

FRRP

Formula Race
P R O M O T I O N S

2020 PRO RACING REGULATIONS

F1600
championship
S E R I E S

F2000
championship
S E R I E S

ATLANTIC
championship
S E R I E S

PROTOTYPE
championship
S E R I E S

RCFFS

GRW Racing Enterprises, LLC — DBA **Formula Race Promotions (FRP)** operates The F1600, F2000 and Atlantic Championship Series. These Series are designed to offer close competition to an inclusive group of open wheel, single seat formula cars operating under a set of clearly defined rules in single class racing.

One of the main tenets of the FRP series is ‘vertical integration’ between Amateur Regional, National and Professional level competition. The ability of competitors currently racing in club competition to be welcome to participate in the Series with minimal alterations to their equipment is tantamount. This allows any Sports Car Club of America [SCCA] legal Formula Continental/Formula F or FA car, per the SCCA General Competition Rules [GCR], to enter and compete on as level a playing field as can be formulated.

The Series above all is focused on creating a professional atmosphere where drivers, teams and officials can both expand their horizons and enjoy the experience.

Formula Race Promotions Events are sanctioned by SCCA Pro Racing known as “SCCA Pro” (hereafter “SCCA”). FRP derives its **PRO RACING REGULATIONS, (set forth herein, the “PRR”)** from a blend of custom and various standard operating Racing Rules. Should any portion of these PRR or regulations for an individual FRP Series conflict with SCCA’s Rules and/or regulations or the “SCCA Official Competition Rules”, that would invalidate the Sanctioning and Insurance of FRP events by SCCA (Per agreement between FRP and SCCA), then those portions of the SCCA’s Rules and/or regulations shall prevail.

FRP’s Pro Racing Rules and Regulations (PRR) set forth herein are intended to assist in the orderly conduct of FRP race events and to further participant and spectator safety. This is a guide and in no way a guarantee against injury or death to participants, spectators, or others. No expressed or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication or compliance with these rules. All event participants compete at their own risk.

The FRP PRR, complete with updates from current season Technical Bulletins, is available on the FRP Series Websites.

Published by

FRP

Formula Race Promotions

Website: www.formularacepromotions.com

F1600 Championship Website: www.f1600series.com

F2000 Championship Website: www.f2000championshipseries.com

Atlantic Championship Website: www.atlanticchampionshipseries.com

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INTRODUCTION

The following General Regulations apply to all FRP Professional Racing Series and Events. Regulations specific to a particular series and supplementary regulations are written to be in conformity with the General Regulations. Together they comprise **FRP's Pro Racing Regulations ("PRR")**. The PRR shall be applied in a reasonable and logical manner. It shall not be given strained, or tortured, interpretations. The PRR is a permissive document. Unless an item is specifically authorized by the PRR it shall be considered forbidden. References to PRR in this rule book include PRR versions as published on the FRP series websites, as well as "Technical Bulletins," "Participant Bulletins," "Pro Racing Memos," "Technical Notes," "Chief Steward Briefing Notes," and "Supplementary Regulations", and other materials as appropriate and designated by FRP.

As of January first of each year, the PRR for that year shall supersede all versions from previous years including all Technical and Participant Bulletins. To the extent those regulations for an individual Series conflict with these General Regulations, the individual Series regulations shall prevail.

Should any portion of these PRR or regulations for an individual FRP Series conflict with the SCCA Official Competition Rules that would invalidate the Sanctioning and Insurance of FRP events by SCCA (Per agreement between FRP and SCCA), then those portions of the SCCA Official Competition Rules shall prevail.

The masculine pronouns 'he,' 'him,' or 'his' will be used generically, without actual reference to gender. The word "may", when used, gives the option of doing something. The words "shall" and "must", when used, require that it be done. The word "and", when used, means that more than one listed item must be performed, used, etc. The word "or", when used, means that one listed item may be performed, used, etc. The word combination "and/or", when used, means that any, or all, of the listed items may be performed, used, etc.

If there is not a definition of a word in these PRR, then the standard definition of the word from Webster's Dictionary shall be used (e.g. "round", "parallel").

The following text styles will be used to indicated changes made in the indicated time frame:

- *Changes made in the previous season via technical bulletin.*
- **Changes made in the off season.**
- **Changes made in the current season via technical bulletin.**

Race events are conducted under the PRR and regulations issued for the individual Series unless otherwise specified.

FRP reserves the right to disallow any part, change/modify any specification, and/or change/modify any rule or regulation when/if it is deemed necessary at its sole discretion. The PRR shall not constitute an expressed or implied warranty of safety or fitness for a particular purpose. All event participants assume all risks of any nature associated with their presence at and/or participation in an FRP Racing event, or activity.

ARTICLE 1: GENERAL REGULATIONS

ARTICLE 1.1: ADMINISTRATOR AND SANCTIONING AUTHORITY

1.1.1: Formula Race Promotions (FRP) is the DBA of GRW Racing Enterprises, LLC, a privately owned New Hampshire LLC. FRP series and events: are sanctioned by SCCA Pro Racing (hereafter "SCCA"); administered and operated by FRP.

1.1.2: An FRP designated representative shall be present at any official meeting, or hearing, involving interpretation, or implementation, of the PRR.

1.1.3: At race events, the FRP Race Director (RACE DIRECTOR) has authority for the conduct of all aspects of the event; with all other race officials reporting to him. Appeals of the CHIEF STEWARD's decisions, and actions, shall be addressed to the RACE DIRECTOR as provided in Article 1.12 of these Regulations. FRP Race series officials have authority for the management, and administration of the Race Series, with ultimate authority retained by FRP.

1.1.4: KNOWLEDGE OF, AND SUBMISSION TO RULES

Every person, entity, or group of persons, who participates in an FRP event, warrants that:

1.1.4.1: He/She is acquainted with the PRR.

1.1.4.2: He/She agrees without reservation to abide by the PRR.

1.1.4.3: He/She renounces the right to have legal recourse, except with the written consent of FRP, to any arbitrator, or tribunal, not provided for in the PRR.

1.1.5: FINALITY OF INTERPRETATION AND APPLICATION

FRP Racing officials shall make the interpretation, and application, of the PRR. Their decisions shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all participants and entrants, (including competitors and officials) expressly agree that:

- Determinations by FRP Racing officials are non-litigable;
- They will not initiate or maintain litigation of any kind against FRP, its Sponsors, SCCA, or anyone acting on behalf of FRP, to reverse, or modify, such determinations, or to seek to recover damages, or other relief allegedly incurred, or required, as a result of such determination and;
- If a participant, entrant, competitor, or official initiates, or maintains, litigation in violation of this provision, that individual or entity agrees to reimburse FRP, for all costs of such litigation, including travel expenses, and attorneys' fees. Competitors, or officials, involved in such litigation will have all FRP Racing privileges suspended until litigation is complete.

1.1.5.1: FRP reserves the right, in its reasonable discretion, to amend, modify, or add to the PRR at any time, including individual series regulations and event supplementary regulations, via Supplementary Regulations, Tech Bulletins, Participant Bulletins, Competitor Bulletins, or Pro Racing Memos and other materials as appropriate and designated by FRP — otherwise and previously known as “Rule 20”.

1.1.5.2: The English text of these regulations will be used should any dispute arise regarding their interpretation. The final authority shall be the printed version of this text, plus bulletins, memos and supplementary regulations.

ARTICLE 1.2: ADMINISTRATION OF EVENTS

1.2.1: ORGANIZATION OF EVENTS

FRP, shall organize and operate an FRP event. Notwithstanding, in some instances, FRP may designate an alternate entity, organization, or person(s) to organize and operate an FRP event.

1.2.2: REQUIRED APPROVAL

The name, or emblem/logos of FRP (including all series names/logos) and FRP sponsors, shall be associated only with events authorized by FRP. The name, or emblem/logos of SCCA, shall be associated only with events sanctioned by SCCA.

1.2.3: INSURANCE REQUIREMENTS

All events organized by FRP and sanctioned by SCCA, are insured for Event Liability and Participant Accident coverage. The SCCA Insurance plan is on file and available from FRP.

1.2.4: SAFETY, EMERGENCY AND MEDICAL

A primary mandate of FRP and SCCA is to assure the safest possible conditions for participants in all FRP Events. Safety shall take precedence.

1.2.4.1: Spectator Safety - The Stewards may cancel or postpone a race meeting if any arrangements known to them as to spectators are, in their opinion, unsafe.

1.2.4.2: Participant Safety - The Stewards shall have the authority to order off the course any car, which in their opinion constitutes a menace to other participants or to itself. The Stewards may also order off the course any driver who operates his car recklessly, or without due consideration to other participants.

The following minimum requirements shall be in effect at all times when a speed event, including practice is in progress or else the event may be halted immediately.

1.2.4.3: Medical and fire equipment requirements as determined by FRP; in accordance with the SCCA Sanction Agreement and SCCA Official Competition Rules, and individual Track Agreements.

1.2.4.4: A pre-arranged (track specific) plan to cope with major emergencies.

1.2.5: EVENTS

1.2.5.1: FRP RACING EVENT

FRP shall approve an annual calendar of events, each to be sanctioned by SCCA (or other sanctioning body selected by FRP). FRP events Sanctioned by SCCA will be open to participants at the discretion of FRP, per the SCCA Sanctioning Agreement. Licenses will be approved by FRP in accordance with SCCA regulations and issued by SCCA.

1.2.5.2: POSTPONEMENT, ABANDONMENT, and/or CANCELLATION

An event, or a competition, forming part of an event shall not be postponed, abandoned/canceled, or rescheduled unless;

1.2.5.2.a: The CHIEF STEWARD has ordered a postponement for reasons of safety, or forces, beyond his control.

1.2.5.2.b: The CHIEF STEWARD shall have determined that there is no other acceptable alternative, and only after making every effort to review the situation with the RACE DIRECTOR or immediate staff.

1.2.5.2.c: If an entire event is canceled prior to its commencement, FRP will make every effort to notify all parties concerned, but accepts NO responsibility for such cancellation, or failure to notify.

1.2.6: COURSES

The selection of any course for a competition shall be at the discretion of FRP, but subject to the approval of SCCA. Specifically, SCCA may Disapprove a course for any Event sanctioned by SCCA.

1.2.7: MEASUREMENT OF COURSES

The official length of a course shall be measured along the center line of the road.

ARTICLE 1.3: CONDUCT OF EVENTS

1.3.1: ENTRIES

All entrants must register with FRP on a designated registration online web site prior to each event, by a date specified by FRP. Late entries and at track entries may be accepted at the discretion of FRP, and may be subject to a late fee penalty.

An entry made, and accepted by FRP shall constitute a contract, binding an entrant to take part in the competition entered and abide by the PRR and any relevant Supplementary Regulations. A breach of such contract may be treated as a breach of the PRR.

1.3.1.1: REFUSAL of ENTRY

If an entry for any competition is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible, and at least five (5) days before the event, whenever reasonably possible. FRP may deny entry to any entrant whose conduct, associations, or affiliations, on or off, the track, are deemed not conducive to the best interest of this sport, or who exhibits conduct which is inappropriate, offensive, abusive, or in bad taste. FRP may refuse entry for unpaid invoices of a competitor or affiliated team. FRP may refuse entry to any competitor for any reason deemed detrimental to the interests of FRP, to the interests and spirit of the competition, or to the interests of the series. FRP has the right to refuse an entry at its discretion without giving a statement of reason for refusal.

1.3.1.2: FALSIFICATION of ENTRY

An entry, which contains a false or incorrect statement, may be null and void, the entrant may be deemed guilty of a breach of the PRR, and the entry fee may be forfeited as FRP shall determine.

1.3.1.3: WITHDRAWAL of ENTRY

An entry may be withdrawn but must be withdrawn on the registration website, or received in writing via e-mail prior to the opening of on-site registration. Failure to withdraw prior to on-site registration opening may result in a forfeit of all fees. If the withdrawal is received prior to on-site registration opening, the participant may request a refund minus an administrative fee or transfer the entry to a future event in the current season. Entry fees are not transferable from one team to another without express permission of FRP. No credits will be issued if the entered car goes on track in an FRP Racing session.

1.3.1.4: CONDITIONAL ACCEPTANCE of ENTRY

These are professional championship competitions. FRP reserves the right to accept, or reject, the entry of any car or driver. In case of doubt as to the acceptability of an entry, an entry will not be allowed to compete unless approved by the RACE DIRECTOR.

1.3.1.5: DEBTS, BAD CHECKS, and OUTSTANDING CHECKS

Debts, bad checks and outstanding checks will result in suspension of competition privileges, which shall continue until debt, and service charges are paid (Service charge will be \$50.00 to cover bank, and FRP clerical processing). Upon two such occurrences participant will be required to pay by cash, or cashier's check for future entries and other costs. Checks or Credit Cards will be accepted as payment for event entry fees at Registration at the track.

1.3.1.6: NUMBER of ENTRIES to be STARTED in RACES

The CHIEF STEWARD shall determine the maximum number of vehicles, which may be started simultaneously on any course.

1.3.1.7: REGISTRATION REQUIRED

A car/driver combination must be registered prior to the qualifying session of that event. No entries will be accepted following qualifying without the approval of FRP. Driver changes must be submitted in writing and delivered to the chief steward one (1) hour prior to the scheduled opening of pre-grid for the session of the change per 1.4.2.8.

1.3.1.8: FRP RACING ENTRY FORM

The entry fee amounts, entry deadline, and Entry and Registration procedures for driver, car and crew will be indicated on the designated FRP Registration website(s), and on the individual FRP series websites. Registration is to be done online on the designated FRP Registration website(s), prior to an event by the specified "registration close date". Late Entries will be accepted online and onsite at the event, at the discretion of FRP and subject to a late fee.

1.3.2: PUBLICATION OF RESULTS AND DISTRIBUTION OF AWARDS

1.3.2.1: The provisional results will be published as soon as possible after the completion of practice, qualifying or competition at the event.

Results will become final and be distributed within 14 days after the conclusion of the event, excluding any actions as described in Article 1.11 and Article 1.12.

1.3.2.2: A car must be classified as a finisher to earn prize money (see Article 1.8.4). How prize and contingency money is paid is listed on the individual series websites.

1.3.2.3: Prize money will be awarded to the Driver for each individual event in the series (unless otherwise stipulated by driver), providing the results are not under appeal. Monetary awards may be applied as: a refund to event fee; a credit towards a future event fee; or paid by FRP check to driver or designee.

1.3.2.4: Each team/driver must have a federal W-9 tax form on file with FRP before any prize money will be paid.

