



LPC CHAMPIONSHIP

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Art 1. Organizer

SPV Racing, with the approval of the Royal Spanish Automobile Federation, carries out the **LPC Championship**.

Organizing Committee

Raul Garcia Isern
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Quotes:

2022

December 12-13, Portimao

2023

January 14-15 Estoril
February 11-12 Jerez
February 18-19 Ricardo tormo
March 4-5 Navarre
March 11-12 Montmelo

Art 2. Prelation order

It will be applied in order of priority:

- The Common Prescriptions of the Championships, Cups, Trophies and Challenges of Spain.
- The Sports Regulations of the Spanish Circuit Speed Cups, Trophies and Challenges Championships.
- The Sports and Technical Regulations of the LPC Champions.
- The Particular Regulation of the test.

The International Sports Code (hereinafter CDI) prevails for claims, appeals and procedures.

Art 3. Registration fees

Registrations will be made through the website of the event organizer (www.lpcracing.com) being the registration right of **1450€** + VAT. Applications will be made before 00:00 on Tuesday of the same week of the test.

Until the start of the technical checks, a contestant may change drivers as long as they notify the College of Sports Commissioners of the event and have their approval. At the end of the technical verifications, a list will be published with the participants who can be part of the test, with the change of pilot for a participant being irremovable.

Any modification of the registration application with the aim of falsifying the data will be grounds for exclusion from the test without reimbursement of the registration fee.

Art 4. Participants

The LPC Championship is a state event and is reserved for pilots of any nationality, provided with the pilot license defined in the PCCCTCE, valid for the current year.

LICENSE TYPE / PERMISSIONS	DEF	APPLICATION AND DURATION	OBSERVATIONS
INTERNATIONAL	IA, IB, IC, ICH, ID, IDH	NATIONAL SEASON UNTIL 12/31/2021	SCORE AND BLOCK
PILOT	P (or similar 2021)		
CIRCUITS PILOT	PC (or similar 2021)		
PERMIT FOR A SINGLE PILOT EVENT	PPP (or similar 2021)	A SINGLE EVENT NATIONWIDE	DOES NOT SCORE OR

Athletes in possession of licenses issued by another ASN recognized by the FIA may participate - scoring and blocking - provided that they are valid in their country for the category and/or modality called and that they meet the requirements established by the FIA and the RFEDA, including the mandatory authorization of the DNA of origin.

The minimum age of the participants must be 16 years of age during the year of application for the license.

The maximum number of participants admitted during the test will be established based on the homologation of the circuit in which the test is held, in accordance with Annex "O" of the FIA.

Art 5. Minimum obligations

The contestants will ensure that all teams are aware of the current regulations, as well as that their vehicles respect the appropriate safety conditions in accordance with the applicable regulations.

Art 6. Test schedule

The schedule of the test to be disputed will be the one approved in the Particular Regulations of the same, which will be published on the notice board designated by the Organizer well in advance (www.lpcracing.com).

Art 7. Competition numbers

The bib will be 14 mm high by 66 mm wide. The background of the number will be a 12mm by 12mm wide square of black and the color of the number will be yellow. The rest of the space on the number will be white and will be used for the sponsors chosen by the Organizer.

On the front, the vehicles will carry another number without the blank space for sponsors, following the measures mentioned above.

Art 8. Supported vehicles

The vehicles admitted to the test will be the following:

More vehicles will be admitted before being supervised by the organizing committee.

ADMITTED VEHICLES (weights without driver)			
Radical SR1	440 – 490 kg	160 - 205 hp	Suzuki 1100 / 1300cc 4 cylinders
Radical PR6	460 - 480kg	195 - 260hp	Suzuki 1340 / 1500cc 4 cylinder
Radical SR3 and versions	540 - 615kg	195 - 260hp	Suzuki 1340 / 1500cc 4 cylinder
Radical SR8 and versions	670 – 725 kg	400 - 450 hp	RPE 2700cc 8 cylinder
Radical SR10	725kg	431 hp	RPE Ford 2261cc 4 cylinder
Ligier JS P4	920 kg	385 hp	Ford V6 - 3.7 liters
Ligier JS2 R	1040 kg	350hp	Ford V6 24S 3.7l
Funyo SP05 EVO	670kg	270 hp	Peugeot EP6DTR 1.598L
Prague R1	643kg	365hp	4 RA F4R Prague T 2L
KTM X-Bow R	790kg	300hp	2 liter TFSI

KTM X-Bow RR	810kg	430 hp	2 liter TFSI
Revolution 500 SC	834kg	500hp	Ford 3700cc 6 cylinder
Revolution 427	820kg	427 hp	Ford 3700cc 6 cylinder
*** Other competition cars consult the organizer			

Examples of classes

LPC Championship Overall

- Radical SR1
- Funyo SP05 EVO
- KTM X-Bow R
- Radical SR3
- RadicalPR6
- Revolution
- Ligier JS P4
- Lighter JS 2 R
- Radical SR8
- KTM X-Bow RR
- Radical SR10
- Prague R1

Radical Class 1:

- Radical SR1

Radical Class 2:

- Radical SR3 and Radical PR6

Radical Class 3:

- Radical SR8 and Radical SR10

Lighter 1 class:

- Ligier JS2 R
- Ligier JS P4

Funyo class 1:

- Funyo SP05 EVO

Prague 1 class:

- Prague R1

KTM Class 1:

- KTM X-Bow R
- KTM X-Bow RR

Revolution 1 class:

- Revolution 500SC
- Revolution 427

Art 9. Duration of training and races

The duration of free and timed training will be 20 minutes each. Each race will last 40 minutes, with a mandatory stop.

Between the end of timed training and the start of the first race, no less than 45 minutes may elapse.

During the course of each race, the participant must enter the Pit Lane and make a stop* (they will be counted from the complete stoppage of the vehicle), which will be timed by the organization. If there are two drivers per vehicle, this time will be used to change drivers. This procedure will only apply between the 15th and 25th minute of the race. Minutes 15 and 25 will be marked with a sign indicating Pit Lane open and Pit Lane closed.

*The stop time will be decided at each meeting.

Art 10. Team passes

- 1 pilot pass (according to registration).
- 1 pass for team manager.
- 4 pit-lane passes for mechanics.
- 2 paddock passes.

The passes will be delivered according to the characteristics of the circuit or test, or the organization needs of the test itself.

Art 11. Officers

The following officials will be appointed for the development of the test:

- The Race Director and his/her deputy/s.
- The President of Sports Commissioners and sports commissioners (up to 3).
- Technical Delegate.

The rest of the officials will be named in a corresponding annex. All officials will have the license corresponding to their function in force the year in which the test is carried out.

The Race Director must remain in the control area and in radio contact with all commissaire stations during all practice sessions and from the display of the "5 minute" sign until the last car passes the finish line.

