumed by the second in line.

Under assumptions a and b and related to race length (loops and/or time) the end of the first lap formation will be considered the beginning of the race.

If the Pole Position car does not follow the Leading Car speed will be sanctioned according to the Stewards' judgement.

22.9 The starting procedure will admit variations in only two circumstances”

- a) If in a race not declared wet begins to rain after the 5' (FIVE MINUTES) panel has been shown but the green light is not yet turned on, an indicator panel at the line will read “DELAYED START”. From that time, each team will have 10' (TEN MINUTES) to change tyres at the grid.

After that time, the 5' (FIVE MINUTES) panel will be shown again and the starting procedure will continue. (Article 22.5)

- b) If the race is about to begin but the Race Director considers that there is too much water on the track to drive safely, even with wet-weather tyres, he can delay the race by showing the “DELAYED START” panel along with a 10' indicator panel with red background.

This 10' indicator panel with red background means that there must be a 10' (TEN MINUTES) delay before the race can start again. If the weather conditions improve during this time, the starting process will resume and the regular panels will be shown, beginning with the 5' (FIVE MINUTES) one.

On the other hand, if the weather does not improve during the next TEN MINUTES after the 10' panel with red background has been shown, this will be shown again, adding an extra TEN MINUTES delay to the starting procedure. This process can be repeated several times.

Every 10' indicator panel must be accompanied by an acoustic signal.

22.10 Any violation of the dispositions, the Code or the Sporting Regulations can be sanctioned with exclusion.

ARTICLE 23. RACE

During the race drivers will exit the Pit Lane under their own responsibility. Nevertheless a flashing light will be turned on at the exit of the Pit Lane and an official waving a blue flag will be placed at the track access area to warn about eventual takeovers.

If the light is red, no driver can enter the track. Violations will be sanctioned according to the present Regulation.

When the Race and/or Competition Director declare a wet race, a WET RACE panel will be posted for the first 5 loops at the Pit Lane exit line visible from the track.

A declared wet race will not be interrupted even if the track has dried up, the vehicles have their dry-weather tyres on, and it starts raining again.

A non-declared wet race will not be interrupted if it is declared wet since it has begun. Once the Race and/or Competition Director shows the "WET RACE" panel at the starting line drivers can begin using wet-weather tyres.

ARTICLE 24. RACE NEUTRALIZED BY A SAFETY CAR.

24.1 During all qualifying sessions a safety car can be used to neutralize the race due to security issues. This vehicle must have the words "SAFETY CAR" in its sides and in the rear with the lettering being approximately the same size as the race numbers. It must also have three flashing yellow lights on top, each one powered by a different electric source. It will be driven by a driver with track experience and there will be on board an observer able to recognize each and every participating car. The Safety Car will permanently connected via radio with Race Direction.

24.2 The Race Director and/or the Competition Director are the only ones allowed to use the Safety car to neutralize a race. It will only be used if there is an immediate physical danger but there is no real need to completely stop the race.

24.3 When the order to use the Safety Car has been effective all signalling posts will wave yellow flags and will show white boards with the letters "SC" in black lettering. Once the signs have been correctly placed the Safety Car will be authorized to enter the track. These signs will remain until the Safety Car has abandoned the track.

24.4 Regardless of where the race leader is at the time, the Safety Car will enter the track from the end of the Pit Lane, having its flashing lights on.

24.5 All competition cars will align themselves behind the Safety Car, keeping a distance between each other no bigger than 5 times the length of a car. Takeovers are forbidden until the Safety Car has returned to the Pit Lane and the vehicles reach the timing line.
Only in the following circumstances are takeovers allowed:

- a) If the Safety Car indicates to do so (with its rear green light)
- b) Any vehicle entering the Pit Lane can overtake another vehicle or the Safety Car after crossing the first Safety Car Line, as explained in Article 24.16.
- c) Any vehicle leaving the Pit Lane can be overtaken by another vehicle before crossing the second Safety Car Line, as explained in Article 24.16.
- d) If any vehicle reduces speed due to an obvious problem.

24.6 If the Race Director orders it, the observer inside the Safety Car will order all participants located between him and the race leader to overtake the Safety Car by turning on the rear green light. All these vehicles will overtake one by one, at a reduced speed and without overtaking one another until they reach again the line of cars behind the safety car.