1.3.2.5: Sponsor Contingency Awards and/or Special Sponsor Awards will be paid according to, and at the discretion of, the specific sponsor.

1.3.2.6: Any outstanding debts, or monetary penalties, due FRP or the event track shall be deducted from earned prize money, or a team/driver may be invoiced if the earned prize money is insufficient to cover the debts, penalties, etc. Payment must be paid prior to the subsequent FRP event.

1.3.3: PRE- AND POST-RACE PROCEDURES

FRP Racing officials are the complete authority regarding the pre and post-race procedures. Participants must follow their instructions.

1.3.4: SCALES

The FRP Racing scales are the official scales of the event, and will be available to teams at appropriate times during the course of the competition. The CHIEF OF TECH will determine when scales are available for use by the teams, or closed due to official use.

1.3.5: PRE-RACE TESTING

1.3.5.1: FRP has no responsibility for any accident, or injury, occurring during any pre-race testing or event not organized by FRP.

SCCA has no responsibility for any accident, or injury, occurring during any pre-race testing or event not sanctioned by SCCA.

1.3.5.2: PRIVATE TESTING, with any car, or car/driver combination, competing or planing to compete in an FRP Event, is not permitted at any track the Series is racing at during the current season until the scheduled event has been held.

Exceptions are:

- A. FRP organized test opportunities
- B. Recognized sanctioning body event(s)
- C. Track Open Test Day or Promoter's test day
- D. Track or Car Club Member days, provided they are not within 7 days of the start of an event at that track, and all published track club rules and regulations are followed.

It is the team's responsibility to determine the availability of any track/event for such testing not organized by FRP.

1.3.5.3: Teams that participate in any on-track activity not authorized in Article 1.3.5.2, will be subject to penalties. Those penalties include a minimum fine of \$1,500.00 up to exclusion from the event.

1.3.5.4: Drivers may participate in private track test days prior to a scheduled FRP event, if they do not use equivalent equipment to their race class. Equivalent equipment is defined as those car models currently classified to compete in the class that a Driver competes in.

ARTICLE 1.4: GENERAL REGULATIONS

1.4.1: Only properly registered Car/Driver Combinations with drivers licensed per Article 1.5 shall be allowed to drive in timed sessions. Car/ Driver Combinations which are not compliant with the PRR may not be allowed on track in timed sessions. Drivers shall drive only one car per class unless a back-up car is used (see Article 1.4.2.7 for back-up car procedures). A driver shall only drive one car per timed session.

1.4.2: QUALIFYING 1.8.2.2:

AMB Transponders shall be used as the official timing system of FRP. All cars are required to use timing transponders. Transponders shall be mounted in accordance with the instructions given by the CHIEF OF TECH. Cars without a working transponder will not be timed.

1.4.2.1: Each driver will qualify for a starting position during the qualifying session(s). It shall be the car/driver combination, which qualifies for a starting position. Each driver shall be considered officially qualified only if the car/driver combination sets a qualifying time.

1.4.2.2: Car/driver combinations gridded without a qualifying time shall start from the rear of the grid, at the discretion of FRP

1.4.2.3: Ties in qualifying times shall be resolved as follows: The second fastest lap of each of the cars involved shall break the tie, (i.e., the car with the lowest of the second-fastest times will be gridded ahead of the car with the slower second-fastest time). If there is still a tie, then the third fastest times will be used, and so forth, until the tie is broken. If a tie still exists after all times are compared in the above manner, the tie will be broken by the CHIEF OF TIMING & SCORING flipping a coin with both drivers present.

1.4.2.4: To qualify for the starting grid, the car/driver combination must achieve a time not slower than 110% of the average time for the fastest three (3) qualifiers. This rule may be waived at the discretion of the CHIEF STEWARD where he believes a car/driver combination would be competitive.

1.4.2.5: Any dispute, or alleged inaccuracies, in qualifying, or race, results shall be addressed to the Series CHIEF OF TIMING AND SCORING (or if unavailable, to the RACE DIRECTOR or other FRP Official) in writing within 30 minutes of publication (see Article 1.11.2.4).

1.4.2.6: FRP may alter the qualifying procedures, and/or schedule, at their discretion. Alternate qualifying procedures may be, but are not limited to:

- One car at a time: warm-up lap, timed lap(s).
- Dividing the cars into groups, each group using a portion of the scheduled qualifying period. A qualifying session so divided will be considered one qualifying session.
- The details of these, or other alternate, qualifying procedures will be outlined at a drivers' meeting, or by written notice, or by radio over the series frequency or by such other means as deemed appropriate by FRP. No other notice of this change is required.
- Note: If the qualifying session must be cancelled, the grid will be determined on driver points. If no points have been established for the season, the grid may be determined by practice times, or other procedure as determined and announced by FRP. If qualifying is cancelled, no points will be awarded for qualifying.

1.4.2.7: ONE DRIVER/TWO CAR ENTRIES

In the case of one driver being entered in two cars, the following shall apply: Back-up entries may be accepted at anytime at the discretion of the CHIEF STEWARD. All back-up entries must satisfactorily complete a safety inspection prior to entering the pits, or course.

- The driver will be allowed to practice, and qualify both cars, provided the back-up car is so designated by a supplementary marking, and provided the CHIEF STEWARD and TIMING/ SCORING are notified before the back-up car is used.
- A driver is not permitted to change cars during a timed qualifying session; he may only drive one car in any given timed qualifying session. If a back-up car is used during a timed qualifying session, it can only be used in a session in which the primary car has not been used.
- If a driver qualifies two cars, he must notify the CHIEF STEWARD within one-half hour after the close of the final qualifying session as to which car he will drive in the race.
- Upon notification, the CHIEF STEWARD will have the starting grid prepared reflecting the decisions of the driver(s) involved.
- If the car which the driver selected to race is unable to start, the driver will be allowed to start from the back of the grid with his back-up car.

1.4.2.8: SUBSTITUTE DRIVERS

A substitute driver may be allowed, provided:

- FRP grants approval: a substitute driver is only allowed at the discretion of FRP with prior approval.
- Only one car/driver combination is allowed each race and the corresponding

qualifying session. It shall be the car/driver combination which qualifies for a starting position. A car shall be driven by only one driver per session.

- The CHIEF STEWARD and TIMING / SCORING **SHALL BE directly** notified of a change of driver **in writing by the team or driver** at least one hour before the beginning of the next session for that class.
- Should a driver desire to be substituted after the qualifying session but before the race, qualifying times from other qualifying sessions will NOT be allowed, and the car/driver shall start from the rear of the grid, at the discretion of FRP.
- In the situation where only one qualifying session determines the start order for multiple races, only the car/driver combination receiving a qualifying time in that session will be considered qualified, other car/driver combinations shall start from the rear of the grid, at the discretion of FRP.
- In the situation where the start order is determined by lap times from an earlier race, a substitute driver in any subsequent race(s) will be considered as having NOT qualified, and shall start from the rear of the grid, at the discretion of FRP.
- Failure to carry out the above procedure will void all qualifying times for the car, and may void all race results.

1.4.3: STARTING POSITIONS

1.4.3.1: Car/driver combinations will be positioned on the starting grid in the order of their qualifying times, with the fastest combination at the front. Pole position will always be on the same side as the inside of the first turn. Alternative grid positions may be designated at the discretion of the CHIEF STEWARD.

1.4.3.2: The CHIEF STEWARD may, in the event of an unfilled grid, add to the rear of the starting grid, cars which were unable to qualify during the qualifying sessions.

1.4.3.3: FRP, in its sole discretion, may add additional classes of cars to any run group. FRP will determine the appropriate method of determining starting positions that may differ from 1.4.3.1.

1.4.3.4: If cars are moved to the back of the grid, they will be gridded in the following order;

1. Cars without a qualifying time, but being permitted to start by CHIEF STEWARD, will be gridded in order of their fastest practice lap.
2. Then, cars moving to the back of the grid voluntarily will be gridded in order of their fastest qualifying lap.
3. Then, cars being penalized after qualifying due to non-technical infractions will be gridded in order of their fastest qualifying lap.
4. Then, cars being penalized due to technical infractions will be gridded in order of their fastest qualifying lap.

1.4.3.5: A Driver, unable to start their car on the grid when the field is released for the pace lap, may, at the discretion of the GRID MARSHAL, be allowed a push start provided they can retain their position without disruption. Should disruption to the orderly release of cars occur, in the sole judgement of the GRID MARSHAL, that car will be halted and 1.4.3.6 will control. FAILURE to heed the commands of the GRID MARSHAL may result in fines/penalties and/or disqualification.

1.4.3.6: False Grid will close at the discretion of the GRID MARSHAL.

1.4.3.7: Cars that fall out of position on the grid, or fall out of position on the pace lap, shall relinquish their position, and must join the race at the rear of the field. There must be no passing on the pace lap(s). Such cars may be either held at pit out until the field has begun its first scored lap, or may be dispatched on the pace lap to assume a position at the rear of the field, at the discretion of the CHIEF STEWARD.

1.4.4: GENERAL TECHNICAL PROCEDURES

1.4.4.1: SAFETY INSPECTION

At the beginning of each season the CHIEF OF TECH, or his designees, will conduct an annual inspection of each entered car. At the beginning of each event, the CHIEF OF TECH, or his designees, will conduct a safety inspection of entered vehicles that are new to the Series and have not had an annual inspection. Before going on track for an official session, all cars shall complete the annual/safety inspection for their particular series, including having the driver's gear and cockpit fitment checked.

Upon verification of conformance, an annual tech sticker (or other indication) will be placed on the main roll bar hoop at driver's left. The annual tech sticker will be withheld from any vehicle that does not comply with the Required Safety Specifications. If the tech sticker is withheld, it is the team's responsibility to meet with the CHIEF OF TECH to determine what action is required to achieve compliance. The CHIEF OF TECH will maintain inspection records of each entered car.

1.4.4.1.a: Head & Neck Restraints

The use of a head and neck restraint system that has been certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 is required to be used by all competing drivers during any official practice, qualifying, or race session.; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device. The use of arm restraints is optional and not mandatory.

1.4.4.1.b: Driver's Safety Kit

Equipment	FIA Standard	SFI Standard	Snell Standard
Safety Belts w/ appropriate expiration dates	FIA 8853/98 FIA 8854/98	SFI 16.1 SFI 16.5	
Helmets	FIA Standard 8859-2015 FIA Standard 8860-2004 FIA Standard 8860-2010	SFI 31.1	Snell rating of SA2010/SAH2010 or SA2015/SAH2015
Drivers Clothing	FIA 1986 (Fire resistant underwear required) FIA 8856-2000 (Fire resistant underwear recommended)	SFI 3.2A/1 (Fire resistant underwear required) SFI 3-2A/5 or higher (Fire resistant underwear recommended)	
Head & Restraint	FIA 8858-2002 FIA 8858-2010	SFI 38.1	

Gloves	Must be made of leather and/or accepted fire resistant material
Socks	Must be made of accepted fire resistant material
Balaclavas or Helmet Skirts	Must be made of accepted fire resistant materials
Shoes	Must constructed with leather uppers and / or non-flammable material that at a minimum cover the instep. Ventilation pinholes by the manufacturer are allowed.

It is suggested and encouraged that all drivers have their name on their helmet, and affix a "pouch" of Vital Information to include at minimum: Name; Age; Blood Type; Allergies; Contact Lens Alert.

For a commercially available "driver's info helmet pouch", see:

<http://www.idformyhelmet.com/>

1.4.4.2: Issuance of the tech sticker is not an endorsement of the performance of the vehicle, nor an indication that the vehicle meets all of the required Technical Specifications. The tech sticker signifies that the vehicle has passed the initial Safety Inspection and will be permitted to go on course during scheduled practice, qualifying and race sessions.

1.4.4.3: Any car which after being passed by a technical inspector is dismantled, or modified, in any way which might affect its safety, or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented by the team for approval by the CHIEF OF TECH, or his designees.

If there is damage to the chassis of the vehicle, the tech sticker shall be removed from the vehicle. A new tech sticker may be issued after the vehicle is repaired and re-inspected.

1.4.4.4: The official scales, and any other measuring tools, will be available for team use when they are not being used for official impound, at the discretion of the CHIEF OF TECH, or his designees.

1.4.4.5: After the conclusion of each qualifying session, and race, one, or more, cars in each class will be selected by the CHIEF OF TECH for verification of legality. The CHIEF OF TECH will determine what items are to be checked, and what procedure is to be utilized. Teams may not work on any car directed to impound until directed to do so by FRP TECH official. The Selected cars for impound will be announced via radio on the series frequency. It is incumbent on each individual team to determine whether their car is subject to inspection. The entrant shall stand the expense of disassembly, inspection, and reassembly. It is the duty of each team to satisfy the CHIEF OF TECH that his automobile complies with these regulations in their entirety at all times during an event. The CHIEF OF TECH may order the disassembly and inspection of any entered vehicle at any time during the official track days to ascertain its technical conformance

1.4.4.5.a: On-Board Video and Data

During a Qualifying or Race session, while on the Grid or in the Pits, NO data is allowed to be downloaded - including by remote or wireless telemetry - nor computer plugged in to a car.

Those cars not required to report to impound may download data or video after leaving the Pit area at will.

Those sent to impound must not download data - including by remote or wireless telemetry - remove video media, or plug a computer in until released from impound or as directed by a Series official.

1.4.4.6: The CHIEF OF TECH may require entrants to submit cars, parts, or equipment for analysis of performance capabilities in order to promote closer competition. Entrants shall take all necessary steps to enable such tests.

The CHIEF OF TECH may also seal, or impound, cars, parts, and/or equipment for this purpose. FRP is not responsible for any loss or damage resulting from such analysis, sealing or impounding.

1.4.4.7: The CHIEF OF TECH controls admittance to any area in which technical inspections are being conducted. During post-session inspections a maximum of three (3) crew persons, from the specific car being inspected, shall be allowed in the impound area. Once a car has crossed the scales and has been parked as instructed by the officials, the crew members may be required to wait outside of the impound area until invited in to perform work as required by the officials. Drivers will remain in impound until dismissed by an official.

1.4.4.8: All measurements will be made while the car is stationary on a flat horizontal surface, or as otherwise designated by the CHIEF OF TECH.

1.4.4.9: In the event that component parts are selected for further verification, which may entail a delay in determining compliance, the prize money to the car's driver (or designate) will be held back pending results.

1.4.4.10: If the CHIEF OF TECH determines that a car does not comply (prior to the race or qualifying) with the applicable technical specifications, the CHIEF OF TECH will determine what REMEDIAL action must be taken.