The Sports Stewards and the other officials must remain contactable by the Race Director at all times, as well as the contestants of the event.

All the classifications and results of the practices and the races, as well as all the instructions of the officials, as agreed by them, will be posted on the notice board of the event.

The signals will be shown during the test to the participants by means of the flags and posters provided in the CDI. If light panels are used, they will be in accordance with FIA regulations.

Art 12. Sanctions

All sanction decisions provided for by the Stewards, as well as the Race Director, must be in accordance with those provided for in these regulations, in the CDI or in other provisions that are applicable in accordance with article 2 of these regulations.

"Incident" means an event or a series of events involving one or more drivers or any action by a driver that the Stewards of the Sport understand:

- Has involved the interruption of training (free or official) or the race, in application of the applicable regulations.
- It constitutes a violation of the applicable regulations (Regulation(s), CDI, etc.).
- Has made a false start or caused one or more vehicles to start.

- cause a collision
- Has forced another pilot to leave the track.
- Unlawfully hinders or prevents any lawful overtaking maneuver of another athlete.
- Illegitimately overtake another pilot.
- Disobey or disregard the indications, instructions or communications of the officials or the organization staff of the test.
- In general, any conduct that by action or omission violates the good sporting order that must govern motor sport and its competitions.

It will be up to the Stewards to determine if an "Incident" has occurred, as well as which driver(s) is(are) involved and if they should be penalised(s).

If the Stewards investigate an "incident", they must inform the team or teams that are involved, through a message posted on the timing monitors (provided that the circuit facilities allow it).

The Sports Stewards may inflict on any driver involved in an "incident" the penalties provided for in the current regulations.

In general, the Stewards may inflict on any driver involved in an "incident" the penalties indicated below:

- 1) Caveat;
- 2) Admonition;
- 3) Penalty fee;
- 4) Compliance with activities of general interest;
- 5) Suppression of the qualifying and training lap or laps of a Driver;
- 6) Impose a loss of position(s) on the grid;
- 7) Forcing a Driver to start the Race from the pit lane;
- 8) Time penalty;
- 9) Penalty lap(s);
- 10) Impose a loss of place(s) in the Competition standings;
- 11) Penalty for passing through the pit lane;
- 12) Stop & Go and Stop & Go with a prescribed stopping time;
- 13) Disqualification

Likewise, the Sports Commissioners may transfer to the Appeals and Disciplinary Committee (CAD) of the Royal Spanish Automobile Federation (RFEDA), any information regarding the possible involvement of a licensee in an "Incident".

As a general rule, infringements committed in official training will result in the cancellation of as many times as deemed appropriate or the loss of positions on the Starting Grid, and may lead to disqualification from the competition session where the infringement occurred in those cases of singular seriousness, in the opinion of the Sports Stewards.

Notwithstanding the foregoing, the Sports Stewards may differ from the training sessions to the race, the following time penalties:

- a) Add to the total time spent in the race.
- b) I go through Pit Lane (Drive Through).
- c) Stop at Pit Lane (Stop & Go).

These last two sanctions must be established indicating the moment of their application (as usual rule in the first 3 laps of the race).

Likewise, the provisions of article 19 of the PCCCTCE must be taken into account.

In the race, incidents that may be sanctioned with a penalty may be initially resolved, as a general rule, with a penalty for passing through Pit Lane, or failing that, if the Stewards consider it insufficient, by a stop in Pit Lane (Stop & Go)

of as many seconds as they consider appropriate, being able to finally raise it up to disqualification in those cases whose severity so requires.

On the other hand, in those incidents whose circumstances make it advisable, the application of the corresponding sanction may be deferred to the next competition of the same test (in the event that more than one is held), or it may be transferred to races to be held in the same race. (s) following test(s).

Art 13. time penalties

If the Stewards decide to impose an immediate time penalty (Drive Through or Stop & Go), the following procedure will apply:

a) The Stewards of the Race will indicate to the Race Direction that it be signaled by a black flag, accompanied by a poster with a black background, showing the bib number and the penalty to be complied with. At the same time and whenever possible, a written notification of the time penalty imposed will be delivered to a team manager, and they will ensure, if possible, that this information is displayed on the timing monitors.

b) From the moment it has been signaled at the Race Direction post, or the information has been shown on the timing monitors, or the team has acknowledged receipt of the written notification, the driver must not cover more than two full laps before entering pit lane.

c) Definitions:

- Passage through Pit Lane (Drive Through): access the Pit Lane, go through it in its entirety without stops and reinstatements to the track.
- Stop in the Pit Lane (Stop & Go): access the Pit Lane to go to the penalty area, where the driver will completely stop his vehicle in the place where a red circular panel with the word "stop" written in white is shown. .

From the moment the vehicle is stopped, the official in charge will begin the countdown of the imposed penalty, at the end of which he will authorize the driver of the vehicle to resume driving by replacing the red circular panel with a green one with the word "go" written in white.

The Stop and Go, will be at least TEN SECONDS, and, if they are commuted, they will be for TWENTY-FIVE SECONDS, plus the TEN MENTIONED, increasing in multiples of FIVE seconds.

d) At any time of the cases described (Drive Through or Stop & Go) the vehicle may not stop in its box to carry out work, nor to receive assistance when it is immobilized in the penalty area. However, in the event that the engine stopped and the pilot could not start it again, the use of an external means to start it is authorized.

e) In any case, unless the vehicle is already at the entrance to the Pit Lane to carry out the penalty, this cannot be done once the safety vehicle has left the track. All the laps that are carried out behind the safety vehicle will not be taken into account for the calculation of the 3 laps.

f) If one of these penalties must be applied during the last 3 laps or at the end of the race, the indicated seconds will be added to the time invested in the race of the affected driver:

- Passing through Pit Lane (Drive Through): 25 seconds.
- Stop in Pit Lane (Stop & Go): 35 seconds will be taken as a base (25 plus 10), to which the seconds deemed appropriate will be added.

No sanction will be imposed without applying the corresponding regulations.

Art 14. Telemetry and timing devices

The installation and use of telemetry systems or any other computer base that allows the transmission of data and orders from a moving vehicle to the Pit Lane area and vice versa is prohibited, during the entire development of official practice and the race, except those installed by the Commissioners and Timekeepers in order to control the development of this.

No signal of any kind may pass between a moving vehicle and anyone associated with the participating car or driver, except for the following:

- a) the systems installed by the Stewards and Timekeepers of the event.
- b) readable messages on a Boxes panel.
- c) the pilot's gestures.
- d) firing signals back from the pit to the car (beacon).

The beacon triggers must be powered by batteries and independent (not connected to any equipment in the Boxes by means of cables or fiber optics) and incapable of receiving external information. These beacons shall use a transmitter frequency above 10 GHz (radio or optical) and a mean beam angle of no more than 36° when measured at the 3dB point, and shall not be used for transmission. of the data from the Pit to the vehicle except to mark the lap.