24.7 The Safety Car will be used at least until the race leader gets behind it. In the event of existing more than one Safety Car, all will be aligned within the Safety Car designated area. Once all vehicles are behind the Safety Car, the race leader will go behind it no longer than 5 times its vehicle length (except in the circumstances described in Article 24.10). All other vehicles shall remain in the closest possible formation.

24.8 Once the Safety Car is on the track the other vehicles can go to their boxes, but they can only re-enter the track when a green light at the Pit Lane exit turns on. This green light will be turned on at all time except when the Safety Car or the line of vehicles following it are going through (or about to go through) the Pit Lane exit. When a car re-enters the track will drive at a moderate speed until it reaches the end of the line following the Safety Car. During a Safety Car intervention no driver exchanges can be done (Article 25.6) nor can the handicaps be performed (Article 27).

24.9 Under certain circumstances the Race Director can instruct the Safety Car to use the Pit Lane. In this case all cars must follow it to the Pit Lane with no overtakings and with their yellow lights on. All vehicles entering the Pit Lane under these circumstances can stop at their box. The signalling post before entering the Pit Lane will show (besides all signs related to the Safety Car procedure) an informative panel telling the caravan that they are about to go to the Pit Lane.

24.10 When the Race Director orders the Safety Car to leave the track (end of neutralization), it will turn off its flashing lights letting the drivers know that at the end of the loop it will enter Pit Lane. After that, the first vehicle in line will set the speed and if needed it will keep a distance longer than 5 vehicles between him and the car that follows. When the Safety Car approaches the Pit Lane, the SC signs and yellow flags will be replaced by green flash and green lights at the timing line. All green flags will remain put for one loop. Overtaking will still be forbidden until the vehicles cross the timing line.

24.11 Laps done while the Safety Car is on the track will be amounted as race laps.

24.12 If the race ends with the Safety Car on the track, the Safety Car will enter the Pit Lane at the end of the last lap and the participant vehicles will take the plaid flag as usual.

24.13 There will be only one Safety Car except in circuits longer than 7 km where other Safety Cars will be placed in other points of the track in case the Stewards authorize them. In this case the following rules will apply:

- a) The departure point of each Safety Car must be communicated to all participants.
- b) When the Safety Cars leave the track green lights will be shown at the start line and in their corresponding departure points.
- c) All signalling posts will wave a green flag that will be withdrawn after one loop.

24.14 In venues where the Safety Car procedure will be used 2 lines will be painted (Safety Car Lines). They shall be 20 cm wide, painted with non-slippery paint and they must cross the Pit Lane entrance and exit lanes from side to side, perpendicularly to the track's centre line. These lines will be placed as follows:

SAFETY CAR LINE 1: This will be the place where the participants can overtake the Safety Car while it enters the Pit Lane after its intervention.

SAFETY CAR LINE 2: At a point where the vehicles exiting the Pit Lane are driving at a speed similar to the vehicles on the track. A vehicle driving on the track should be able at least to overtake another vehicle exiting the Pit Lane before it reaches the line but not after.

ARTICLE 25. PIT STOP. DRIVER EXCHANGE

25.1. It will be mandatory to stop at the Pit (inner lane) to comply with handicap time and change driver, if applicable.

Complying with the handicap time (mandatory+by results+by category) shall be done along the Pit Lane (if the team has no box) as long as there is no intrusion in another team's box. In this area only handicaps and driver exchange can be done, not any other operation.

To control stop timings a timekeeper can be designated. If the stop is intended to exchange the driver, the new driver must drive until the end of the race in order to opt to points, and as long as he complies with the mandatory minimum percentage.

During the mandatory handicap stop, the only operation allowed will be changing drivers (if it applies). Only an identified team member (team leader or mechanic) and the driver can be part of this operation.

It is not mandatory to stop the engine.

25.2. The Race/Competition Director will indicate during the Briefing when is the handicap and driver exchange stop going to happen. This time will be signalled with a panel reading CHANGE shown at the Race Direction location.

Handicap obedience time –general rule-:

1st window: from minute A to minute B
2nd window: from minute C to minute D

Note: The time means the total race time and the laps are established by the first classified in the race.

To stop outside this “change window” or not stopping will be punished.

The time is recorded from the second the race begins.

In order to collect points each driver shall drive at least 40% of the race's length, regardless of the kind of race, and with only exception of the single driver teams.

25.3. During DOUBLE RACE MEETINGS OR SINGLE RACE MEETINGS WITH A DISTANCE UNDER 200 KM the following will apply:

During the mandatory handicap stop, the only operation allowed will be changing drivers (if it applies).