1.4.4.11: The CHIEF OF TECH will advise both the team and the CHIEF STEWARD, that the car has been found to be non-compliant; including details of the determination, witness statements if appropriate and requested, and description of physical evidence.

1.4.4.12: The CHIEF STEWARD will take appropriate action including but not limited to:

- Determine whether the car will be excluded from the event, or allowed to compete, with or without loss of grid position(s)
- Impose penalties as provided for in Article 1.10.2, if appropriate.

1.4.4.13: Non-compliant Parts

Non-compliant parts/components are subject to seizure by FRP and may not be returned.

1.4.4.14: In questions of compliance or configuration, the burden of proof rests with the entrant.

1.4.4.15: The CHIEF OF TECH will make final determination of technical conformance, including interpretation of rules and specifications. The CHIEF OF TECH is the final authority in enforcing all technical regulations.

1.4.5: RACE LENGTH

1.4.5.1: The race length shall be scheduled in distance, or time, as indicated in the individual event schedule. If, at the completion of the originally scheduled pace lap(s), the starting field is not given the green flag, the time clock will start, and all additional laps, prior to the display of the green flag, will count toward the announced race time, or distance.

1.4.5.2: In cases of scheduled distance race lengths, the CHIEF STEWARD may designate a maximum length of time in which the race must be completed (e.g. 20 laps/ 60 miles, or 30 minutes, whichever comes first). Regardless of the race format, finishers will be determined by the total number of laps completed.

1.4.5.3: Timing & Scoring shall keep official race laps, distance and time. If the conclusion of a timed competition falls too close to reasonably call, the CHIEF STEWARD, in consultation with other FRP officials, shall determine the finish order.

1.4.6: DRIVER CHAMPIONSHIP POINTS

1.4.6.1: FRP shall award Driver points, and maintain the point standings, according to the published schedule(s) listed on FRP series websites. FRP reserves final authority to settle any questions, or disputes, regarding point awards, and to determine the minimum number of cars in any given class required to establish point and prize eligibility.

1.4.6.2: Points shall be awarded to drivers based upon their finishing position in each event. Bonus points for pole position, fast lap, and other may be awarded per the published point schedules.

1.4.6.3: Ties in the final driver point standings, will be resolved according to the driver's record of first-place finishes then, if necessary, second, and so on.

ARTICLE 1.5: PARTICIPANT REGISTRATION

Formula Race Promotions events are sanctioned and insured by SCCA PRO Racing

1.5.1: SCCA MEMBERSHIP

ALL Participants — drivers & crew & guests desiring hot pit access **MUST BE** a member of **SCCA**. To join or renew one's membership, go to: <https://www.scca.com>, click on "Join SCCA/Renew" (upper right corner) and follow prompts. The fee to be a member of SCCA is the responsibility of participants, and is not included in any event fee due FRP. **Anyone found in a hot pit area without proper credentials will be fined (\$500), and this fine will accrue to the associated team.**

1.5.2: SCCA/FRP CREDENTIALS

ALL PARTICIPANTS — Drivers and Crew Members; Staff, Officials, VIP/Partners and Media — working in the pits, or other designated high-risk areas, must be a current SCCA member and hold a current SCCA Racing License or Participant I.D. (an SCCA/FRP Hardcard). Membership in SCCA and Issuance of FRP/SCCA Licenses/Credentials for each individual is required, and is obtained through SCCA. (See **FRP 2020 Registration** instructions on the websites).

FOR MINORS under 18, there is a **specific SCCA Minor Waiver Form** (linked here, and on our websites Quicklinks), and while they must be signed by at least one Parent, it is better if both sign. **Additionally FOR MINORS:** the original signed Waiver form, downloaded in color, **MUST BE printed IN COLOR, NOTARIZED and MAILED to: SCCA Pro Racing, 463 Southpoint Circle, Unit 400, Brownsburg, IN 46112.** Being emancipated under the Indiana statute does not exclude you from the minor waiver requirement.

1.5.3: RACING LICENSING

1.5.3.1: Licenses may be issued to drivers who are determined by FRP to be eligible to compete in the racing series in which a driver may make application. Eligibility shall be determined upon the previous racing experience of the applicant and the applicant passing any required physical examination. If a minor or novice driver, written recommendations of driving ability satisfactory to FRP must be provided.

1.5.4: FRP - SCCA PRO RACING DRIVER LICENSE REQUIREMENTS

- ALL Drivers participating in any FRP event are required to have, at minimum, a SCCA "Full Competition License". **(Other sanctioning body licenses may be acceptable, determined on a case by case basis by FRP officials.)**
- Drivers participating, **for more than two events**, in FRP's Atlantic, NAF1000, F2000, & F1600 Championship Series are required to have a SCCA "PRO Competition License".

- Approval for a Pro License is automatic with a full competition (club) license.
- FRP always retains the right to determine qualifications, and deny entry, of drivers regardless of license held.

1.5.4.1: Requirements for SCCA Pro Racing Driver License

- 2020 FRP/SCCA Pro Driver Application completed in full.
- Current membership in SCCA.
- Driver must have competed in an FRP Pro Series race or equivalent, in the past 12 months prior to application, or have a resume of experience.
- One (1) passport size photo in .jpg format
- A physical examination may be required of any competitor competing in an FRP event, see instructions on the SCCA Medical Form.
- (See **FRP 2020 Registration** instructions on the websites)

1.5.4.2: Competitors 14-17 Years of Age - MINOR DRIVERS

Drivers under the age of 18, who have not previously been issued a competition license, may be licensed on a case-by- case basis. Minor drivers wishing to participate in an FRP Event shall submit to SCCA Pro:

- The SCCA Pro Racing Driver License application completed in full.
- One (1) passport size photo in .jpg format
- Copy of birth certificate must accompany SCCA license application.
- SCCA Annual Minor Waiver. This waiver **MUST be** signed, notarized and original mailed to SCCA Pro.
- A complete racing resume and an acceptable letter of recommendation from a racing series, driving school or other acceptable party.
- FRP will determine the eligibility of the driver to compete in the racing series in which a driver has make application for.
- (See **FRP 2020 Registration** instructions on the websites)

If approved the driver will compete on a Provisional License for a minimum of two races prior to being considered for a Pro Racing License. All paperwork must be completed a minimum of 7 days in advance of an event.

1.5.4.2.a: Licenses for 14-15 year-old drivers will not be issued at the track.

1.5.4.2.b: Issuance of an SCCA Provisional or Pro Racing license to 14-15 year-old drivers does not supersede state and local rules or regulations governing minor participants.

1.5.4.2.c: 14 year old drivers are only eligible to compete in F1600, unless a specific waiver is granted.

1.5.4.3: Provisional License

FRP may, at its sole discretion, issue a provisional license to drivers that do not meet the printed criteria within these rules. The suitability of a driver to be issued a provisional license is determined on a case-by-case basis.

1.5.4.4: Reservation of Rights

FRP reserves the right to deny the issuance of any license, or to revoke any license previously issued, for any reason, or no reason, except that it will not deny, or revoke, a license solely on the basis of race, creed, color, sex, or national origin. FRP reserves the right to accept, at its discretion, completed physical exam forms from other recognized entities.

1.5.5: MEDICAL CONDITION Affecting Fitness of Driver

Any known medical condition that could affect the medical fitness to compete must be reported immediately to FRP. Conditions which must be reported include any significant change in medical status involving pregnancy; cardiac or neurological problems, such as heart attack, heart surgery, strokes, or seizures; any major surgery; or diagnosis of cancer.

1.5.6: ASSUMED NAMES

No driver, entrant, or crew shall enter and/or sign the entry form, or waiver and release, with an assumed, fictitious, or “nom-de-race” name.

1.5.7: PRESENTATION OF LICENSE

A driver, or entrant, where Entrant Licenses or Credentials are required, shall show his license to an FRP official on demand.

1.5.8: PERSONAL CONDUCT

1.5.8.1: Every person associated with an FRP event and a SCCA Pro Racing-sanctioned event shall conduct himself according to the highest standards of behavior and sportsmanship, particularly in his relationship with other competitors and officials, and in a manner that shall not be detrimental to the reputation of FRP, SCCA, or to the automobile sport.

1.5.8.2: Drivers/Entrants shall at all times be responsible for the conduct of their crews at any event. An offense committed by a crew member may be directly chargeable to the driver.

1.5.8.3: Team members are not allowed in controlled areas of the circuit unless specifically authorized by FRP staff. Controlled areas include, but are not limited to, the track surface and surrounding areas, race control, timing and scoring and technical inspection areas.

1.5.9: PRE-RACE MEETINGS & MANDATORY ATTENDANCE

At every FRP event, the RACE DIRECTOR & CHIEF STEWARD will conduct meetings and/or prepare written handouts briefing all on the rules governing the competition, and specifically, any new rules, regulations, or operations pertaining to the competition. This may be a single meeting, or multiple meetings.

- The CHIEF STEWARD may declare specific meeting(s) to be MANDATORY for drivers.
- Failure of any driver to attend, or arriving late to, a MANDATORY meeting may result in a minimum fine of one hundred fifty dollars (\$150.00).
- ALL meetings will be announced and posted with reasonable notice.
- Handouts will be available at the series trailer.
- Failure to attend these meetings shall negate any protest, or action, by the entrant, or driver, regarding any penalties that may be assessed during the competition for an infraction of a rule that was the subject of discussion during the meeting that was missed.
- Additionally, drivers may be required to attend autograph sessions and/or interviews if notified. Crew chiefs, team managers, and entrants may also be required to attend interview sessions if notified.

1.5.10: ALCOHOL, NARCOTICS, DRUGS

1.5.10.1: The use of any narcotic, performance-enhancement drugs, and/or recreational drugs (including marijuana), as defined by federal and/or state law, by any participant, is expressly prohibited, even if prescribed by a licensed physician.

1.5.10.2: Consumption of alcoholic beverages shall not commence until all on-track activities have been completed, including post-session technical inspections.

1.5.10.3: FRP reserves the right, at any time, to require any participant to successfully complete, at participant's expense, such tests as may be designated by FRP, including, but not limited to, breath, blood, or urine. Refusal to submit to, and/or failure by participant of, such testing shall result in penalties, and/or disqualification, and/or expulsion from the series.

ARTICLE 1.6: RULES OF THE GRID, PADDOCK, PITS AND ROAD

All drivers, crews and visitors must comply with the direction of series officials while in the grid, paddock, pits and connecting roads.

All teams are required to have and monitor a radio that receives the Series radio frequency - This radio must be used during all on track sessions, and 15 minutes prior to, and post to, track sessions. Use of a radio or scanner allows teams to hear time critical and important messages. During the annual technical safety inspections, teams will be required to demonstrate they have working radio or scanner capable of receiving Series announcements.

RADIO FREQUENCY: FRP requires all F1600, F2000, FA, F1000, P1, and P2 teams to monitor our Series Frequency and the ability to communicate with their drivers from Pit Lane. FRP has transitioned to digital radios and [SpeedCom](#) is our official radio sponsor. Our digital radio frequency is 469.4625 with CC 7. We will re-broadcast through a repeater on the prior analog frequency 461.925MHz DPL 047.

1.6.1: All personnel in the pit area must be adequately attired, closed toe shoes, long pants, (shorts are allowed at the discretion of the RACE DIRECTOR) and sleeved shirts, at all times during practice, qualifying, and the race. Crew members working in the pit lane, or in the designated signaling area, must be uniformly attired with matching shirts at all times.

1.6.1.b: Driver's Suits are subject to inspection and approval by the CHIEF OF TECH for integrity and compliance (see 1.4.4.1.b).

- All drivers are required to have on their driver's suit, either as patches or embroidery: The Hoosier Logo; The SCCA Pro Logo and the FRP Logo or one of the F1600, F2000, or Atlantic Championship Series logos (as appropriate). Logos of competing series and competing tire sponsors are not allowed.
- Logo patches are available at the Series Trailer, with Logo artwork available on the website (Competitors - Logo Set).
- Failure to be in compliance is subject to fines and penalties.

1.6.2: All personnel in the pit lane must have their SCCA Participant Photo I.D., or other FRP authorized identifier, available at all times.

1.6.3: Smoking or the use of Vaping devices is not allowed at any time in the pits, impound, Podium or Series trailer or offices. Consumption of alcohol beverages is not permitted until cessation of all on-track activity.

1.6.4: Pets are prohibited in the pits at all times.

1.6.5: The CHIEF STEWARD is the final authority in enforcing pit lane procedures. Penalties for infraction of the pit lane rules shall be at the discretion of the CHIEF STEWARD as provided for in the PRR.

1.6.6: All work must be completed so that each car is ready to roll off of pre-grid at any time. At the 3-minute signal, the only work that may be performed are those tasks pertaining to getting the driver belted in and situated, checking connections (hoses, wiring, etc.), taping air duct openings, and adjusting the suspension settings that can be adjusted while the car is on the ground. A jumper battery may also be plugged in. Any additional work must be performed in pit lane, and that car will be required to start the race from pit lane without participating in the presentation and/or formation laps.

1.6.7: In all FRP Racing competitions, engines shall be started with an on-board starter, and an on-board, or supplementary, power supply. A driver unable to start the car on the false grid may push start, provided the car is back in position prior to the one-minute signal, or able to maintain its grid position as cars are released from the false grid. Push starts on the false grid shall be under the supervision and at the discretion of the GRID MARSHAL to guarantee that they are done in a suitable manner, and do not create a hazard to either the car being pushed, or to the personnel pushing the car, or to other competitors and personnel.

NOTE: This does not change the requirement that all cars must be equipped with an on-board starter and battery which must be in working order at all times.

1.6.8: The on-board starter must not be used as a means of propulsion, either on the course or in the pits, except to remove the car from a hazardous situation.

1.6.9: The driver shall not push his car, except for safety reasons. Drivers shall obtain no assistance during the race other than from their pit crews, and only in their designated pit space. See also Article 1.6.15.8. This does not preclude assistance by race officials for safety reasons. Cars may not be repaired on course during a race or other live track session.

1.6.10: The CHIEF STEWARD may order any car removed from the course if, in his judgment, it constitutes a hazard to other competitors because of insufficient speed, fluid spillage, or any other reason.

1.6.11: All major body components should be maintained in normal positions throughout the competition. In the event that loss of bodywork is a safety hazard, the car may be black-flagged.

1.6.12: PIT ASSIGNMENT

Assignment, or not, of Pit Spaces at FRP events is at the discretion of the RACE DIRECTOR.