The lap data must be transmitted repeatedly and must demonstrate consistency.

- e) Verbal communication between the pilot and his team by radio.

Electromagnetic radiation between 2.0 and 2.7 GHz is prohibited.

In no case will the information emitted by a vehicle be allowed to cause any technical or mechanical element of it to be modified from the outside while it is on the track.

Art 15. General security discipline

Any infraction committed against the Regulations applicable in this Championship, related or related to the general safety discipline, both in training and in the race, will be sanctioned by the Sports Stewards.

It is mandatory that all the pilots who take part in the training and races of all the Circuit Speed competitions always wear all the safety elements (fireproof clothing, helmets, hans, etc.) established in Annex 2 of the PCCCTCE.

It is totally forbidden for the pilots to drive their vehicles in the opposite direction to the race under penalty of exclusion.

Only a vehicle can be pushed in the opposite direction to move it from any dangerous position in which it could be, always under the instructions of the Commissioners. A driver can never push his own vehicle, unless directed by the Commissioners.

During practice sessions and races, drivers may only use the track and at all times they must respect the provisions of the Circuit Driving Code published by the FIA as part of the CDI (Annex L).

The turns, as well as their entry and exit areas, can be negotiated by the drivers as they wish, as long as they stay within the limits marked by the solid white lines on the edges of the track. To dispel any doubt, the white lines that define the edges of the track are considered part of it, but not the curbs and/or curbs. Taking these circumstances into account, overtaking may be done on the right or on the left.

Penalties for non-compliance with this article are included in the summary of penalties.

In particular it is prohibited:

- a) Carry out start tests on the track for the entire duration of practice and the race, except in the acceleration area between the pit lane end traffic lights and the track.
- b) Carry out zig-zag maneuvers to warm up the tires, in training sessions in all of them and in the race.

Penalties for non-compliance with this article are included in the summary of penalties called Annex I.

Driving through the pit-lane, both during practice, warm-up, the start procedure and the race, will be carried out with the maximum safety precautions and at a speed of less than 60 km/h.

The Special Regulations for each event will name the Commissioners deemed necessary to control speed in the pit lane. These officers will be provided with the appropriate means to carry out their work and will use reflective vests.

However, carrying out maneuvers likely to disturb other pilots, such as touching, pushing or hitting by the overtaking competitor, or more than one unexpected or abnormal change of direction by the overtaking pilot, are strictly prohibited and will entail penalties. random, depending on the importance or repetition of the infractions. Repeated unsportsmanlike conduct may lead to disqualification.

If the driver of the vehicle hit seems not to use the rear-view mirror properly, the Marshals will point out the fact by showing him a blue flag, warning him that another driver wants to pass him, and he must respect the marked blue flag.

A vehicle that is on the track can use the entire width of the track. However, the moment he is overtaken by a vehicle that is about to lap him, the driver must allow the faster driver to overtake him at the first possible opportunity.

Any obstruction maneuver by one or several pilots who may or may not have common interests is prohibited. It is not allowed to constantly roll several vehicles together, or to adopt a fan formation so that another vehicle cannot pass them. In this case the blue flag will be presented to the drivers.

The penalty applied to drivers who do not respect the blue flag will be equally applied to drivers who obstruct a part of the track, and will be more severe in the case of systematic obstruction, and in this case may lead to disqualification.

Those drivers who make more than one change of direction on the track to avoid being overtaken by another driver will be penalized, at least, with a time penalty of 5 seconds that will be added to the total race time completed by said driver, and may reach the disqualification on the basis of the specific conditions of the fact that is judged or for eventual recidivism.

The repetition of faults, or the evidence of a lack of mastery or control of the vehicle (for example, going off the track) may lead to the exclusion of the drivers in question from the race in the opinion of the Stewards. The track may only be used by drivers who are authorized to take part in the scheduled session at that time.

The pilot of any vehicle that is going to leave the runway must give prior notice of his intention, and it is his responsibility to ensure that this maneuver does not represent a danger.

If a vehicle stops during practice or the race, it will be removed from the track or its surroundings as quickly as possible, so that its presence does not constitute a danger, or does not bother another participant or does not hinder development. of training or race.

If the driver is not able to get the vehicle out of a dangerous position, it will be the duty of the track officials to help him. If you have received external mechanical assistance (crane, platform, rescue vehicle, tractor or similar) used by the track officials to recover the vehicle and therefore have resumed driving, the penalties established in Annex I of these Regulations will be applied.

If the assistance of the track officials is necessary to recover a stationary vehicle, without the intervention of external mechanical assistance, the Sports Stewards may cancel the best time achieved by the driver.

Except in the Paddock area, in the pit lane, inside the pit lane or on the starting grid, any repair on a vehicle must be carried out only by its own driver and the tools carried on board his vehicle, both in practice and in race.

During the entire official training session and from the beginning of the exit procedure until the parc fermé is lifted, no solid, liquid or gaseous material or substance, or whatever, may be placed on or removed from the vehicle, except as expressly authorized.

From the beginning and until the end of the training session(s) or race(s) -turning on the green light of the traffic light- and until all the vehicles have reached the parc fermé, by their own means or by another of the modes specified in this

Regulations, no one is authorized to remain on the track except the Track Marshals in execution of their mission, the pilot when driving or under the instructions of the Track Marshals, and the mechanics, in accordance with the provisions of these Regulations.

If a vehicle immobilizes during the race, the engine must be started again with the help of the starter motor. The use of a starting medium external to the vehicle will only be authorized in the pits and on the starting grid.

Is prohibited:

- a) Push a vehicle to cross the finish line.
- b) Push a vehicle to start it (on the track, or in the pit lane).

Any vehicle abandoned by its driver on the circuit, except to attempt repairs, provided for in the Regulations, with the on-board means will be considered as withdrawn, whatever the cause or duration of this abandonment.

The driver who leaves his vehicle must leave it in neutral and with the steering wheel in its place.

Vehicles leaving the Pit-Lane may not cross any continuous white line painted at the exit of the Pit lane, with the intention of separating the vehicles that circulate normally on the track, except in cases of force majeure, as understood by the Sporting Stewards of the proof.

One or more yellow flags displayed at the signaling posts indicate the existence of a hazard of any kind on or near the track. Drivers must slow down and be prepared to change direction and even stop.

Overtaking, as well as improving times are prohibited under these circumstances.

Any violation of this rule during the training sessions of a test will be penalized in accordance with the provisions of Annex I of these Regulations.

The decisions made by the Sports Commissioners in reference to the cancellation of times for not respecting one or more yellow flags will follow the procedure established in the Sports Regulations of the Spanish Circuit Speed Championships, Cups and Trophies.