Besides, it will also be considered:

A) At the Handicap Park no mechanical operations will be allowed besides helping during the driver exchange, timekeeping, and windshield and vents cleaning. These operations can only be performed by the previously mentioned person. If the team needs to do any other repairs they will have to wait to another stop and do it at their box vicinity. Violations will be punished.

B) Only four correctly identified mechanics are allowed to perform any mechanical operation or to change the tyres.

C) Teams can designate a signaller in order to indicate the vehicle's manoeuvre to the Box.

Violations will be punished

25.3.1 During single race meetings with more than 200km will proceed as follows:

It is up to each team to decide the number of Pit stops to exchange drivers, fuel the vehicle or perform any other authorized operation, as long as they stop at least in each mandatory window – one in each half of the race- , to comply with handicaps and driver changes. Two time windows will previously be programmed in order to perform the mandatory operations.

A) While complying with the Handicap no mechanical operations will be allowed besides helping during the driver exchange, timekeeping, and windshield and vents cleaning. These operations can only be performed by the previously mentioned person. If the team needs to do any other repairs they will have to wait to another stop and do it at their box vicinity. Violations will be punished.

B) Only four correctly identified mechanics are allowed to perform any mechanical operation or to change the tyres.

Oil, water or break liquid can be added, as well as the break system bleeding, as long as they are conducted at the inner side of the pit and at the vicinity of the team's box. This authorization is only valid during the race, not during practice, and never during complying with handicaps.

REFUELLING

Each team can refuel as many times as they want to.

Refuelling can be done during driver exchanges and handicap time, as long as it is done in the appropriate conditioned area specified in an Annex of each Meeting's Particular Regulation.

Refuelling shall be done with the engine and all lights turned off. If in order to re-start the vehicle a support battery is needed it can be used.

Only TWO(2) mechanics are allowed to refuel and they must be wearing full fireproof clothing, including helmet and under-helmet.

The amount of litters allowed during refuelling is free, but they must be contained in one or several 25 litters' barrels and their corresponding connector, or with one or two 50 litters barrels and a mechanically operated pump. Neither funnels nor electric pumps are allowed.

The minimum time at the refuelling area is three (3) minutes and no team can leave the area even if they are finished before the time is over. Violations will be sanctioned.

25.4. If necessary the vehicle can be re-started with an external supplementary battery as long as it is operated by the team members authorized in the Pit Lane.

It is forbidden to push the vehicle in order to re-start it within the Pit Lane area.

If after the stop time is over a vehicle cannot be re-started it will be placed as soon as possible in a location that allows all other vehicles to continue without interference.

25.6. If the Safety Car is at the track no vehicle is allowed to enter the Pit Lane in order to exchange drivers (from the moment the SC sign is shown at the departure/arrival line and until the vehicle has crossed the green flag at the departure/arrival line once the Safety Car intervention is over). If a participant enters the Pit Lane during a Safety Car intervention, it will not be counted as a mandatory stop.

25.7. If the exchange time arrives during a Safety Car intervention, all vehicles that have not yet stopped at the Handicap Park will have to do it during the next two (2) loops after the Safety Car intervention is over.

25.8. As a general rule a vehicle exiting the Driver Exchange Park will have priority before a vehicle accessing it. If two vehicles are exiting at the same time, the one that entered the Pit Lane first will have priority.

25.9. Single driver teams are also required to stop in order to comply with their handicap.

ARTICLE 26. HANDICAPS

The Organizing Committee can establish a Handicap system in order to reach the maximum rotation in the race's results, as it is described in the present Article.

It is considered Handicap the total time a vehicle remains at the Pit Lane – within the controlled area- in order to comply with the handicap times as described in sections 1,2 and 3 of this Article and to perform a driver change during that time, if it applies.

Handicap time will be composed by stop time and moving time, never to exceed 60 km/h within the Pit Lane controlled area. The controlled area will be identified by two white lines or cones, one at the beginning and the other at the end of the area, where timekeeping devices will be installed in order to keep track of the total Handicap time.

The stop time – not the time used to go through the Pit (see section 26.1)- to be done at the handicap Park will not be separate from each vehicle's Pit Lane total time. It will be considered moving time the time needed to go through the Pit Lane, never faster than 60kmph, established and published by the Organizing Committee per each Meeting.

It is forbidden to stop or to go through the Pit Lane slower than 40kmph in order not to deprive other participants. The Stewards will judge and punish actions like this.

The extra stopping times related to the results addition (section 2) and the category addition (section 3) will be complied completely at the handicap park.