1.6.13: PIT LANE REGULATIONS and SAFETY

1.6.13.1: Tire Warmers & Tire Treatments

The use of tire warmers is prohibited at any time during a race weekend, including FRP sponsored test days. In addition, the use of any tire treatment, conditioner, or softener is strictly prohibited at any time.

1.6.13.2: It is not permitted to drive any competition or pit vehicle in reverse, or against traffic, under its own power in pit lane, unless under the direct supervision of a race official, or pit marshal. A driver who overshoots his designated pit must either complete another lap, or his crew may push him to his pit in reverse direction.

1.6.13.3: It is the driver's responsibility to maintain a SAFE and REASONABLE speed, at all times while operating the vehicle in the pit lane. A maximum pit lane speed limit of 45 miles per hour will be imposed at all races, unless otherwise stated in the Supplementary Regulations, or by the CHIEF STEWARD.

1.6.13.4: There is NO refueling allowed in the pits. Pit lane fire extinguishers are supplied by the track, however, it is advisable for entrants to have their own fire extinguishers in their pit at all times.

1.6.13.5: It is recommended that Pit carts, trolleys, 3-wheelers, tugs, etc. must be clearly marked with either race car number or team name for easy identification. Under normal circumstances, these types of vehicles shall not be driven onto the actual pit lane, but must stay behind the pit wall.

1.6.13.6: Pit Emergencies

In the event of an emergency in the pit area, teams will be notified over the radio that the pits are closed. At that time, no race car shall enter the pits. Cars in the pits during a pit emergency must obey the instructions of the officials.

1.6.13.7: Crew members shall not go to the signaling area and must remain behind the pit wall until after the race has been started. Spectating in the signaling area is prohibited.

1.6.13.8: No crew members shall stand on the pit lane wall.

1.6.13.9: Tire warming by weaving the car back and forth, or any other behavior which may endanger individuals in pit lane is prohibited.

1.6.14: TEMPORARY PIT SHELTERS

Pit structures, timing stands, etc., must not be constructed, or placed, in such a manner that they create a fire or safety hazard.

1.6.15: PIT STOP REGULATIONS

1.6.15.1: Before the car stops at its pit, it is suggested only the person supervising the pit stop may be over the wall to signal the driver in. All other personnel and equipment should remain behind the wall until the car stops in its pit.

1.6.15.2: TEAMS are responsible for the completion of a safe pit stop, and shall make sure that all personnel and equipment are clear of the car before it is lowered and/or released. A team and/or driver may be penalized if its car contacts any equipment, other cars, or personnel while in pit lane. Teams may also be subject to penalties if a crew member is avoidably injured in pit lane.

1.6.15.3: Cars may retire to the paddock area from the pits during a qualifying session, or race, at the discretion of the driver/team. During a qualifying session, should the car return to the course, all previous qualifying times from that session will be voided. During a race session, the car shall be ineligible to return to the race.

1.6.15.4 In the Pits, no laptop computer is to be plugged into any car, nor any data downloaded - including by remote or wireless telemetry - during or after a qualifying or race session.

1.6.15.5: No tool or equipment which may generate sparks, or a high temperature, will be allowed in the pits.

1.6.15.6: Safety jack stands must be used when the vehicle is raised, and any part of anyone's body is under the vehicle, except as necessary for tire changes.

1.6.15.7: All air bottles/gas cylinders must have a protective structure around their gauges and valves at all times when the manufacturer's metallic screw-on valve cover is not in place. The proper components/ accessories must be used with air bottles/gas cylinders at all times. No home-built, or modified, items may be used.

1.6.15.8: Major Repairs

Repairs that cannot be performed safely, or timely, in the pit area must be performed in the paddock area.

1.6.15.9: Refueling & Addition of Lubricants and Coolant

Refueling & the addition of lubricants and coolant is NOT permitted on the grid or in the pit lane area at any time, and shall only be done at a team's paddock space, or at the fuel truck/pumps.

1.6.15.10: Each entrant must make his own arrangements for handling gasoline, water, and oil spillage in his pit and paddock space. Spillage and/or careless handling of fuel, water, or oil may result in a fine or other penalty being assessed. It is the responsibility of the crew to clean up any fuel, water, oil spills, AND OTHER DEBRIS in the pit space, or paddock area as soon as possible. Fuel containers are not allowed in the pit or grid area.

1.6.16: FLAGS

The following flags shall be the official method to communicate with competitors during all practice, qualifying and race sessions.

Flags are divided into two groups: advisory and mandatory compliance;

- **Advisory Flags** are the green, black & white divided diagonally, blue w/yellow diagonal (or solid blue), yellow w/red stripes, white, white at start/finish, and white w/red diagonal at start/finish.
- **Mandatory Compliance Flags** are the black, black w/ orange disc in center, yellow, waved yellow, double yellow, red, and black & white checkered.

MISSING a Mandatory Compliance Flag may result in A MINIMUM \$150 Fine.

ADVISORY FLAGS

1.6.16.1: GREEN

The course is clear and the session is under way. When displayed by the starter, signals the beginning or resumption of a session. **FRP does NOT use a green flag, following a yellow caution area/incident.** Racing resumes after an incident.

No passing is from the yellow to after the incident that caused the yellow flag.

1.6.16.2: BLACK & WHITE DIVIDED DIAGONALLY

Competitor warning displayed with number board. Shown at start/finish. Use proper driving conduct.

1.6.16.3: BLUE WITH YELLOW DIAGONAL OR SOLID BLUE

Warns competitors that faster cars are approaching or a following car may be in their blind spot. Use caution and sportsmanship, allow racing room per Article **1.6.17.4**, and do not make abrupt changes in direction.

1.6.16.4: YELLOW WITH RED STRIPES

Caution, the racing surface may be affected by fluids or debris.

1.6.16.5: WHITE

Caution, you are approaching a slow moving vehicle.

1.6.16.6: WHITE WAVED AT START/FINISH

Indicates the last lap of a competition.

1.6.16.7: WHITE WITH RED DIAGONAL AT START/FINISH

Emergency vehicles are on course.

MANDATORY COMPLIANCE FLAGS

1.6.16.8: BLACK -MISSING a Black Flag may result in A MINIMUM \$150 Fine.

1.6.16.8.a: Black Flag All

A Black Flag is displayed at all stations, indicates that all competitors must return to the pits in an orderly, controlled fashion — no passing is allowed.

1.6.16.8.b: Black Flag All - Under Race Circumstances

A Black Flag all, under race circumstances, is to be considered the same as a Red Flag (see 1.6.16.11). A Black Flag all, under race circumstances, may, or may not, also be accompanied by a red flag.

1.6.16.8.c: Black Flag with Number Board

A Black Flag is shown with competitors number from start/finish and designated station(s) on the circuit. Summons competitor to officials in pit lane for consultation and/or penalty. Competitor to comply on the next approach to pit entry.

1.6.16.9: BLACK WITH ORANGE DISC IN CENTER

Informs competitor of a mechanical problem that may endanger the driver, or other competitors. Shown with number board from start/ finish and designated station(s) on the circuit. Report immediately to assigned pit at reduced speed. The car may not rejoin the session until released by an FRP Official.

1.6.16.10: YELLOW - MISSING a Yellow Flag may result in A MINIMUM \$150 Fine.

Any YELLOW flag denotes a “no passing” zone. This zone starts at a perpendicular line across the track from the flag and ends at a perpendicular line across the track from the last component of the incident causing the yellow flag. The last component may be the car, driver, responding officials, other vehicles and/or large debris. Racing resumes after the incident.

1.6.16.10.a YELLOW, STANDING (STATIONARY)

Use caution, however the incident is (should be) off the racing surface. There may be danger to you if you leave the racing surface. Have your car under complete control. Go through the no passing zone in single file. **Expect a penalty if you lose control in the no passing zone, or if you are determined to have passed another car in the zone.**

1.6.16.10.b YELLOW, WAVING

Use extreme caution. You are approaching an incident that has all or a portion of the racing surface blocked. You may have to change your line. **You must be prepared to stop.** Have your car under complete control. Go through the no passing

zone in single file. **Expect a penalty if you lose control in the no passing zone, or if you are determined to have passed another car in the zone.**

NOTE: You may encounter several yellow flags prior to reaching the incident. Passing is not permitted between the first yellow flag and the incident that caused the yellow flag. See the definition of the no passing zone above.

1.6.16.10.c YELLOW, DOUBLE

The flags will be displayed at all stations. Full course caution, slow down, use caution, no passing anywhere on the circuit.

[This may be used with or without a safety car. However in nearly all cases a safety car will be used. Gather in single file behind the safety car or the leader and prepare for a restart. The course remains under the full-course yellow condition until a green flag is displayed at start/finish.

1.6.16.11: RED

The session has been stopped. Use caution, be prepared to stop, and proceed immediately to pit lane. Be prepared to encounter complete track blockage; if so park as far to the side of the track as possible, and proceed to the pits only when directed. Overtaking is not permitted. Upon entering the pits, cars shall line up in the Fast Lane in the order they entered pit lane.

The CHIEF STEWARD has the option to reorder to last scored lap.

During a RACE, ONLY the following work is allowed under a Red Flag, except as otherwise directed by the CHIEF STEWARD.

1. Any control / switch that can be manipulated by the driver in the normal seating position is allowed.
2. The only actions that can be performed by anyone other than the driver are:
 - a. Switching off the master switch
 - b. Plugging in a jumper battery
 - c. Turning off/on a video recorder
 - d. Replacing/Cleaning the visor and/or taking off/replacing visor tear-offs.
 - e. Drink Bottles are allowed to be handed to drivers

NOTE: If the driver exits the car for personal reasons, he may be assisted in re-entering the car by buckling and tightening belts. If a car needs repair work, that information should be communicated to a Series Official. The car will then be removed from the lineup and placed in its pit box. Work may only be performed on a car if it is in its assigned pit box. Any work performed on the car by driver or crew, will result in that car relinquishing its position, and will restart the race from the rear of the field.

1.6.16.12: BLACK & WHITE CHECKERED

Signals the completion of practice, qualifying or race. All cars shall exit the course once they have passed start/finish and received the checkered flag.

— **Missing a Checkered Flag may result in A MINIMUM \$150 Fine, per lap** —

1.6.17: DRIVING CONDUCT

1.6.17.1: For the conduct of all competitions (practice, qualifying and race) the racing surface shall be defined as the marked, paved race track and its curbing only. Pit lanes, their entries and exits, runoffs, additional paving, grass verges, etc. are expressly excluded from the racing surface. A competitor may not improve his position, or place, by entering or traversing through the pits, regardless of whether, or not, he stops in the pits.

1.6.17.2: All competitions (practice, qualifying and race) are to be conducted only on the marked race track and its curbing (see above). Failure to follow the prescribed course will result in penalties. During practice and qualifying, a time will not be given for any lap which a driver shortcuts the course. During the race any advantage/position gained during short cutting of the race course, that improves a driver's position, must immediately be given back by the competitor, and if not, may result in a black flag penalty, or other penalty deemed by the CHIEF STEWARD.

1.6.17.3: AVOIDABLE CONTACT

It is the responsibility of all drivers to avoid physical contact between cars.

1.6.17.3.a: BUMP DRAFTING/PUSHING

There is no Bump Drafting/Pushing permitted during any on track session. This includes testing, practice, qualifying, or racing.

If an FRP Official sees a bump draft or push occur during a testing, practice, qualifying session or race — the car/driver doing the bumping/pushing will be penalized. Penalties are at the discretion of the Chief Steward, and may include fines, loss of points, disqualification from the succeeding race (and possibly the inability to use that race as a dropped race counted in the season-ending point totals), additional race suspensions, or even ejection from the series.

If a FRP Official sees a bump draft or push occur during a testing, practice, qualifying session or race — **between teammate's cars**; both drivers may be penalized at the discretion of the Chief Steward, and penalties may include fines, loss of points, disqualification from the race (and possibly the inability to use that race as a dropped race counted in the season-ending point totals), additional race suspensions, or even ejection from the series.

FRP race officials may also use video to aid in assessing penalties.

Bump Drafting and Pushing is Dangerous — DO NOT DO IT.

1.6.17.4: RACING ROOM

All competitors have a right to “racing room” on the marked racing surface. “Racing room” is defined as sufficient space to allow a competitor to maintain control of his car in close quarters under racing conditions. Drivers must respect the right of other competitors to racing room. Drivers are entitled to one safe protective move. Once the one safe move is made, any abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room.

1.6.17.5: SAFE PASS

The responsibility for the decision to pass another car rests with the overtaking driver, and according to the circumstances, may be carried out on either the right or the left. However, this will not relieve the overtaken driver from the responsibility for the safe passing of the other car.

1.6.17.6: BLOCKING

The overtaken driver shall not block. Any driver who fails to make use of his rear view mirror, or who appears to be blocking another car seeking to pass, may be black flagged and subject to a fine and/or penalties.

- Abrupt changes in direction after one safe protective move that impede or affect the path of another car attempting to overtake or pass may be interpreted as blocking.
- A driver may use the full width of the track to establish his/her position but in doing so, shall not impede or prevent the progress of an overtaking competitor.
- Deliberate crowding of a car is strictly prohibited.
- ~~Once entering the braking zone, the primary responsibility for successful completion of a pass resides with the overtaking car.~~

SEE Appendix B (pg 53): SCCA's (Appendix P) Racing Room & Passing Guidelines, which further defines the intent of Sections 1.6.17.4 - 1.6.17.6.

1.6.18: COUNTER RACE DIRECTION

During an event, it is expressly forbidden to drive, or tow, a car at any time, or under any conditions, in a direction opposite to that in which the event is being run without the specific approval of the CHIEF STEWARD. Infraction of this rule may mean immediate disqualification.

1.6.19: DISABLED CARS

If, for any reason, a driver is forced to stop his car on the course during an event, it should be his first duty to place his car in such a manner as to cause no danger, or obstruction, to other competitors. When practical, the CHIEF STEWARD may allow a disabled car to be brought back to the pits.

1.6.20: RAIN RACING PROCEDURE

1.6.20.1: The CHIEF STEWARD will not designate any session as a “rain session”.

1.6.20.2: The installation of rain tires is at all times the choice of the driver/team.

1.6.21: PACE CAR

1.6.21.1: The Pace Car shall be equipped with flashing lights. The Pace car will precede the field during the pace lap: all cars shall gather behind the Pace Car in two by two order as released from the Grid. The Pace Car speed may be adjusted, as determined by the Pace Car Driver under the direction & control of the Chief Steward.