In a sector with a yellow flag or several, the time recorded by a pilot in that sector must be slower - by at least 1" - compared to the previous lap carried out without incident on the track.

If, in the opinion of the Stewards, a driver deliberately stops on the circuit or prevents the normal movement of another driver(s), he/she will be penalized in accordance with the provisions of Annex I of these Regulations. In this case, the procedure established in the Sports Regulations for the Spanish Circuit Speed Championships, Cups and Trophies will be followed.

Art 16. verifications

The verifications will be carried out at the times and places established in the Particular Regulations of the test.

The preliminary technical verifications, unless otherwise provided, will be carried out in the verification Box, being a requirement to pass the same that the race numbers and name of the driver are placed in the established place.

The documentation checks will be carried out in the place established in the Particular Regulations of the test.

No vehicle may take part in a competition until it has been authorized by the Sports Stewards in view of the results of the verifications prior to the event.

The Stewards of a competition may:

- a) Have the conformity conditions of a vehicle or vehicle checked before, during and after training and/or the race.
- b) Require that a vehicle be disassembled during technical checks to ensure that the admission or compliance conditions are fully respected.
- c) Ask a contestant to provide the piece that they think is necessary.
- d) Do not authorize the exit to any vehicle for security reasons.

Any vehicle that, after having passed scrutineering, has been disassembled or modified in such a way as to affect its safety or question its conformity, or that has been involved in an accident with similar consequences, must be presented to the Scrutineers for inspection. verification, being available to them, that they will indicate to the Sports Stewards or the Race Director, the conformity or not of the vehicle.

In the latter case (non-conforming for technical or security reasons) they will go to their box or the parc fermé as appropriate.

The Race and/or Test Director may request from the Stewards the request for verification of any vehicle that has been involved in an accident.

Immediately after the arrival of the official training sessions and each of the races, all the vehicles will go directly to Parc Fermé by the fastest route.

The ex officio technical verifications will be carried out by the officials designated for this purpose, these being the ones responsible for the operations carried out in the parc fermé and the only ones authorized to give instructions to the contestants.

The ex officio technical verifications must be carried out in the presence of the contestant of the vehicle to be verified or his representative. In the case of the absence of the contestant or his representative during the duly announced verification act, no protest may be made regarding the verification act. Likewise, two mechanics, designated by the contestant or his representative, may be used for disassembly tasks if the Stewards deem it appropriate.

The Technical Stewards (by delegation of the Sporting Stewards) may retain one or more parts of a vehicle in order to control them. These pieces will be duly marked in the presence of the contestant or his representative, who will receive a copy of the sealing certificate with a description of the marks. In the case of the absence of the contestant or his representative during the act (duly announced) of verification of a retained piece, no protest may be made regarding the origin of the retained pieces.

The Sporting Stewards will publish the results of each verified vehicle and make them available to the other contestants. These results will not include particular figures, except with regard to fuel analysis or when a vehicle does not comply with the Technical Regulations.

All vehicles may be checked after official timed practice or any other sleeve in relation to their weight.

The contestants accept that for the ex officio verifications they will not be recognized any economic compensation, even in the case of being favorable.

If a competitor who is the object of a claim or proposed for an ex officio verification at the end of the first practice session or the first race, is sealed, if applicable, the subject of the verification itself, resending the material inspection at the end of the second practice session or the second race.

All the ballasts carried by the vehicle must be declared in the verification act and sealed by the Technical Commissioners.

Undeclared ballasts may not be taken into account in the weighing procedures carried out during the test.

Art 17. tires

The use of specific rain tires in dry weather is prohibited during official practice and the race.

Any modification or treatment, such as scratching or the application of solvents or other products on the tires, both dry and wet, is totally prohibited.

Corresponds to the Race Director and/or of test and only to them, to judge if the track is damp or wet and, in this second case, the decision will be communicated to all the contestants as quickly as possible.

When wet track conditions have been determined by the Race and/or Competition Director, the use of tires (dry or wet) is free.

When a vehicle goes out on the track with rain tires, the rear position light must be on. This fact will be checked by the Scrutineers at the pit lane exit.

Any type of anomaly detected will be notified to the Sports Stewards.

The use and/or mere presence of wheel warmers or any other method that artificially increases their temperature is prohibited throughout the duration of the test.

There is no limitation on the number of tires to be used during a test.

Art 18. vehicle weight

Throughout the test, the minimum weight of the vehicle must be respected.

The minimum weight of the vehicle is understood to be the provisions of art. 254 annex J (vehicle weight with all lubricating, cooling, braking, and heating fluid tanks at normal operating level, except for windshield or headlight washer tanks, brake cooling, fuel, and water injection systems, which will be empty). This weight must be respected in any circumstance and at any time, during training sessions and races.

The official scale will be that of the Organizing Committee (or failing that, the one designated by the RFEDA) and this will be the only one, whose measurements will be considered valid, being final. admitting a weight tolerance of 0.2% over the value of the minimum weight established for the vehicle in question (rounding the first decimal by default if it is 1, 2, 3.4 or by excess if it is 5), 6, 7,8 or 9).

Once the timed practice session and races are over, the vehicles must have a minimum of 4 liters of fuel in the tank at the entrance to the parc fermé, for possible sampling by the Technical Commissioners.

The weigh-in will take place under the control of the Technical Stewards, with the engine off.

If the weight is less than that specified in the Technical Regulations, the competitor will be penalized, except if the deficiency in weight is due to an accidental loss of a component of the vehicle due to force majeure.

No vehicle may leave the weighing area without the express consent of the officials, who will do everything possible so that the procedures described above are carried out as soon as possible.

If there is an irregularity in the weight, the verifiers will deliver in writing to the pilot, after the operation, the result of said weighing, the time and date in which it takes place.

The vehicle that is not able to reach the weighing station by its own means, will be placed under the exclusive care of the Track Marshals and Technical Commissioners, who, as soon as possible, will take the vehicle to the scale, where it will be submitted to the weighing station. procedure described above.

No solid, liquid or gaseous material or substance may be added to or removed from the vehicle or the driver, before or during the weigh-in.

After the race:

When the Stewards so decide, any designated vehicle that crosses the finish line will go, by the most direct route (and without the intervention or help of anyone other than, in case of need, the stewards), to the place of weigh-in. , where the vehicle will be weighed, according to the decision of the Stewards, with the engine off, without the pilot or his clothing and no material substance or of any nature may be added, placed or removed from the vehicle, between the time it crosses the finish line and the end of the weigh-in.

Any vehicle designated by the Stewards that is unable to cross the line and/or reach the Parc Fermé by its own means, will be placed under the exclusive control of the Track Marshals and the Technical Stewards, who, as far as possible, will carry the vehicle to Parc Fermé, where it will be weighed in the aforementioned manner.