For each Meeting the Organizing Committee will publish the total stopping times per vehicle and the handicap time within the Handicap park.

26.1. Mandatory Handicap

All teams must remain a certain time at the Pit Lane. The amount of time will be detailed in the Handicap Summary Chart, given to each team before every race, and it will be based on the Pit's length and the location of the measuring devices within the controlled area. This time will be used to exchange drivers- if needed- and to go through the Pit Lane at 60kmph. To this time it will be added or subtracted any other personal handicaps (by category or by results)

26.2. Handicaps by Results

The following handicaps by results have been established:

1 st Classified	15 Seconds
2 nd Classified	10 Seconds
3 rd Classified	5 Seconds

All categories can add a maximum of 45 seconds. The Organizing Committee has the right to modify Handicaps by results.

Each Handicap for winning in a category will be assigned in each Meeting, being effective at the following race.

If there is a vehicle change (in or out the same category) the handicap will remain, since it is the driver's property.

In teams with more than one driver the highest handicap applies, regardless of which driver has accrued it.

All handicaps described in Article 26.1 will be voided if a vehicle end up under 3rd place, by race and category. Handicaps by results will be assigned according to the temporary classification published by the Race Director up to 35 minutes prior to the next race, regardless of any eventual exclusion or sanction.

The handicaps by results will be reduced just once if a vehicle does not take part in a race, even if the Meeting is programmed with two races - as long as it has participated in at least one qualifying practice session for that Meeting.

When a driver re-enrols after one or more absences (do not enrol one or more Meetings) he will not keep any Handicaps by results he had from his last participation.

26.3. Handicap by category

1. According to the Meeting call – regardless if it takes place with all categories racing together or if it separates Divisions 1-2 and 3-the following handicaps have been established, having always to abide Article 26.4C:

26.3 a MEETINGS WITH SEPARATED CATEGORIES

1) Meeting types described in Article 9.1

D1.C	X Seconds
D1.B	X Seconds
D1.A	X Seconds
D2.C	X Seconds
D2.B	X Seconds
D2.A	X Seconds
D3 B	X Seconds
D3 A	X Seconds
D4.B	X Seconds
D4.A	X Seconds

2) Meeting types described in Article 9.1

D1.C	X Seconds
D1.B	X Seconds
D1.A	X Seconds
D2.C	X Seconds
D2.B	X Seconds
D2.A	X Seconds
D3 B	X Seconds
D3 A	X Seconds
D4.B	X Seconds
D4.A	X Seconds

Handicaps will be announced in the ANNEX previous to the meeting. The Organizing Committee has the right to change all handicaps in order to match all vehicle's features as much as possible.

26.4 VARIABLE HANDICAP

The Organizing Committee can change the Handicap by category of one or more vehicles in any Meeting depending on their features.

26.5. Sanctions

Remaining less time than assigned at the Controlled Pit Area will be sanctioned. Nor going through the area according to the regulations will as well be sanctioned.

ARTÍCULO 27. ARRIVAL

27.1 The end of race sign will be shown at the time the leader vehicle arrives at the arrival line, at the end of the loop where the time or the distance required have been completed.

27.2. If for any reason the end of race sign is shown before the leader vehicle has completed the time or distance required, the race will be considered ended when the leader vehicle passed the arrival line for the last time, before the sign was shown.

27.3. If this sign is delayed for any reason, the race will be considered ended as expected.

27.4. After the end of race sign has been shown all vehicles will continue an extra loop in order to decelerate. During this last loop no sudden decelerations nor direction changes will take place in order to avoid accidents. All participants must continue to observe all rules. After the extra loop all vehicles will immediately go to the Parc Ferme.

ARTICLE 28. PARC FERME

28.1. Immediately after the race all vehicles will go to the Parc Ferme. Only commanding officers can stay within the Parc Ferme. No intervention whatsoever can be done without their permission.

When the plaid flag is waved at the end of each practice and/or race the Parc Ferme time begins. At this time each vehicle at the Pit Lane must stop any operation it might be doing and drive to the Parc Ferme. Violations will be sanctioned.

28.2. The Parc Ferme Regulation will apply to the area between the arrival line and the Parc Ferme entrance.

28.3. The Parc Ferme will be big enough and well protected to ensure that no unauthorized person accesses it.

28.4. After the first race all vehicles will go to the Parc Ferme, where they will be kept under Parc Ferme regime until it opens again 30 minutes after the Race Director publishes the official race ranking, unless the Stewards deem it otherwise. If the Parc Ferme is done at the box it shall be visible from the Pit Lane area.