1.6.21.1.a: Race Starts: On the lap preceding the start, the Pace Car will extinguish its flashing lights to advise the drivers of the intended start of the race. The Pace Car will then exit the course preceding the display of the Green Flag at the start/finish line. Pole leader is to maintain pace car speed until Green Flag is displayed. Starts are two by two per the order as released from the Grid; cars out of line, or passing before the green flag has been displayed, may be penalized.

1.6.22: SAFETY CAR

1.6.22.1: The CHIEF STEWARD may order the dispatch of a Safety Car if he deems it necessary for safety reasons.

1.6.22.2: All flag stations will go to standing double yellow flags except for waving yellow flags at the scene of the incident.

1.6.22.3: The Safety Car shall be equipped with flashing lights. It will enter the circuit immediately preceding the leading car; should it fail to do so, cars following it will be waved by the Safety Car one at a time until the car leading the race in first overall place is immediately behind the Safety Car. The leading car, and those behind it, shall not pass the Safety Car except when the official in the Safety Car waves them by. All cars should attempt to gather up behind the Safety Car. The Safety Car speed may be adjusted as needed to resolve competition issues.

1.6.22.4: RESTARTS:

The Safety Car will remain on the circuit as long as deemed necessary by the CHIEF STEWARD and will remain under his control at all times. If possible, on the lap preceding the restart, the Safety Car will extinguish its flashing lights, to advise the drivers of its imminent withdrawal from the circuit. It will then exit the course preceding the display of the green flag at the start/finish line. Restarts are single file; cars out of line, or passing before the green flag has been displayed, may be penalized.

1.6.22.4.a: Prior to the Safety Car leaving the track, the lead car may not slow down to create a gap. Once the Safety Car leaves the track, the lead car will set the pace until the green flag is displayed at the start/finish line. Accelerating, or decelerating, abruptly by the lead car is prohibited and all other cars shall maintain their relative positions.

1.6.23: GENERAL PADDOCK REGULATIONS

1.6.23.1: FIRE BOTTLES

FRP requires each team to have at their trailer(s) and/or car prep area, at minimum a 5 LB fire extinguisher rated A, B, and C. It is suggested the fire extinguisher be mounted on your trailer side door, however it must be clearly visible to series officials at any time your paddock area is being used, and **expediently accessible** to the car prep area. For safety reasons compliance with this rule will be strictly enforced and a minimum of \$50.00 fine may be imposed.

1.6.23.2: Generators/Air Compressors

All fuel-powered generators and air compressors must be equipped with spark arrestors. They must be located as far away from fuel containers as possible. All teams with rigidly mounted generators/air compressors must have an exhaust pipe extension (e.g. snorkel) to direct exhaust gases from generators/air compressors away from the paddock areas of other teams. Teams with portable generators/air compressors shall place them in such a way as to direct exhaust gases away from the paddock areas of other teams.

1.6.23.3: Travel through Paddock

When traveling through the paddock, all people must pay attention to what is going on around them. Race cars have the right-of-way. Speed through the paddock area **MUST** be safe and prudent. Penalties may be handed out to, or vehicles may be impounded for the remainder of the event, from those observed operating a vehicle unsafely in the paddock. Children under the age of ten may not travel through the paddock unaccompanied by an adult. Pets shall be on a leash and accompanied at all times. No gas or electric vehicle may be operated by anyone younger than 16 years old, unless the operator is a driver competing in and registered for the current event.

ARTICLE 1.7: EVENT ENTRY & SERIES IDENTIFICATION

1.7.1: VEHICLE EVENT ENTRY

All competitors & cars must be entered for an event online prior to FRP events at: motorsportreg.com. There is an Event Entry Fee, that must be paid prior to any on track activity for that event. See instructions on FRP websites: 2020 FRP Event Entry.

Vehicle Entry, and payment of fees, entitles entrant to participate in the specified Event, subject to the applicable rules and retained rights of FRP (illuminated throughout this FRP PRR) to deny entrants for any reason prior to, or subsequent to Event entry; or prior to, or during, any Event on track sessions.

Vehicle Registration in any event entitles entrant to receive the season applicable Series decals and patches, and registers the car number for the year (subject to availability). Acceptable numbers include 1 through 99, 0 and 00, and in specified series, 01 through 09. Three digit numbers are not acceptable.

Questions regarding registration can be directed to the FRP REGISTRAR.

1.7.2: SERIES IDENTIFICATION

1.7.2.1: All cars must have the appropriate FRP Series decals affixed, as well as the FRP Sanctioning body, FRP Sponsors and Series Specific Sponsor decals, as determined by FRP. Required Decals are available at the Series Trailer.

See the **FRP Style Guide** (On the series websites, and Appendix A).

1.7.2.2: Decals, emblems, and patches of competing: Professional Series; Sponsors; and Events must be removed. Advertising and symbols displayed on the car and driver's suits must be in good taste, and should not interfere with identification numbers, or required markings. FRP reserves the right to disallow decals, patches and/or emblems from companies which may compete in the marketplace with series sponsors.

See the **FRP Style Guide** (On the series websites, and Appendix A).

ARTICLE 1.8: EVENT CONDUCT TERMS

The following definitions and techniques shall be observed at all FRP events.

1.8.1: STARTER

To be considered a starter, a car must receive the green flag at the start. Cars entering the race after the initial start shall also be considered starters. Also, to be considered a starter, a car must enter the race before the checkered flag is displayed.

1.8.2: TIMING AND SCORING

1.8.2.1: For rolling starts, the timing and scoring shall commence when the leading automobile crosses the starting line.

1.8.2.2: AMB Transponders shall be used as the official timing system of FRP. All cars are required to use timing transponders. Transponders shall be mounted in accordance with the instructions given by the CHIEF OF TECH.

1.8.2.3: Cars without a working transponder will not be timed.

1.8.3: CROSSING OF A CONTROL LINE

An automobile crosses a control line when any portion of the automobile first intersects the vertical plane of the control line, as observed by the Officials assigned to record the passage, who may be aided by suitable automatic, or semi-automatic equipment.

1.8.4: FINISHERS

The race will end officially when the overall leader crosses the finish line for the first time after the expiration of the time/distance specified for the competition. Finishing positions will be determined according to the number of laps completed regardless of whether the car is running at the finish. Cars completing the same number of laps will be ranked according to the time taken to complete those laps. To be classified as a "finisher," a car must complete at least 50% of the laps completed by the race winner. If the number of laps completed by the race winner is an odd number, the number needed to count as 50% will be rounded down to the next whole lap.

1.8.4.1: TIMED RACES or TIME-LIMITED DISTANCE RACES

As directed by the CHIEF STEWARD, Timing and Scoring will keep the official time and distance, and will announce whether the race will be a time, or distance, competition along with the laps remaining. This decision is final and is not subject to protest or appeal.

1.8.4.2: DEAD HEATS

In case of a dead heat, the competitors concerned shall share the prizes allotted to the tied position, and the following positions, so that the number of tied cars is equal to the number of prize positions shared.

1.8.4.3: MINIMUM DURATION

If a race is stopped during the competition, it shall be the sole decision of the CHIEF STEWARD to restart the race, or to declare the race complete.

1.8.4.4: WINNER

The winner shall be the competitor who covers the prescribed (actual length of the race in cases where the race is stopped short of the scheduled completion) distance of the competition in the least time, or the greatest distance within the prescribed time of the competition, unless the race is shortened, in which case the leader at that point, is the winner.

1.8.4.4.1: The Checkered Flag shall normally be displayed at the finish line first to the winner as he completes the prescribed distance of the course, and then to the other finishers as they cross the finish line.

— **Missing a Checkered Flag may result in A MINIMUM \$150 Fine, per lap** —

1.8.4.4.2: Checker to Wrong Car or Late Checker If the checkered flag is displayed first to the wrong car, it shall be continuously waved until seen by the entire field. The race finishing order will be determined by the last completely scored lap.

ARTICLE 1.9: OFFICIALS

Every FRP Event may be staffed with those Pro Racing Staff and Chiefs of Specialties assigned and approved by FRP.

1.9.1: The FRP staff, whose duty it shall be to direct & control the event, may include:

- RACE DIRECTOR
- CHIEF STEWARD
 - OPERATING STEWARD(S)
 - DRIVERS STEWARD(S)
- CHIEF OF TECH
- CHIEF OF TIMING/SCORING
- STARTER
- PIT MARSHAL
- GRID MARSHAL
- REGISTRAR
- ADMINISTRATIVE MANAGER

1.9.2: They shall be termed “officials” and may have assistants, also termed “officials”, to whom any of their duties may be delegated. They shall be at their posts from before the on-track scheduled sessions until after all events and resulting official actions are complete, except as they are excused by the RACE DIRECTOR.

1.9.3: Every Official shall endeavor to conduct himself according to the highest standards of behavior. Failure to do so may result in loss of Official appointment for the event, or penalty, as determined by FRP. Any complaints by competitors as to the conduct or impartiality of any FRP official should be directed to the ADMINISTRATIVE MANAGER.

1.9.4: RACE DIRECTOR

1.9.4.1: Directs, Coordinates, and Oversees the overall competition program for an event weekend, through the delegation of duties to the appropriate FRP Officials and Staff.

1.9.4.2: Consults with the CHIEF STEWARD on race operations, safety issues and appropriate rules administration, including appropriate penalty levels.

1.9.4.3: Shall Serve as the liaison with the track, competitors, FRP, and vendors.

1.9.4.4: The Race Director is the Final “at track” Authority.

1.9.5: CHIEF STEWARD

The CHIEF STEWARD shall be responsible for the general conduct of all aspects of competition at an event for which he has been assigned. He shall ensure that all provisions of the PRR are conformed to. He may use all informational resources available to him to ensure that the PRR is being adhered to. These resources include, but are not limited to; data collected from the vehicles, video, photography, verbal and/or written reports from officials, corner workers, etc. The CHIEF STEWARD may appoint assistants and designees as needed.

1.9.5.1: All DESIGNEEs of the CHIEF STEWARD who are empowered to direct, coordinate, and oversees a specific on track session, shall be known as OPERATING STEWARDS.

1.9.5.2: The DRIVERS STEWARD is the liaison between the Chief Steward and competitors.

1.9.6: CHIEF OF TECH

SAFETY INSPECTIONS, and the installation of all parts, systems, and equipment is subject to the approval of the CHIEF OF TECH. See Article 1.4.4 for additional CHIEF OF TECH information.

1.9.6.1: The FRP CHIEF OF TECH (including any of his designees) is the authority in enforcing technical regulations. Their decisions are non-protestable and they have the authority to amend and/or add to the rules, and to make adjustments to car specifications on the spot, if deemed necessary. All teams at the track will be notified of any changes made at the track by written bulletin when possible.

1.9.6.2: The CHIEF OF TECH may order the inspection and disassembly of any entered automobile at any time or location of his choosing to ascertain its conformance with the PRR, Series Rules and Specifications.

1.9.6.3: The CHIEF OF TECH shall advise both the team and the CHIEF STEWARD, that the car has been found to be non-compliant; including details of the determination, witness statements if applicable, description of physical evidence, and what action must be taken to correct, or negate, the non-compliant item so that the car may compete. Additionally, the CHIEF OF TECH will request an appropriate penalty for the infraction. It is the CHIEF STEWARD's duty to take action as provided for in these regulations.

1.9.6.4: The CHIEF OF TECH shall ensure that all Driver Safety Equipment is in conformance with the PRR, Series Rules and Specifications.

1.9.6.5: The CHIEF OF TECH has the "right of refusal". If a team interprets a rule in such a way as to prepare a car beyond the intent of the rule, the CHIEF OF TECH may disallow the preparation and issue an immediate clarification.

1.9.6.6: The CHIEF OF TECH will use all informational resources available to him to ensure that vehicles are in compliance with the PRR. These resources include, but are not limited to; data collected from the vehicles, video, photography, verbal and/or written reports from officials, corner workers, etc.

1.9.7: CHIEF OF TIMING & SCORING

1.9.7.1: Furnish and distribute results of all qualifying sessions and races, as well as any special requests (e.g. timed practice sessions).

1.9.7.2: Maintain a record of entries, listing drivers' full names, names of sponsors, types and identifying numbers of competing vehicles.

1.9.7.3: Maintain records of official times, lap and qualifying records, lap charts, and race results for all events.

1.9.7.4: Compile and distribute official results (after notification that all protests are completed and that impound is clear) for all qualification periods and races, in the FRP Racing format.

1.9.7.4.1: No grids or results will be considered official unless signed by the CHIEF OF TIMING & SCORING.

1.9.7.4.2: The CHIEF OF TIMING & SCORING shall give a copy of all scoring information to the CHIEF OF TECH to aid with competition analysis.

1.9.7.5: Maintain direct and uninterrupted communication with the OPERATING STEWARD and the STARTER whenever cars are on course.

1.9.8: STARTER

The STARTER shall operate directly under the supervision of the OPERATING STEWARD or designee, and must be in direct communications with the OPERATING STEWARD at all times. All competing drivers shall be under the orders of the Starter from the time the automobiles are placed in their starting positions ready to start until the competition is completed and all competing automobiles have left the course.

1.9.9: PIT MARSHAL & GRID MARSHAL

Pit & Grid Marshals shall oversee the orderly and safe conduct of cars entering the race course, and shall be in communication with the RACE CONTROL.

1.9.10: REGISTRAR

The REGISTRAR shall be responsible for certifying and processing all entries, credentialing all drivers, crew members, officials, and corporate members.

1.9.11: ADMINISTRATIVE MANAGER

1.9.11.1: The Administrative Manager is responsible for oversight of all financial matters for the series, including registration fees and prize money awards, and administration of fines/penalties.

1.9.11.2: Shall oversee the development and posting (via e-mail and website) event schedules, supplemental regulations, and any other pertinent information concerning race weekend activities.

ARTICLE 1.10: DISCIPLINARY ACTIONS

1.10.1: BREACH OF RULES

In addition to any other offenses listed herein, the following actions shall be deemed a breach of the PRR;

1.10.1.1: Participation in any proceeding, or action, detrimental to the interests of FRP, or of automobile competition generally.

1.10.1.2: Any action, having as its objective, participation in the competition of a person, or automobile, known to be ineligible.

1.10.1.3: Bribery, or attempt, to bribe anyone connected with the competition, and the acceptance of, or offer to accept, a bribe.

1.10.1.4: Reckless, or dangerous, driving.

1.10.1.5: Failure to obey direction, or orders, of an FRP race official.