Art 19. Pit lane and pit assistance

For the avoidance of doubt, the pit lane will be divided into two lanes defined as follows: The lane closest to the separation wall between the track and the pit lane is called "fast lane". The track closest to the pits is called the "inner track".

The only area where it is allowed to work on vehicles is the "interior track".

Any vehicle that is on the "fast lane" at any time must meet the driver on board in running order, even if the vehicle is being pushed.

Competitors may not paint lines or markings in any area of the pit lane. Failure to comply with this rule will be penalized with a fine.

If any material has been inadvertently left on the "fast track" it must be removed immediately.

The situation of the team members and the repairs to the vehicles can only be carried out in the pit lane area that is in front of the Box assigned to each participant.

In no case can a driver reverse in the pit-lane area or leaving his box, unless he is pushed. Thus, if a driver passes his box before stopping, he cannot return to it except by being pushed.

In an Event with several events, the contestants may not use the pit-lane more than during the duration of the training and race for which they are registered or with the express authorization of the Race and/or Competition director. If a vehicle is authorized to move through the pit lane, it must always do so in the normal direction of travel and with the engine stopped.

It is forbidden to supply oil during the race and training sessions. All filler holes must be drilled in such a way that the Scrutineers can seal them.

All the boxes of teams participating in the official timed training sessions or the races must keep their doors open during the duration of the same. The interior of the box must be visible, during this time, from the pit-lane area.

During official timed practice and races, vehicles may receive assistance inside their box until the moment they leave it for the first time.

From that moment on, all repair and maintenance operations carried out on the vehicles must be done on the "interior track".

After the official training sessions or the race, the vehicles will enter the parc fermé, even if they have finished their training earlier or have abandoned for any reason before the end of the race, unless expressly indicated by the stewards.

Art 20. Briefing

In each test a briefing must be carried out. All the contestants (or the representatives they have appointed) and the drivers of the vehicles admitted to participate in the test must be present during the entire briefing and sign the attendance sheet.

The contestants are responsible for the attendance or not of their pilots at the briefing.

The Race Director and/or the Competition Director will be responsible for carrying it out.

Before starting the briefing, each pilot and contestant (or appointed representative) will receive a written document in which the following aspects must be included:

- Circuit length.
- Curves identified by numbers.
- SC1 line.

- SC2 line.
- Red flag line.
- Point up to which the zigzag finish is allowed during the formation lap.
- Grill location. Pole position location. Location of the finish line and timing.
- End point location of the zigzag during the formation lap.
- Location of the stop&go penalty area.
- Exit traffic light location.
- Closed park location.
- Location of the final technical verifications.
- Location of Race Direction, Sports Commissioners and secretary.
- Circuit plan.
- Definitive schedules.

In case of discrepancy between this document and the rest of the official documentation of the test (regulations, schedules, complements, etc.), these will always prevail.

The Sports Stewards will summon the contestant and/or driver who has not signed the attendance sheet to provide them with the details of the briefing, as well as notify them of the corresponding sanction.

Art 21. Official timed training

For all the training sessions, both the discipline in the pits, on the track and the security measures will be the same as those in force during the race.

No driver may start the race without having taken part in a practice session.

official timed and have completed a qualifying time, except by express authorization of the Stewards.

During practice, a red/green traffic light will be placed at the exit of the pit lane. Vehicles may only leave the pit lane when the green light is on. In addition, a blue flag, or a flashing blue traffic light, will be displayed at the exit of the pits in order to warn exiting drivers if other vehicles are approaching on the track.

Any infraction committed by a pilot or his contestant during the training sessions will be penalized by the Sports Stewards at their sole discretion.

The Sports Stewards may accept at the start, without exceeding the maximum number of vehicles for a given test, vehicles and drivers that have not completed a qualifying time for reasons of force majeure. These, however, may not be admitted except under the following conditions:

- That the pilots offer a total guarantee of safety (knowledge of the circuit).
- The admitted vehicles will start in the last positions of the starting grid.

Performing zigzag maneuvers to warm up tires during practice is prohibited. The time for the timed practice session will be reflected in the test schedule.

All laps carried out during official practice will be timed to determine the position of the drivers at the start.

It corresponds to the Competition Director and/or the Race Director, and only to them, the decision to declare the Wet Track situation during the training sessions, and in this case to communicate it to all the participants as quickly as possible by keeping a panel with the phrase WET TRACK at the exit of Pit Lane and in full view of the drivers who are driving on the track. From that moment, all drivers must have the position lights established in their Regulations on, in the case of Touring Cars and the rear light in the case of single-seaters.

If for reasons of force majeure, as understood by the College of Sports Commissioners, a team could not take part in the official timed training session, it will start the race last.

If there is more than one team in these circumstances, their order on the starting grid will be determined by the time obtained in the other practice session.

Art 22. Interruption of training

When it is necessary to interrupt practice due to obstruction of the track due to an accident, or due to weather conditions or other reasons that make it impossible to continue, the Clerk of the Course will order a red flag to be displayed at the start line. Simultaneously, other red flags will be displayed at all the Track Marshals posts and the red light will be turned on at the pit-lane exit traffic light.

The decision to stop practice can only be taken by the Race Director (or in his absence, by his deputy) under the authority of the Race Director.

The Competition or Race Director may interrupt the official timed practice sessions as many times and for as long as he deems necessary, to clear the track or allow a vehicle to be withdrawn.

Whenever possible, the time lost due to the suspension will be recovered so that the minimum time scheduled for the training session is met.

Only in the cases of non-timed free or official practice, it will be possible to waive the extension of said period after such an interruption.

In the event that one or several official timed practice sessions are interrupted, no claim will be accepted regarding the possible effects on the classification of the pilots admitted at the start.

When the signal to stop is given, by means of a red flag, all vehicles will immediately reduce speed and slowly return to the pits, overtaking being prohibited. All participants must take into account that racing or intervention vehicles may be on the track.

The circuit may be completely blocked or obstructed due to an accident. Weather conditions could have made the circuit impassable.

Vehicles that have been abandoned on the circuit will be recovered and transported to the paddock to be delivered to the teams.

In an incident that does not require the stoppage of the practice session, when the Competition or Race Director or his deputies deem it appropriate, they may declare the session neutralized and then apply the "neutralized session (Full Yellow)" procedure, described in Art. 29.6 of the RDC (RFE Yearbook of A.) in Circuit 2021.

Art 23. Grille output

The starting grid, except as contemplated in other particular regulations, will be drawn up as follows:

When there are 2 timed training sessions, the first batch of official timed practice sessions will be used to determine the starting order for the first race, and the second batch -if any- for the second.

When there is only one timed practice session and two races, the grid for the first race will be with the best times of the practice session and for the second race it will be with the second best time of the qualifying practice session.