In order to assure the Parc Ferme regime the Technical Stewards can seal the vehicles, being the participant's responsibility to do so.

Any participant not classified after the first race can ask the Stewards permission to break the Parc Ferme time in order to repair his vehicle. If granted, he can work on his vehicle and he will hold the same position at the second race's grid.

Any participant classified at the first race can ask the Stewards permission to break the Parc Ferme time in order to repair his vehicle in exchange to begin the second race at the last grid position. If more than one vehicle fall under this category, their position will be decided according to their ranking at the qualifying practice session.

28.5. From the beginning of each Parc Ferme time and until it ends, each participant shall have at least one mechanic at the: Parc Ferme entrance in case his intervention is needed and in order to facilitate all operations within the park.

28.6. Exceptions to the Parc Ferme Regime

If during the first race a participant needs to do any kind of repair, before the Parc Ferme time begins (Article 21.4 third paragraph), it can be done in his box, instead of the Pit Lane. In any case, after Parc Ferme Regime begins all operations must be stopped, except as indicated in the Sporting Regulation (Article 21.4)

ARTICLE 29. CLASSIFICATION

29.1. The first place car will be the one covering a higher number of loops during the specified time. All vehicles will rank according to the number of completed loops. If there is more than one vehicle with the same number of loops it will be considered the order in which they have arrived at the arrival line.

According to Article 40 of the CDI, the arrival line is the one that determines the arrival order of all vehicles. If there is any doubt about it, the Finish picture will be what decides the final ranking.

29.2. If a vehicle takes more than 5 minutes to complete the last loop, it will not be considered when calculating the distance covered by that vehicle.

29.3. All vehicles covering at least 75% of the loops done by the winner (rounding to the following number) will qualify even if they have not crossed the Arrival Line

The qualifying percentage in single race meetings will be 75% of the race's length (or number of loops done by the winner, rounding it to the following whole number). In single race Meetings over 200km long, the qualifying percentage will also be 75% of the race's length (or number of loops done by the winner, rounding it to the following whole number). In other words, to qualify during the first part of the race at least 75% of the distance covered by the winner must be completed after the first hour and the arrival line must be crossed after minute 60. To acquire points during the second part of the race at least 75% of the distance covered by the winner must be completed and the arrival line must be crossed at the end of the race. In single-race Meetings it will be required the participation of both drivers (if more than one exists) and both must qualify in each half of the race.

In all cases one driver cannot drive more than 60% of the time (or total number of loops) except in single-driver teams.

29.4. The official ranking signed by the Race Director will be published at the end of the race and it will be the only one official, with the possibility to modify it only under the Code or the Sporting Regulations.

29.5. If there are no claims once the claim period is over (30 minutes) or if the existing claims have been resolved with no appeals from the participants, the ranking will become definitive, it will be signed by the Stewards and the Parc Ferme will be opened.

If after the 30 minutes period some of the timings are not yet definitive, the Stewards will issue a document detailing the reasons why the official time is still pending for some of the vehicles. All other vehicles' timings will be considered final.

Regardless of the circumstances, the temporary ranking of the first race will become final as soon as the ranking of the second race becomes official.

29.6. If there is any Appeals or if the results of an anti-doping or fuel control are still pending, the affected part of the ranking shall remain temporary. In this case the Stewards will sign the Official Ranking detailing which parts are not yet official and why.

29.7. The Organizing Committee has the right to fix a maximum race time according to Article 9.3 of this Regulation.
This maximum time will be noted in the Annexe according to the current regulation.

ARTICLE 30. PODIUM CEREMONY

30.1. After each 2011 “**EP-SERIES**” Meeting there will be a trophies and prizes ceremony.

30.2 All trophy winning drivers shall participate in the podium ceremony and follow all its rules and regulations.

30.3 There will be a Parc Ferme next to the podium for the first three winners and the first winner of each category, with direct access to the podium.

30.4. Trophies to be given at the podium ceremony will be as follow and in the following order:

- Winning Driver(s)
- Second Classified(s)
- Third Classified(s)
- 1st of D1
- 2nd of D1
- 3rd of D1
- 1st of D2
- 2nd of D2
- 3rd of D2
- 1st of D3
- 2nd of D3
- 3rd of D3
- 1st of D4
- 2nd of D4
- 3rd of D4
- 1st of SUPERCUP
- 2nd of SUPERCUP
- 3rd of SUPERCUP

30.5. It is forbidden access to the podium to people outside the ceremony, including guests, family members or people wearing other commercial brands different from the sponsor(s) or the EPS.