1.10.1.6: Refusing to cooperate with, interfering with, or obstructing the action of FRP officials in the performance of their duties; especially those of the CHIEF STEWARD, CHIEF OF TECH and RACE DIRECTOR.

1.10.1.7: Violation of the terms of probation.

1.10.1.8: Public criticism of a series, its officials or sponsors.

1.10.1.9: Unsportsmanlike conduct.

1.10.1.10: Physical contact with intention to harm any participant, or official, or the threat of same.

1.10.1.11: Inappropriate, objectionable, threatening, or profane language, and/or gestures.

1.10.1.12: Failure to allow inspection, or disassembly, of an automobile as directed by the CHIEF OF TECH, or the CHIEF STEWARD.

1.10.2: PENALTIES

1.10.2.1: Any participant, official, entrant, violating the PRR, or the Supplementary Regulations, or any conditions attached to the sanctioning of the event by SCCA, or any special rules of a course, may be penalized as provided by the PRR. The authority to assess penalties is not limited to violations occurring during the course of a racing competition.

1.10.2.2: Before imposing any penalty, the CHIEF STEWARD, or his designee, shall investigate any alleged rules violations and collect, or hear such evidence as deemed necessary at his discretion.

1.10.2.3: Penalties which may be assessed are:

1.10.2.3.a: Reprimand (Written)

A written reprimand may be imposed by the CHIEF STEWARD, or other FRP Officials through the CHIEF STEWARD. A reprimand against an licensed driver shall be noted in his license file, as will be any or all of the following penalties:

1.10.2.3.b: Fine and/or loss of prize money

- A fine up to \$50,000 may be imposed by FRP against any entrant, driver, or participant for conduct detrimental to FRP, SCCA, or either Organization's Clients, Sponsors, or Partners. ADDITIONALLY, fines may be imposed by SCCA for the same conduct. If so fined, a driver's competition privileges are automatically under suspension, and shall remain under suspension until payment of each or all of the above fines are received. If unable to pay the full amount of a fine prior to the next event, a driver's competition license(s) will be voided, and must be surrendered to FRP's CHIEF STEWARD or RACE DIRECTOR.
- Should the CHIEF OF TECH makes a determination that a breach of the technical rules is the entrant's responsibility, and not the drivers, the entrant must pay all fines associated with the technical infraction or be suspended from future competition until the fine is paid in full. This suspension includes all team cars, not just the one involved in the infraction.
- All fines, and forfeited protest fees, shall be remitted to FRP
- In addition to a fine, a penalty of the loss of some, or all, prize monies due may be imposed.
- Any entrant or driver who is disqualified in any competition shall automatically forfeit all rights to awards in that competition.
- Any entrant or driver who is penalized for any infraction in a competition may, at the discretion of the Chief Steward, forfeit rights to awards in that competition.

1.10.2.3.c: Time or Position & Monetary Fines

Time or Position penalties and/or monetary fines may be imposed by the CHIEF STEWARD either during or post competition.

The CHIEF STEWARD may, during a competition, summon a car to pit lane for an infraction to be held in the penalty box for a period of time AT THE DISCRETION OF THE CHIEF STEWARD.

- Such penalties shall be served under green course conditions, unless the car is already serving the penalty when the yellow comes out.
- Following a caution period, the penalized car must receive the green flag on course before entering pit lane.

The following penalties may be assessed for causing delay or stoppage of practice and qualifying sessions.

- A MINIMUM \$150 Fine
- During Practice Session— Loss of 5 minutes of next session
- During Last Practice Session— Loss of best two qualifying laps
- During Qualifying Session — Loss of two Grid Positions

1.10.2.3.d: Laps

Contestants may be penalized one, or more laps by the CHIEF STEWARD.

1.10.2.3.e: Disqualification from Competition

Disqualification from competition may be imposed by the CHIEF STEWARD, on an entrant, driver, or car.

1.10.2.3.f: Probation of FRP Competition Privileges

- The terms of probation shall be in writing and signed by the CHIEF STEWARD. A copy shall be given to the driver, or entrant, or other person penalized; a copy shall be sent to SCCA, and may be sent to other sanctioning organizations.
- The notice and terms of probation provided for in the paragraph above shall be sent to SCCA Racing within seven (7) days after probation has been imposed. Upon the termination of probation, the CHIEF STEWARD (or his designee) shall send a copy of the termination of probation to SCCA Racing. Probation will be recorded in the driver's file, and may be sent to other sanctioning organizations.

1.10.2.3.g: Suspension of FRP Racing competition privileges

- Suspension of FRP competition privileges may be imposed by the CHIEF STEWARD. Maximum of twelve (12) months may be imposed. Delay in handing in a license as directed shall automatically result in the extension of the suspension by a period equal to the delay.
- When a penalty of suspension is levied by the CHIEF STEWARD, the penalized driver must immediately surrender his competition license(s) to the CHIEF STEWARD as directed.

1.10.2.3.h: Loss of points

Loss of some or all event points and/or accrued points may be imposed by the CHIEF STEWARD.

1.10.2.3.i: Expulsion

Expulsion from FRP Racing may be imposed by the RACE DIRECTOR or CHIEF STEWARD.

1.10.2.4: Consecutive penalties may be imposed (e.g., two 30-day suspensions resulting in a total suspension of 60 days).

1.10.2.5: Combinations of penalties may be assessed (e.g., a fine and a time penalty and/or a monetary fine, etc.).

1.10.2.6: Amendment of placing awards

In those cases where a penalty of disqualification is imposed, the CHIEF STEWARD, may declare the resulting amendment to the placing and awards, and may decide if the next competitor in order shall be advanced and may see that awards presented are consistent with the revised finishing order.

1.10.2.7: Publication of Penalty

FRP shall have the right to publicize that it has penalized any person, organization, or CAR, and the reasons therefore. The persons, or body referred to in the notice shall have no right of action against FRP, or against any person publishing such notice.

ARTICLE 1.11: PROTESTS

STEWARD INVESTIGATION

Investigation of most racing incidents or violations of the PRR are undertaken by FRP Stewards as a matter of course. All FRP Investigations result in a finding and rendered decision. Any entrant, or driver party to the investigation in question, may protest the decision by FRP. See Section 1.11.1 below.

It is the responsibility of all drivers (and Crew) to read, understand, and follow the rules contained within the PRR. Not knowing a rule is not an excuse, or defense.

~~1.11.1: RIGHT OF REVIEW~~

1.11.1: LODGING A PROTEST

Any entrant or driver taking part in an FRP competition may protest any decision, act, or omission of FRP, an official, entrant, driver, or other person connected with the competition, which is considered to be in violation of the PRR. IN GENERAL.

Every protest must be made IN WRITING and submitted DIRECTLY TO FRP's RACE DIRECTOR, specifying which part(s) of the PRR is considered to have been violated, describing in detail the incident and/or decision being protested, and include all relevant unedited video. A protest must be signed by the entrant, or driver making the protest, and accompanied by a protest fee of \$500.00 made payable to GRW Racing Enterprises, LLC within the time limits specified below. The protest fee shall be returned only if the protest is deemed to be well- founded, and is upheld by the CHIEF STEWARD, or other determining authority.

1.11.1.1: All protests shall be made to the CHIEF STEWARD, RACE DIRECTOR, or a designee - in writing.

1.11.1.2: A protest against the validity of an entry, qualification of an entrant, driver, or automobile shall be lodged no later than four (4) hours before the start of an official qualifying segment and or race segment, of the competition.

1.11.1.3: A protest against any mistake, or irregularity, occurring during a competition shall be made:

IN WRITING — submitted DIRECTLY TO FRP's DRIVERS STEWARD or RACE DIRECTOR within thirty minutes after the publication of the provisional results of the session, except in circumstances where the Stewards consider that compliance with the thirty-minute deadline would be impossible.

Results are considered published upon electronic distribution (by e-mail to drivers and crew chiefs whose e-mail addresses have been correctly entered on FRP designated entry websites) and simultaneous posting at FRP's event tech station. Posting generally occurs 15 - 30 minutes after the end of a session.

1.11.1.4: A protest against the results of a segment of the competition shall be made within 30 minutes of publication, posting, or distribution of the provisional results - in writing.

1.11.1.5: A protest against any action of a race official must be made within 30 minutes after the action is taken - in writing.

1.11.1.6: The CHIEF STEWARD or RACE DIRECTOR may, at his sole discretion, extend any protest time limit in exceptional cases where the protester can demonstrate that evidence pertinent to the protest was not available within the time limit, or where the protester can demonstrate he was unable to meet the deadline due to circumstances beyond his control.

1.11.1.7: Video provided as part of a protest must be in an unedited, readily viewable format - submitted on an SD card (or with an adaptor for micro & mini cards) clearly identified with Class, Session # and Car #; and Video Clip Name and Video Time-Code of the incident to be reviewed.

1.11.2: PROTESTS AGAINST AUTOMOBILES

1.11.3.1: The decisions of the FRP CHIEF OF TECH concerning technical compliance are non-protestable and non-appealable. The CHIEF OF TECH may, in specific instances with the agreement of the CHIEF STEWARD, permit protests against automobiles. If allowed, the following procedures in Article 1.11.3.2 to Article 1.11.3.7 shall apply.

1.11.3.2: Entrants taking part in a competition may request that an automobile in their class be disassembled, inspected, or any other test be made, provided that they post a cash bond with FRP's ADMINISTRATIVE MANAGER, as determined by the CHIEF OF TECH in his sole discretion to be sufficient to cover the total expenses of disassembly, inspection, and reassembly, and all other related expenses. Tear downs must be completed as specified unless fully, or partially, withdrawn by the protester.

1.11.3.3: Bonds required for tear down will be held in escrow BY FRP until the time limit for the appeal has passed, or until an appeal has been granted. If appealed, bond(s) will be held until the SCCA Board of Appeals declines to accept the appeal, or has its decision published. The same procedure will apply to any recorded evidence in the case (e.g. technical data).

1.11.3.4: The inspection, and/or disassembly shall be conducted under the supervision and control of the CHIEF OF TECH.

1.11.3.5: If the automobile shall be found upon inspection to conform to the PRR, the protester shall forfeit the bond which shall be used to cover costs incurred.

1.11.3.6: If the automobile is found upon inspection to not conform to the PRR, the protester's bond shall be returned, and the entrant, and/or driver, of the protested automobile shall stand all expenses, and shall be subject to disciplinary action as FRP shall deem appropriate.

1.11.3.7: Failure of an entrant, or driver, of a protested automobile to allow inspection under the foregoing terms shall result in immediate penalties deemed appropriate by FRP.

1.11.4: HEARING PROTESTS

1.11.4.1: The CHIEF STEWARD, or his designee(s), shall act as a first board and render a decision. The CHIEF STEWARD shall endeavor to hear the protest as soon as practical after the protest is lodged. The CHIEF STEWARD shall attempt to give all interested parties notice of the hearing. He shall hear, or accept, such evidence as deemed necessary in his discretion to render a fair decision. The absence of a party at a hearing shall not limit the ability of the CHIEF STEWARD to proceed with said hearing. If a decision cannot be given immediately after the hearing, all parties shall be informed of the time, and method, by which the decision will be conveyed.

1.11.4.2: It is expected that protests will be reasonable, logical, and based on sound evidence, thus well-founded. A well-founded protest shall further be defined as one upon which reasonable individuals may differ. A well-founded protest may still be denied. If a protest is judged to be not well-founded, the protest fee shall be forfeited. If it is proved to the satisfaction of the CHIEF STEWARD that the author of a protest has acted in bad faith, or in a vexatious manner, he shall be deemed guilty of a breach of the PRR and may be penalized by the CHIEF STEWARD for this additional breach of rules.

1.11.4.3: All parties concerned shall be bound by the decision given, subject only to the rights of appeal as provided in the PRR.

1.11.5: DISTRIBUTION OF AWARDS

Distribution of awards shall be provisional with final distribution held until all protest, appeals, etc. are passed or settled. Any on track penalty may result in partial or total forfeiture of Prize money for the race in which infraction occurred.

ARTICLE 1.12: APPEALS

1.12.1: RIGHT TO SCCA APPEAL

The SCCA appeal process exists to decide only those matters for which a reasonable decision could not be achieved through available FRP procedures. Provided all such procedures have been exhausted, any entrant or other participant shall have the right to request an appeal regarding:

1. Any, decision or penalty rendered by the Chief Steward in which they were named as a party.
2. Any decision concerning a protest filed by such entrants or participants, except as decided by the CHIEF OF TECH (see Article 1.11.3.1).

A Bond will be required. The decision whether or not to hear an appeal, and any decisions by the SCCA Board of Appeals shall be final, binding and not subject to further appeal or legal process.

The following is a guideline, Current SCCA Pro Appeal procedures will be in effect.

1.12.2: PROCEDURE AND FEES

Written notice of intent to appeal the decision of the CHIEF STEWARD to the SCCA Board of Appeals must be submitted in person or by e-mail to FRP's RACE DIRECTOR **within 24 hours** of announcement of the decision. The RACE DIRECTOR may, at his sole discretion, extend the appeal time limit in exceptional cases where the appellant can demonstrate pertinent evidence was not available within the time limit or was unable to meet the deadline due to circumstances beyond control. A written notice of appeal, signed by the appellant, must specify the grounds for appeal, and include an appeal fee of \$2,500.00 (a minimum of \$1,500.00 of which will be retained by FRP). The Appeal Fee shall be deposited with FRP's ADMINISTRATIVE MANAGER within three (3) days of the appeal submission, or such other period as may be designated by FRP's RACE DIRECTOR.

The case will then be submitted by FRP to the the SCCA DIRECTOR OF COMPETITION under SCCA rule 'Part 12') for their ruling. An appeal, once submitted, may only be withdrawn without penalty with the approval of the SCCA Director of Competition.

1.12.3: STAY OF DECISION (SUSPENSION OR EXPULSION)

An appeal filed on a penalty rendered by the CHIEF STEWARD involving either suspension of competition privileges, or expulsion from SCCA Pro Racing will permit the appellant to enter and compete in races until the appellant's Board of Appeals ruling is rendered. The results and awards of these races shall be considered provisional until the Board of Appeals ruling is rendered. If the Board of Appeals ruling overturns the

suspension, or expulsion, the Provisional Results and awards will be considered final, and official. If the Board of Appeals ruling upholds the suspension, or expulsion, the awards won and results of races while awaiting the Board of Appeal ruling will be considered forfeited, and null and void.