In the event of a tie in times, priority will be given to the one who obtained it first.

In the event that only one race is held, the starting grid will be published on the day of the race one hour before the official starting time of the test.

In the event that two races are held, the second grid will be published 30 minutes before the official starting time.

Any participant who, due to mechanical circumstances, cannot take part in the race, must notify the Race Director to proceed with the modification of the grid, in writing, filling in the document provided by the organizer, before its official publication time and admitting, in the event that there are reserve vehicles, as many vehicles as participants have abandoned, which will be admitted to the last positions on the grid.

Once the grid is published, the positions that remain free for any reason cannot be occupied by another participant. Any participant who withdraws from the race without previously notifying the Race Director of his decision to do so will be penalized.

Once the grid has been published, it cannot be modified except for reasons of force majeure, with due publicity.

Access to the grid will end three (3) minutes before the scheduled start time of the formation lap of the race (green flag).

Any vehicle that has not accessed the grid at this time will no longer be authorized to do so, and will start from the pit lane. The grid squares will be separated by a distance of at least 7 meters longitudinally.

Art 24. Departure procedure

Unless otherwise provided according to the start procedure dictated by the Race Director, STOP START will be provided. Departure procedures, as a general rule, will last 10 minutes.

Once the vehicle is located in its corresponding place on the Starting Grid, the engine must be turned off before beginning the Start procedure.

For the signaling of the starting point of the grid, the Organizer will provide a "vertical bib" that a member of the team will have to have visible on the line of the starting box that corresponds to their driver. It will also be shown to its driver from the pit wall after the formation lap, removing it once the vehicle is placed in the starting box.

The team will be responsible for maintaining this number.

Depending on each circuit, the starting procedure may be with panels or with lights. Participants will be informed of the departure procedure in the briefing. The signs of 5 minutes, 3 minutes, 1 minute and 15 seconds, must be accompanied by a sound signal, which guarantees that it is heard by the last participant.

The entire start procedure, start of formation lap, race, neutralization, delayed start, additional formation lap, suspension of the race and resumption of the same, will be done in accordance with the provisions of the Sports Regulations of the Championships Cups, Trophies and Circuit Speed Challenges of Spain (Articles 31 to 38).

The alteration of the starting procedure in any of the championships included in this regulation may be altered. If so, it will be expressed in the specific regulations of each championship or cup.

Art 25. Park closed

Immediately after finishing the official timed practice sessions and the race(s), all the vehicles will be driven to Parc Fermé.

The Sports Stewards may exempt the drivers from entering the Parc Fermé for the first race, depending on the scheduled schedule.

Only the officials in charge of the controls can remain inside this Parc Fermé. No intervention of any kind can be carried out without the authorization of the officials.

The start of each Parc Fermé situation at the end of practice and/or the race will occur at the moment the checkered flag is shown for the first time. At that time, any vehicle that is in the pit-lane carrying out a repair or other operation will cease to carry it out, making itself available to the officials to drive its vehicle into Parc Fermé.

The Parc Fermé regulations will apply to the entire area between the finish line and the Parc Fermé entrance.

The Parc Fermé will be sufficiently large and protected to ensure that no unauthorized person can access it.

After finishing the timed practice session and the first race, all the vehicles will go to Parc Fermé, unless otherwise authorized by the Sports Stewards and the competitor will make a team mechanic available to the Technical Stewards for eventual technical verifications.

In the event that it was decided that the Parc Fermé would be in the box corresponding to each participant, these will remain in the Parc Fermé regime until the order to open it, which will take place 30 minutes after the time of publication of the provisional classification. published by the Race Direction, unless specifically requested by the commissaires. The interior of the box must be visible, during this time, from the pit-lane area.

To guarantee compliance with the parc fermé regime, the vehicles will be sealed by the Technical Commissioners, if applicable, being the responsibility of the contestants this compliance.

If after the official timed practice session or between the first and second sessions (if two are scheduled) a contestant needs to lift the Parc Fermé situation to repair their vehicle, they must request it in writing to the College of Sports Commissioners who must authorize it, losing in this case the classification that it would have obtained and will start last on the corresponding starting grid.

Any competitor who has not qualified in the first race may request the Sports Stewards not to respect the Parc Fermé time between the first and second race to repair their vehicle. In case of obtaining the authorization of the Sports Stewards, he will be able to work in her vehicle, maintaining his position on the starting grid of the second race.

If, after the first race, a contestant needs to lift the Parc Fermé situation to be able to repair their vehicle, they must request it in writing to the College of Sports Commissioners who must authorize it, in this case losing the classification in the first race, as well as bonuses and prizes if any.

In the event of more than one vehicle incurring in this circumstance, their order at the end of the starting grid will respect the order of the classification of the second official timed practice session, plus a penalty. From the beginning of each Parc Fermé situation and until its completion, each contestant must have, at least, a mechanic prepared next to its access, in case his intervention is necessary and to facilitate all the operations carried out in it.

Any vehicle that has participated in both official training and in the race must attend the parc fermé at the end of its section, regardless of the time elapsed or the number of laps it has given, even if the training section has not yet finished or race.

Art 26. Race neutralization with Safety Car

This safety vehicle must be labeled with the words "SAFETY CAR" (with letters similar in size to the competition numbers), both on the back and on the sides. It must be equipped with three rotating orange lights on the roof, each of which must be powered by a different electrical circuit. It will be driven by an experienced circuit driver and will have an observer on board capable of recognizing all the competition vehicles and permanently connected to Race Management.

At the start of each race between 3 and 5 minutes before the opening of the Pit Lane, the Safety Car will take up its position at the front of the grid and will remain there until the 5 minute signal is given. At this point (except in the case of a neutralized start after the Safety Car) he will make a complete turn around the circuit and enter the Pit Lane, placing himself in the position scheduled for the race.

The Safety Car will be used to neutralize a race under the decision of the Competition Director and/or the Race Director. It will be used only if the competitors or officials are in imminent danger but the circumstances are not such as to stop the race.

When the order to use the Safety Car is given, all the signaling posts will display waving yellow flags and SC signs, and the amber lights of the traffic light will turn on on the line, which will be maintained until the end of the intervention of the Safety Car. At this time the Safety Car will be ready to go out onto the track awaiting the order from the Race Direction. Once the signage is in place, the order for the Safety Car to enter the track will be given.

The Safety Car will enter the track from the end of Pit Lane with its rotating orange lights illuminated regardless of where the race leader is at the time.

All the competing vehicles will form in line behind the Safety Car, maintaining a distance of less than 5 times the length of a vehicle between them. Overtaking is prohibited until the vehicles pass the line (timing line) once the Safety Car has returned to the Pit Lane.