30.6. Drivers must access the podium with their fireproof mono showing the mandatory advertisements and the tyre supplier hat given by the Organisation.

ARTICLE 31. PRESS CONFERENCE

31.1. Immediately after the podium ceremony the Organising Committee can hold a press conference. It is mandatory for the first three winners and the first winner of each category to attend it, unless valid reasons have been provided beforehand. In case the press conference is held, it will be noted in the Notice Board.

31.2. No previous declarations can be made to any media before the press conference.

ARTICLE 32. POINTS

32.1. In each of the qualifying sessions there will be two different classifications:

- A General Scratch Classification for all participating vehicles.
- A General Classification per each participating Category (D1, D2, D3, D4, and SEAT LEON SUPERCUP).

32.2. Points distribution:

A- In the 2011 **“EP- SERIES”** the following points will be assigned after each session:

General Scratch Classification (S)

1st.	28 points
2nd.	24 points
3rd.	20 points
4th.	16 points
5th.	14 points
6th.	12 points
7th.	10 points
8th.	8 points
9th.	7 points
10th.	6 points
11th.	5 points
12th.	4 points
13th.	3 points
14th.	2 points
15th.	1 points
16th.	

Category D1 Classification

1st.	10 points
2nd.	8 points
3rd.	6 points
4th.	4 points
5th.	3 points
6th.	2 points
7th.	1 points

Category D2 Classification

1st.	12 points
2nd.	10 points
3rd.	8 points
4th.	6 points
5th.	5 points
6th.	4 points
7th.	3 points
8th.	2 points
9th.	1 point

Category D3 Classification

1st.	16 points
2nd.	12 points
3rd.	10 points
4th.	8 points
5th.	6 points
6th.	5 points
7th.	4 points
8th.	3 points
9th.	2 point
10th.	1 point

Category D4 Classification

1st.	18 points
2nd.	14 points
3rd.	12 points
4th.	10 points
5th.	8 points
6th.	6 points
7th.	4 points
8th.	3 points
9th.	2 point
10th.	1 point

Category SEAT LEON SUPERCUP Classification

1st.	10 points
2nd.	8 points
3rd.	6 points
4th.	5 points
5th.	4 points
6th.	3 points
7th.	2 points
8th.	1 points

B.- Obtained points

The obtained points (P) in each session will be calculated as follows:

$$**P = S + C**$$

(S) Being the obtained points at the Scratch Classification and (C) the obtained points at the category.

32.3 At the single-race Meetings defined in Article 9.3 the points distribution will be done according to the end-of-race ranking.

ARTICLE 33. CLAIMS

Any claim must be placed according to what Chapter XII of the CDI establishes. Each claim will include a 1000 Euros surety.

ARTICLE 34. APPEALS

According to Chapter XIII of the CDI, all participants have the right to appeal any Stewards' decisions as long as they do it following the procedure established in the above mentioned Chapter. Appeals must include a 2.500 Euros surety.

ARTICLE 35. EUROPEAN PRODUCTION SERIES FINAL CLASSIFICATION. RESULTS TO KEEP AND PRIZES

35.1. All results except one will be kept for the absolute Trophy and the different categories trophies.

35.2. If a race is suspended and not resumes, no points will be distributed in case A, only half the points will be distributed in case B, and all points will be given in case C.

35.3. In the event of a tie at the final classification Article X of the CDI will apply.

35.4. Prizes

According to the final score, the following prizes will be given:

- **EUROPEAN PRODUCTION SERIES** winners, 2nd and 3rd places.
- **EP-SERIES 2011** Category D1 champions.
- **EP-SERIES 2011** Category D2 champions.
- **EP-SERIES 2011** Category D3 champions.
- **EP-SERIES 2011** Category D4 champions.
- **EP-SERIES 2011** Category SEAT LEON SUPERCUP champions.

ARTICLE 36. STABILITY OF THIS REGULATION

36.1. The present Regulation cannot be modified and only the Organizing Committee, authorized by the FIA, will be able to correct it.

36.2. All modifications will be communicated to the participants with the effective date of their application.

ARTICLE 37. INTERPRETATIONS OF THIS REGULATION

Any doubts about the interpretation of the present regulation must be directed to the Organizing Committee in charge of resolving any doubts aroused.