1.12.4: CONVENING THE BOARD OF APPEAL

1.12.4.1: The SCCA Pro Racing President, or his designee, shall appoint the Board of Appeals which shall consist of a chairman plus at least two additional members. No member of this board shall have taken part as a competitor, or official, in the event which the board will render a decision on, or shall have been directly interested, or involved, in the matters under consideration.

1.12.4.2: The appointment of the board, and written notice to the appellant, or appellants, shall occur within three (3) days (or such other time as designated by the President of SCCA Pro Racing) of the decision to hear the appeal. The chairman of the board will notify all parties, including FRP's RACE DIRECTOR and CHIEF STEWARD; both parties to a protest, or a penalized competitor, of the time and place for the appeal hearing, and provide telephone numbers, and times, where the board may be reached while in session on the matter.

1.12.5: HEARING THE APPEAL

All boards shall use their best efforts to convene, and hear the appeal no earlier than three (3) days from notice to the parties, and no later than two (2) weeks from said notice. SCCA Pro Racing may specify a shorter time (including a time of one or more hours) for hearing the appeal where necessary for the prompt adjudication of the matter and a final conclusion of controversies. The board will determine what witnesses and evidence it will hear at its discretion. The parties may present their information to the committee themselves, via their team representative, or in written documents. The Board of Appeals may hear such evidence in such manner as it deems appropriate, relevant, and necessary under the circumstances. Cross-examination shall not be permitted. The CHIEF STEWARD shall be heard by the Appeals Board under all circumstances.

1.12.6: JUDGEMENT OF THE BOARD OF APPEAL

After considering all material they deem relevant, the Board of Appeals shall meet privately, reach its decision, and prepare a written opinion. It may decide that the penalty, or other decision, of the board appealed from should be nullified, mitigated, affirmed, increased, or that a different penalty should be imposed, but shall not order a competition to be rerun. The board shall order the return, or forfeiture, of appeal fees. The board shall direct the disposition of protest fees and tear down bonds, if any, in those cases where the original board's decision is nullified.

1.12.7: PUBLICATION AND EFFECT OF DECISION

SCCA Pro Racing reserves the right to publish all final Board of Appeal decisions, including the names of all parties concerned. Persons, entrants, or organizations referred to in each said decision shall have no right, or action, against SCCA Pro Racing, or any person publishing such notice, and shall agree that said decision shall be final and binding. A copy of the final decision of the Board of Appeal shall be sent to all parties of the appeal as soon as possible after the decision becomes final. Any penalty imposed by the Board of Appeal shall be effective immediately as stated in its decision. Penalties involving time, disqualification, suspension, or loss of points shall be made effective from the date of the conclusion of the event involved.

1.12.8: BAD FAITH APPEALS

If the board determines that the appellant has acted in bad faith, or in a vexatious manner, it may deem such conduct a breach of the PRR and the SCCA PRO RACING RULES, and impose an additional penalty for said breach.

ARTICLE 1.13: ON-BOARD VIDEO / TELEVISION CAMERAS

FRP retains all worldwide broadcast, radio, film and video rights to all aspects of FRP Racing events, including all images attained from on-board cameras. Notwithstanding the foregoing, individual competitors and their teams, are hereby granted permission to utilize on-board camera footage obtained from their cars during an FRP event.

1.13.1: Full Length Video (not edited) must be made available to series staff to use in determining driving issues between drivers and teams. In addition, video must be made available (at or after events, please keep video for 60 days) for any media uses or television production needs.

1.13.2: On-board cameras, their media cards, mounts and attachments are deemed to be part of the car and are subject to technical and safety inspection. Competitors using on-board cameras, whether at the request of FRP, Series TV production, or for their own information, must advise the CHIEF OF TECH of their presence **or intended presence**.

Cars utilizing their own on-board cameras must, at the request of the RACE DIRECTOR, CHIEF STEWARD, or their designees, provide the images/recording media cards for duplication.

Cars/drivers whose video is requested by FRP stewards, and/or cars subject to impound, MAY NOT access the equipment (including recording media cards) until released by the CHIEF OF TECH, or the CHIEF STEWARD. And MUST turn over requested video cards with unedited video footage.

FAILURE TO DO SO, may result in Fines. Penalties or Expulsion from FRP events.

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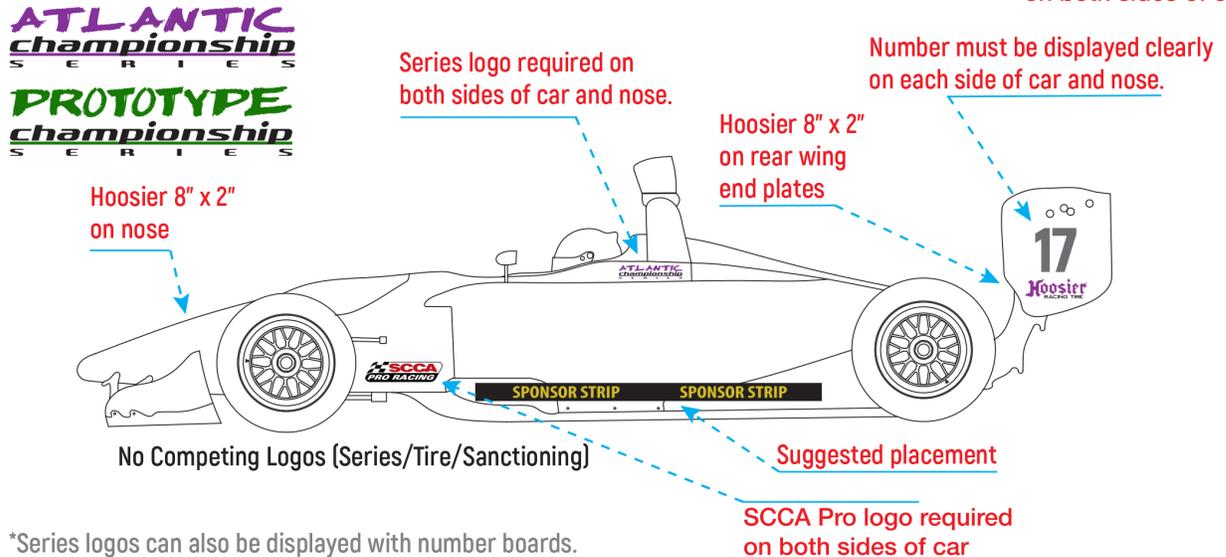
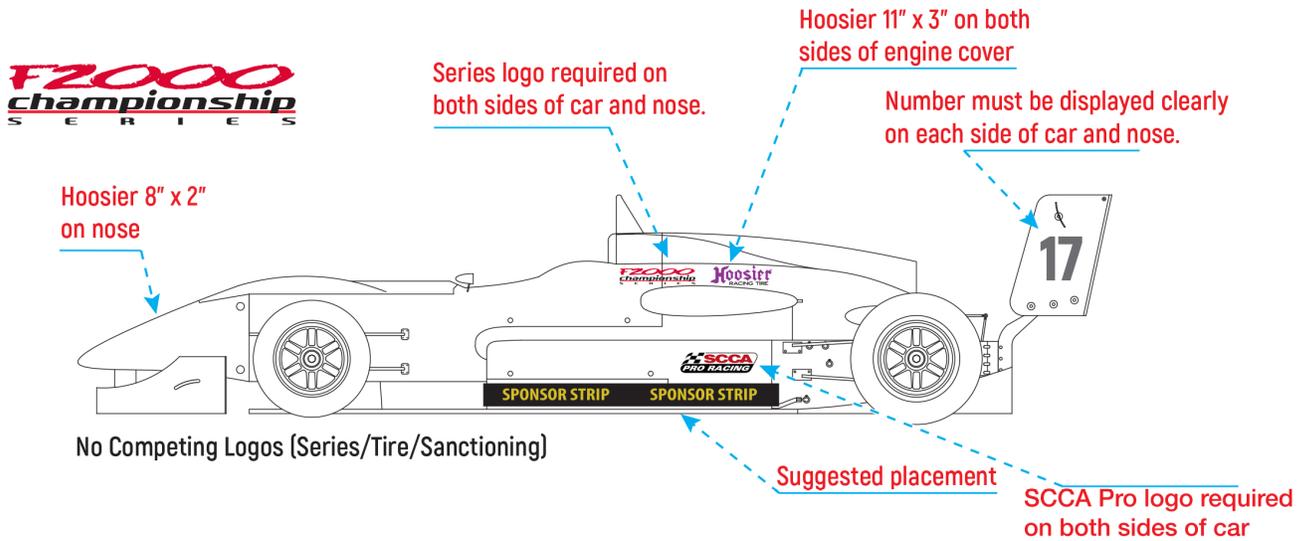
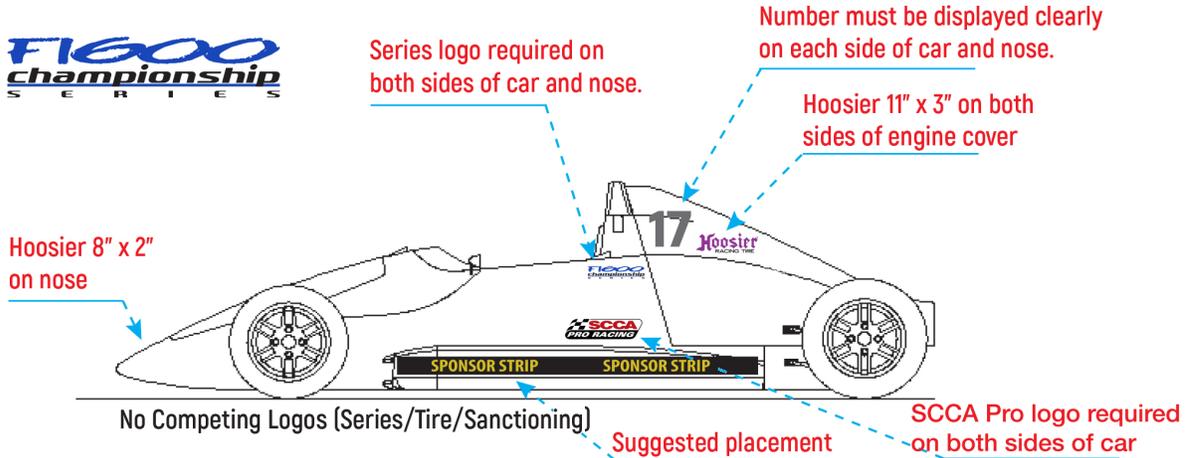
Appendix A



Style Guide

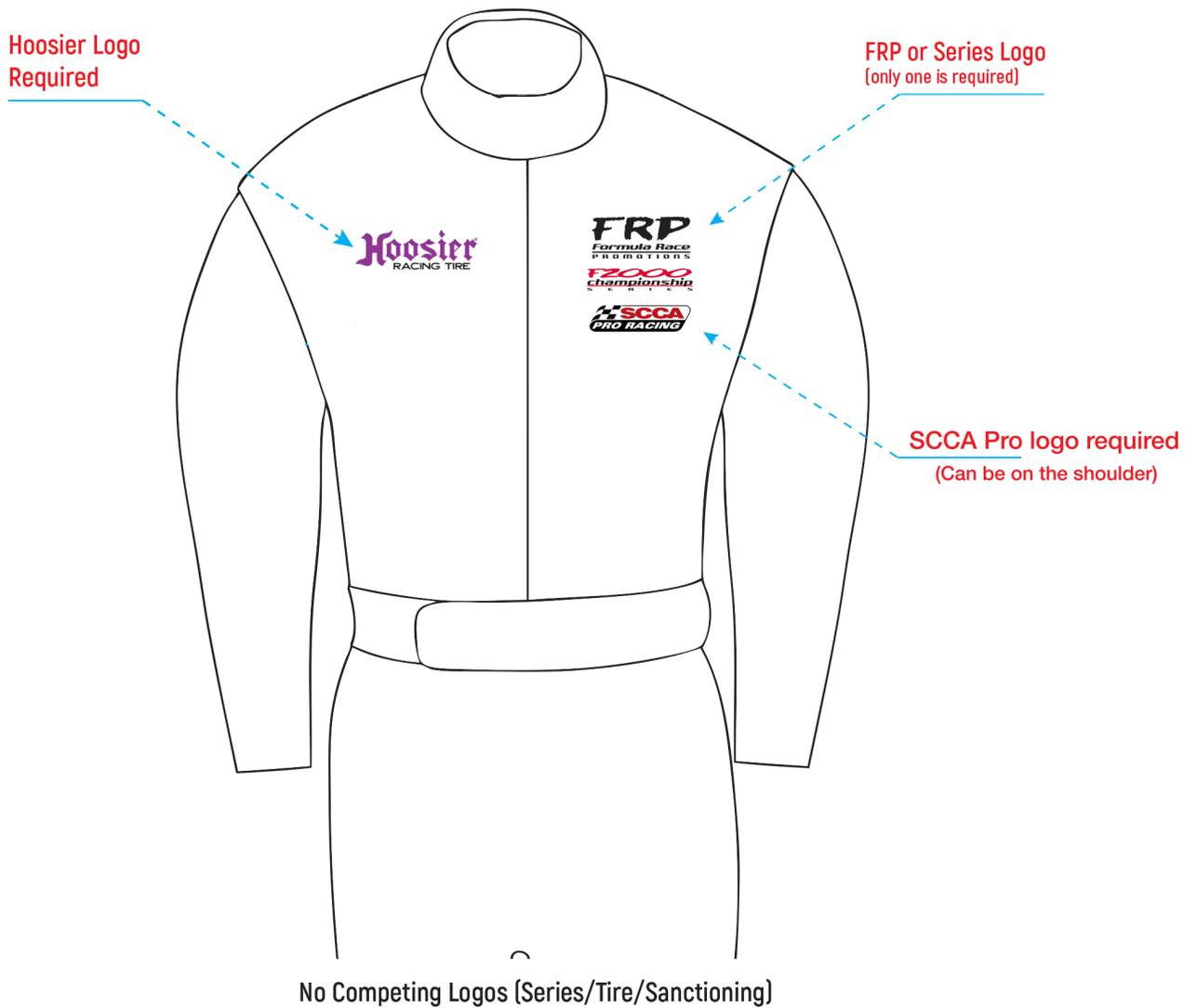
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CAR BRANDING