Overtaking will be allowed in the following circumstances:

- If a vehicle is told to do so from the Safety Car (rear green light).
- Any vehicle entering the Pit Lane may pass other vehicles or the Safety Car after having crossed the 1st Safety Car Line.
- Any vehicle exiting the Pit Lane may be passed by another vehicle on the track before crossing the 2nd Safety Car Line.
- When the Safety Car returns to the Pit Lane it can be overtaken by the vehicles once it has crossed the 1st Safety Car Line.
- If any vehicle slows down with an obvious problem.

When ordered by the Race Director, the spotter located in the Safety Car will use the green light at the rear to advise any vehicle located between the Safety Car and the leader to pass the Safety Car.

These vehicles will pass one by one to the Safety Car and will continue at reduced speed and without overtaking until they reach the convoy of vehicles following the Safety Car.

The Safety Car will be used at least until the leader is in order behind it.

While the Safety Car is operating on the track, racing vehicles may enter the Pit Lane, but may only rejoin the track when the green Pit Lane end light is on. The green light will always be on except when the Safety Car and the line of vehicles following it are about to pass or passing through the Pit Lane exit. A vehicle rejoining the track must proceed at an appropriate speed until it reaches the end of the line of vehicles behind the Safety Car.

Under certain circumstances the Clerk of the Course may ask the Safety Car to use the Pit Lane. In these cases, and with the yellow lights on, all vehicles must follow him to the Pit Lane without overtaking. Any vehicle entering the pit lane under these circumstances may stop in its designated pit area.

The signaling post before the Pit Lane entrance will show, in addition to the signaling provided during the Safety Car procedure, informative signs to the convoy indicating that the Safety Car and the convoy will pass through Pit Lane.

When the Road Director orders the Safety Car to withdraw (end of neutralization), it will turn off its flashing lights; which will be the signal to the drivers that he will enter the pit lane at the end of that lap. At that moment, the first vehicle in line after the Safety Car will set the pace, and if it deems it necessary, it may separate from the aforementioned Safety Car more than five times the length of one vehicle.

In order to avoid accidents, before the Safety Car returns to the Pit Lane and from the moment the flashing lights go off, the drivers must maintain a uniform and constant rhythm that does not imply sudden acceleration, braking or direction changes. and unforeseen, or maneuvers that could pose a danger to the rest of the pilots or prevent the resumption of the start.

As the Safety Car approaches the entrance to the Pit Lane the yellow flags and SC signs from the signal stands will be removed and replaced by waved green flags with green lights or green flag on the line. The green flags will be displayed until the last vehicle has passed the Line.

Overtaking remains strictly prohibited between participating vehicles until they pass the timing line.

Each lap completed while the Safety Car is on the track will be counted as a racing lap.

If the race ends while the Safety Car is on the track, it will enter the Pit Lane at the end of the last lap and the cars will take the checkered flag as normal without overtaking.

In exceptional circumstances a race may be started after the Safety Car. In this case, the Safety Car will turn on its orange lights at any time before the 1 minute signal. This will be the signal to the drivers that the race will start behind the Safety Car. When the green light of the starting light comes on, the Safety Car will leave the grid with all the cars following it in the same grid order, at a distance no more than 5 vehicle lengths. There will be no formation lap and the race will start when the green light of the starting traffic light is turned on or the green flag is displayed.

Overtaking, only during the first lap, is permitted if a car is delayed when leaving its grid position and the vehicles behind it cannot avoid passing it so as not to delay the rest of the grid. In this case, the drivers can only overtake to restore the original starting order.

Any driver who is late leaving the grid will not be able to overtake another in motion if he was stopped after the rest of the vehicles have crossed the starting line, and must form at the end of the line of vehicles that are circulating behind the Safety Car. If more than one driver is affected by these circumstances they will form at the end of the line in the order in which they left the grid.

Art 27. Suspension of the race

If it is necessary to suspend the race because the circuit is blocked due to an accident, or because weather conditions or other circumstances make its continuation dangerous, the Competition/Race Director will order the display of red flags at all Control Posts and the lights will be turned on. red on the line

When this signal is given, overtaking is prohibited, the Pit Lane exit will be closed and all cars will proceed slowly to the red flag line where they will stop in a line on the pole position side, shutting off the engine. .

The Safety Car will be placed at the front of the line of vehicles that are behind the red flag line.

While the race is suspended:

- Neither the race nor the timing system will be stopped.
- 5 minutes will be added to the maximum race time.
- Work may be done on the cars once they are stopped behind the red flag line or have entered the Pit Lane, but in no case will this work prevent the resumption of the race.
- Refueling or removing fuel is prohibited.
- Only officials and authorized members of the teams will be allowed on the grid.

Vehicles may enter the Pit Lane when the race is suspended, but a Drive Trough penalty will be assessed for any vehicle entering the Pit Lane or whose vehicle is pushed from the grid into the Pit Lane after the race has been suspended.

Any vehicle that was at the Pit Lane entrance or in the Pit Lane when the race was abandoned will not incur a penalty.

All vehicles in the Pit Lane will be allowed to exit the Pit Lane once racing has resumed, but those vehicles that were at the Pit Lane entrance or in the Pit Lane when racing was suspended will start before others.

Apart from the above, any vehicle attempting to resume the race from the Pit Lane may do so in the order in which they reached it under their own power, unless another vehicle was unduly delayed.

Art 28. Resumption of the race

The resume time will be as short as possible. As soon as the restart time is known, the teams will be informed by means of the timing monitors or, in case of impossibility, by another means of information. In all cases, it will be communicated at least 5 minutes in advance.

Signals of 5 minutes, 3 minutes, 1 minute and 15 seconds will be displayed, accompanied by the corresponding sound signal.

When the 3 minute panel is displayed, all vehicles must have all wheels properly mounted and the vehicle must be on the ground. After this signal the wheels may only be replaced in the Pit Lane. Any vehicle that does not have its wheels fully mounted or the vehicle is not on the ground when the 3 minute panel is displayed will be penalized.

In these cases, an official with a yellow flag will prevent the vehicle (or vehicles) from leaving the grid until all those authorized to do so have crossed the red line.

At any time after the 3-minute signal, all vehicles between the leader and the red flag line will be allowed to leave to complete a lap and, without overtaking each other, join the line of vehicles behind the Safety Car. .

When the 1 minute signal is given, the engines must be started and all team members must leave the grid before the 15 second signal, taking all working equipment with them.

If any driver needs assistance after the 15 second signal, they will notify the officials and, when the other cars have left the grid, the officials will be authorized to push that car towards the Pit Lane.

In this case, officials with yellow flags will be placed next to any affected vehicle(s) to warn the rest of the pilots that are behind them.

The race will resume after the Safety Car when the green lights of the starting traffic light come on.

The Safety Car will enter the Pit Lane after one lap unless the racing cars are not lined up behind it, there are still team personnel not completely leaving the grid area or any other incident has occurred requiring another intervention.

When the green lights of the starting traffic light come on, the Safety Car will leave the grid and all the vehicles will follow it in the order in which they were stopped on the red line and with a separation between them of no more than 5 vehicles.

Immediately after the last car behind the Safety Car has passed the Pit Lane Exit, the Pit Lane Exit Lights will turn green allowing cars that were in the Pit Lane to join the track and be added. to the row behind the Safety Car.

During this lap, overtaking is allowed only if a car is delayed when it leaves its position behind the red line and the vehicles behind it cannot avoid passing it in order not to delay the rest of the grid.

In this case, the drivers can only overtake to restore order before the suspension of the race.

Any driver who falls behind leaving the red flag line will not be able to overtake another in motion if he was stopped after the rest of the vehicles have crossed the red line, and must form at the end of the line of vehicles that are circulating behind the red flag. Safety Car.

If more than one driver is affected by these circumstances they will form at the end of the line in the order in which they left the grid.

A penalty will be imposed on any driver who, in the opinion of the Stewards of the Sport, unnecessarily overtakes another car during the first lap.

If a race cannot be resumed, it will be considered over when the leading car has crossed the line for the penultimate time, before the race has been interrupted.

If a race is interrupted and cannot be resumed, no points will be awarded if the leader has completed less than 2 laps, half will be awarded if he has completed more than 2 laps, but less than 75% of the predicted distance and the totality of points in the event that the leader has completed more than 75% of the predicted distance.

Art 29. Classification

The vehicle classified first will be the one that has covered the planned distance in the shortest time. All vehicles will be classified taking into account the number of complete laps they have completed and, for those that have completed the same number of laps, the order of arrival at the finish line will be taken into account.

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

All vehicles that have traveled at least 75% (unless otherwise provided in any of the specific regulations of the Championships or Cups included in these regulations) of the number of laps completed by the winner of their Category (rounding up to the unit) will be classified. higher) even if they have not crossed the finish line after having done so by the winner of the test in his last lap and, consequently, the end of the race signal (checkered flag) has not been shown to them.

The provisional classification signed by the Race Director will be published after the race, it will be the only valid classification subject to modifications that may be introduced by virtue of the Code or Sporting Regulations.

Once the claim submission period (30 minutes) has elapsed without any claims being filed or immediately after the claims submitted have been resolved without any contestant having filed an appeal, the classification will become final, will be signed by the Sports Stewards and will proceed to the opening of the parc fermé.

If, on the contrary, after that time of 30 minutes, the official classification could not be signed, the Sports Stewards will issue a decision that includes, with respect to the vehicles that could be affected, the reasons why the aforementioned final classification is pending. For the rest of the participants, the elements that have served to establish the classification will be considered definitive.

In either case, the provisional classification for the first race will be final when the official classification for the second race is final.

In the event that an intention to appeal has been filed, or the result of an anti-doping analysis, gasoline, etc. is pending, the part of the classification affected will maintain its provisional nature until the final resolution.

In this case, the Sports Commissioners will sign the official classification, mentioning in it which part is affected and what is the reason for the provisional status.

Art 30. Claims

Any claim must be formulated in accordance with the provisions of Article 13 of the CDI

Art 31. Appeals

In accordance with the provisions of Article 15 of the CDI, all contestants have the right to appeal the decisions of the Sports Stewards of a test in the manner and deadlines established in the aforementioned chapter.

Art 32. Podium

In each of the races of each test, a distribution of trophies will be made, said delivery will be made at the end of all the races of the test.

Athletes who have won a trophy must participate in the award ceremony on the podium and respect all the rules and instructions regarding its procedure.

Access to the podium by people outside the ceremony is prohibited, including hostesses, minors, relatives or people identified with trademarks that are not strictly those belonging to the sponsor or sponsors of the championship itself.

Art 33. Punctuation

For all categories and trophies and for each race run, the following points system is established according to the following table:

- 1st position 20 points
- 2nd position 17 points
- 3rd position 15 points
- 4th position 13 points
- 5th position 11 points
- 6th position 9 points
- 7th position 7 points

- 8th position 5 points
- 9th position 3 points
- 10th position 1 point

And so on in decreasing function of points.

Unclassified, disqualified or disqualified drivers will be awarded 0 points.

The fastest lap in official timed practice will be assigned an extra point.

The result of the sum of the two races of each meeting will be part of the classification.

In each of the races, an extra point will be assigned to the driver who achieves the fastest lap in the race.

In the event of a tie in points, an extra point as a result of the tie to the driver who has made the best time in the two races.

Art 34. Results to retain

For the final classifications of the contests called, all the results will be retained except TWO races.

To qualify for any contest called, it will be essential to have participated in a minimum of 50% (by default) of the tests held. The points obtained in any case will be valid and will block the position obtained.

Likewise, the provisions of art. 17.0) of the Sports Disciplinary Regulations and Sanctioning Procedure of the RFEDA, which establishes as a very serious common infraction to the rules of the game or competition, or to the general sports regulations: "... Being the object, within the same sports season, of three disqualifications in three different tests, whatever their rank or specialty or the cause of disqualification...".

In the event of a tie, the provisions of article 27 of the PCCCTCE will apply.

For the purposes of the final classification, it will be mandatory to retain the results of the tests in which a pilot has been disqualified for any reason of a technical or sporting nature, once all appeals and resources have been exhausted.

Likewise, those derived from the non-participation of a pilot in any of the tests resulting from compliance with sanctions will be taken into account as results to be retained.

Art 35. Trophies

FINAL PRIZES	
LPC Championship Overall	
CHAMPION	TROPHY
RUNNER-UP	TROPHY
THIRD PLACED	TROPHY
LPC Radical Class Class 1	
CHAMPION	TROPHY
RUNNER-UP	TROPHY

THIRD PLACED	TROPHY
LPC Radical Class Class 2	
CHAMPION	TROPHY
RUNNER-UP	TROPHY
THIRD PLACED	TROPHY
LPC Radical Class Class 3	
CHAMPION	TROPHY
RUNNER-UP	TROPHY
THIRD PLACED	TROPHY
LPC Ligier Class 1	
CHAMPION	TROPHY
RUNNER-UP	TROPHY
THIRD PLACED	TROPHY
LPC Funyo Class 1	
CHAMPION	TROPHY
RUNNER-UP	TROPHY
THIRD PLACED	TROPHY
LPC Prague Class 1	
CHAMPION	TROPHY
RUNNER-UP	TROPHY
THIRD PLACED	TROPHY
LPC KTM Class 1	
CHAMPION	TROPHY
RUNNER-UP	TROPHY
THIRD PLACED	TROPHY
LPC Revolution Class 1	
CHAMPION	TROPHY
RUNNER-UP	TROPHY
THIRD PLACED	TROPHY