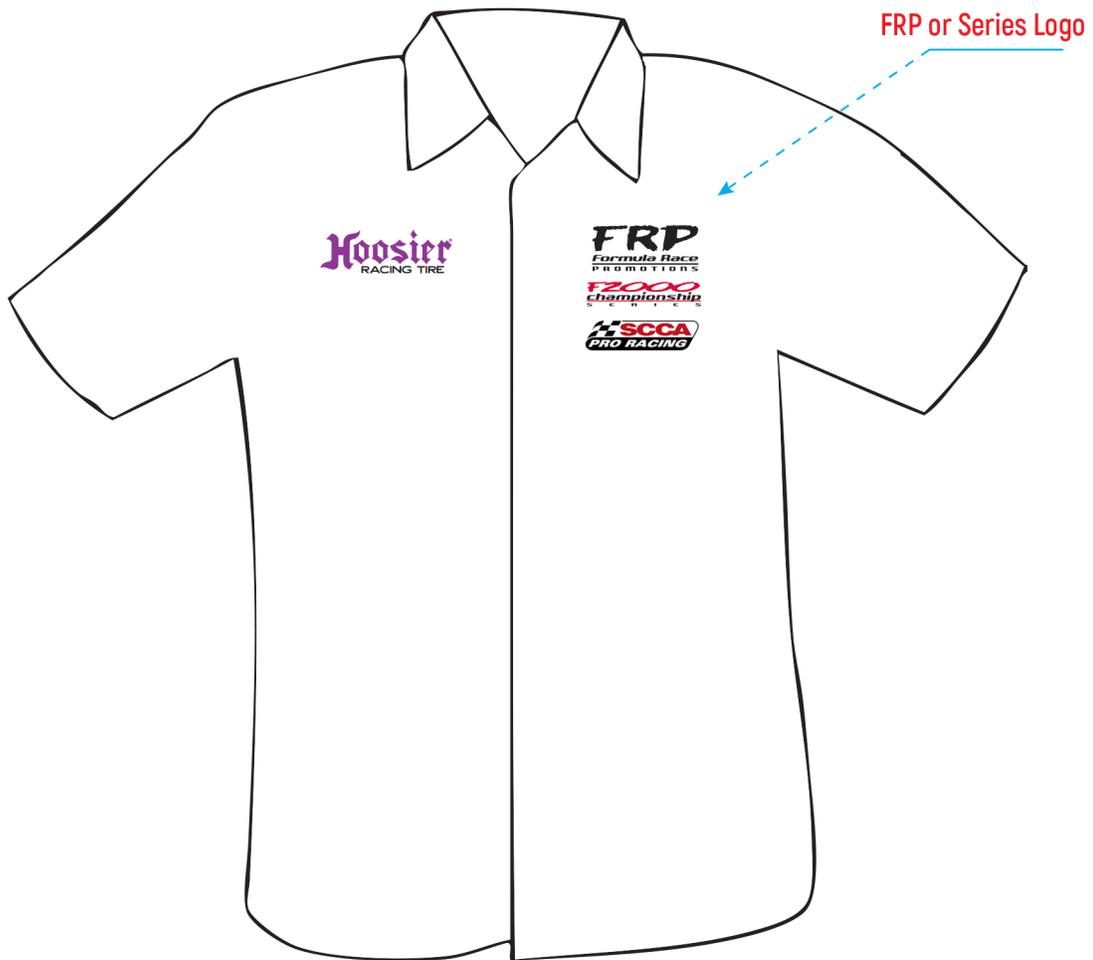


*Series logos can also be displayed with number boards.

DRIVER UNIFORMS



RECOMMENDED CREW UNIFORMS



No Competing Logos (Series/Tire/Sanctioning)

SCCA's Appendix P. Racing Room & Passing Guidelines

The Club Road Racing Program sincerely thanks Randy Pobst and Terry Earwood for developing these guidelines defining racing room and passing etiquette. Randy Pobst is a SCCA Hall of Fame member, a National Road Racing and Solo Champion, professional driver champion, and a very experienced driver's coach. Terry Earwood is a legendary Skip Barber driver instructor, professional driver champion, professional driver's coach, and is the current Driver Orientation Manager for the TransAm Racing Series.

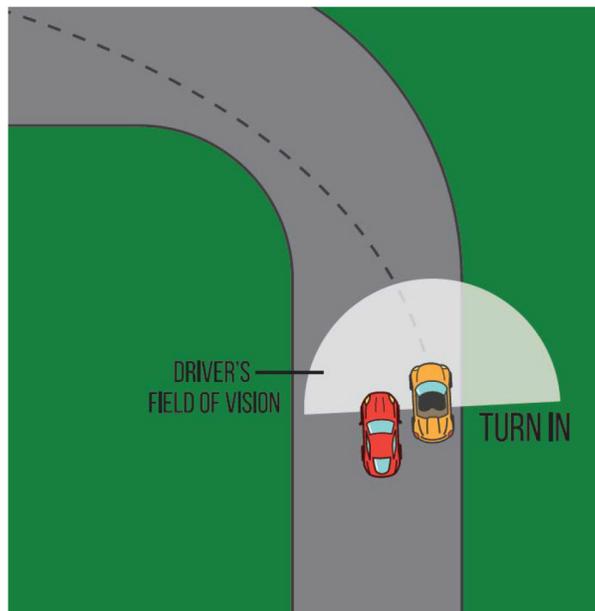
The guidelines were created by Randy and Terry based on decades of racing experience and driver coaching. The guidelines represent what the Club Road Racing Program's intent is for General Competition Rules Section 6.11., Rules of the Road.

1. Racing Room & Passing Guidelines

Safe, successful passing is based on what drivers can see. An overtaking car bears the largest percentage of responsibility for passing safely.

2. Peripheral Vision

The overtaking car (the car attempting a pass) must get into the peripheral vision of the lead car (the car being passed) in the brake zone, before the lead car turns for the corner. Once the lead car turns for the corner, it can no longer see the trailing car, because the lead car's mirrors now point outside, and the lead car is looking toward the apex.

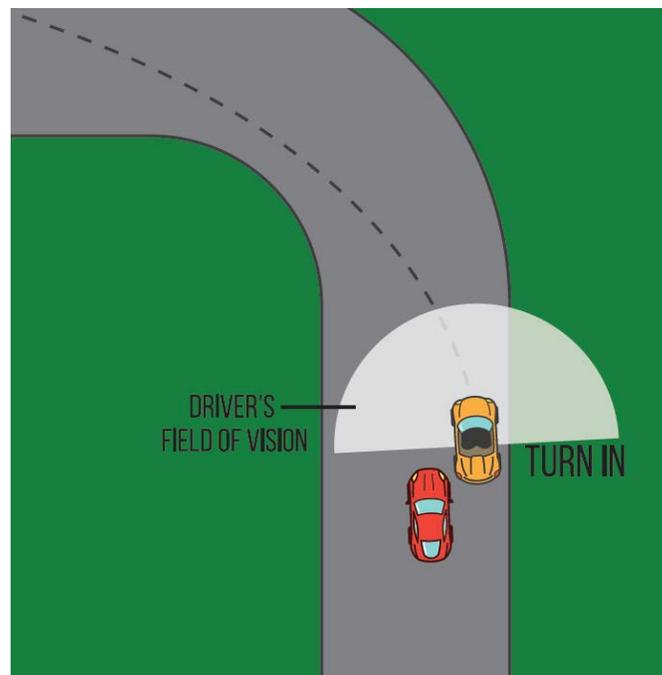


The diagram above shows that the overtaking car has gotten up to the A pillar and into the peripheral view of the lead car before turn in. The overtaking car now has taken the line away and earned the right to racing room on the inside.

To earn the corner, the overtaking car must have its front end up to at least the A pillar post, or windshield, with the car under control, *before* the lead car turns into the corner. The goal is for the overtaking car to present itself, to arrive in the peripheral vision of the lead car, *before* it turns in.

An overtaking open-wheel car should have its front wheel up to at least the lead car driver's shoulder (within their peripheral vision) before the lead car begins its turn in.

3. The Blind Spot



The diagram above shows at the lead car's turn in point the overtaking car has yet to get even with the A pillar and into the peripheral vision of the lead car. The overtaking car is in a blind spot. Do not pass, unless the lead car is much slower and gives racing room.

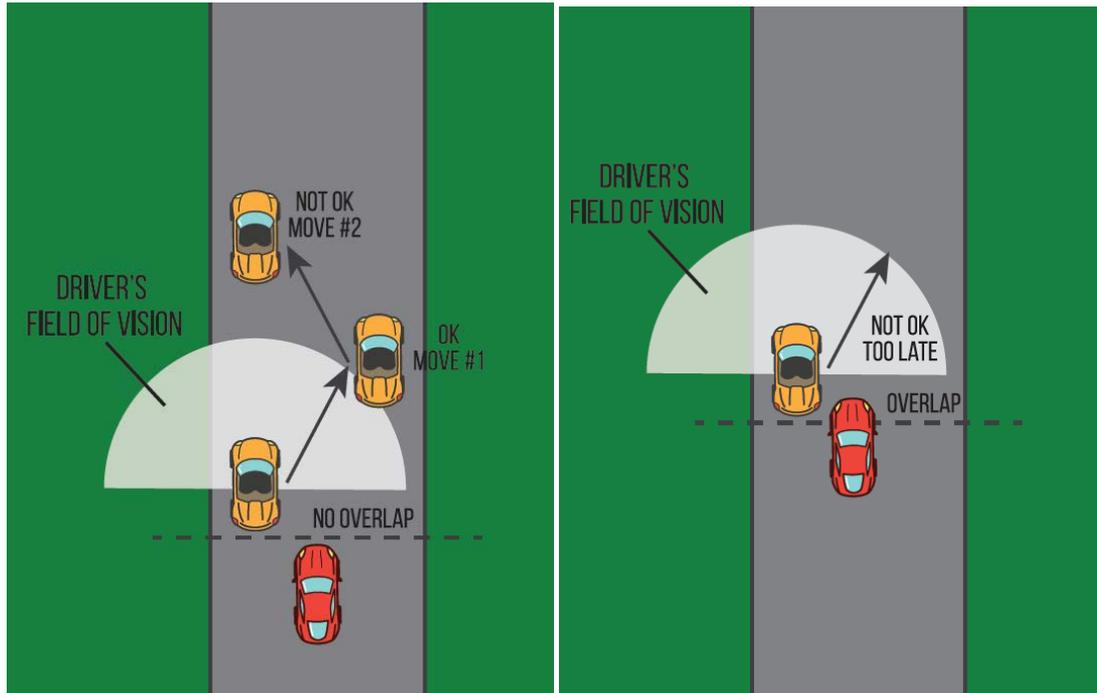
4. Racing Room

Should the lead car decide to 'go with him', side-by-side, then both cars must allow each other *racing room*, at least a car width plus six inches or so, to the edges of the racing surface. In both cases, the trailing car must be in the lead car's peripheral vision to safely hold position. If not in vision, then the trailing car must back off and follow, because the lead car cannot see it.

The biggest mistake, and a common cause of contact, is the overtaking car taking a shortcut to the apex, from that blind spot (Turn One at Road Atlanta is classic). Pull parallel to the lead car, and as close as safely possible so that he KNOWS you're there. Sometimes, the lead car may turn in early; therefore the overtaking car must be under enough control to avoid contact.

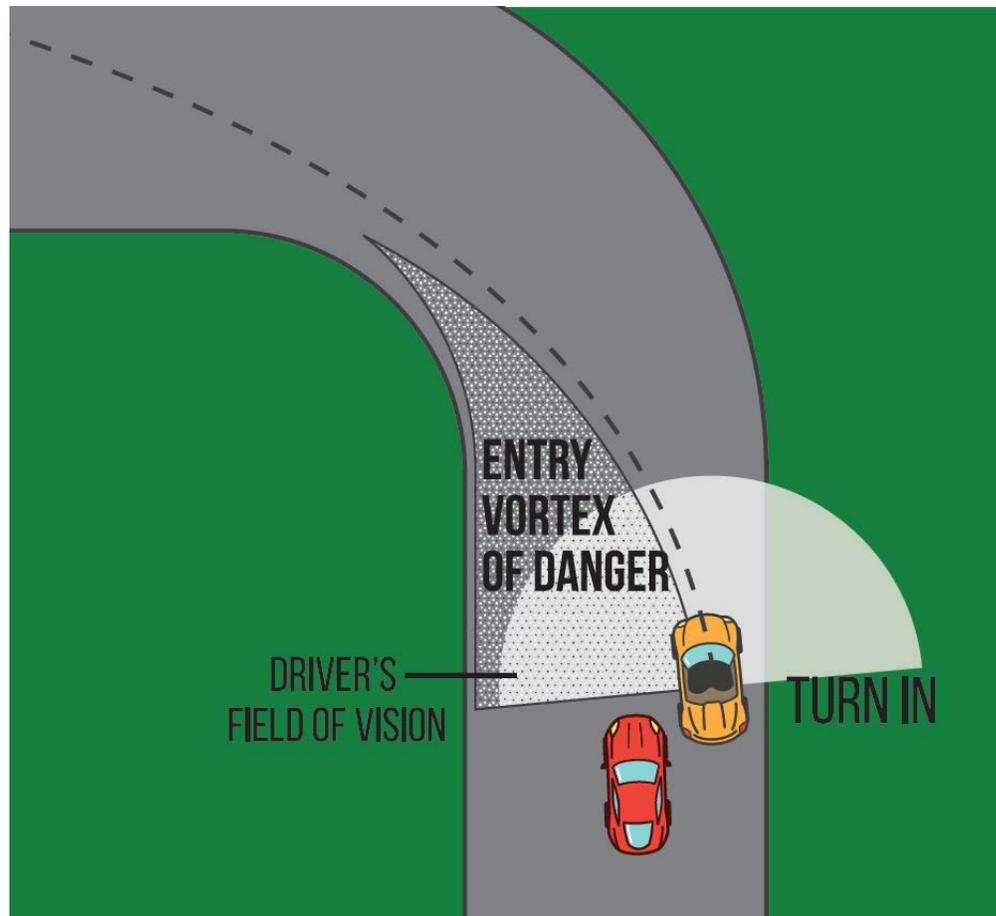
5. Passing on Straights

On straights, the lead car is allowed “one safe move”. It is allowed to choose a side, but cannot move back, and cannot move over in reaction to an overtaking car if late enough to invite contact. It must leave a car’s width (plus 6 inches) of racing room if the overtaking car has already committed in that direction and has achieved an overlap next to the leader. No weaving to break the draft or to block; that’s more than one move. On straights, as opposed to corner entry, it is possible for the lead car to look into its mirrors and see the overtaking car, so if the overtaking car gets even a small overlap next to the lead car, the lead car must give the overtaking car room to race, and can no longer move across the track.

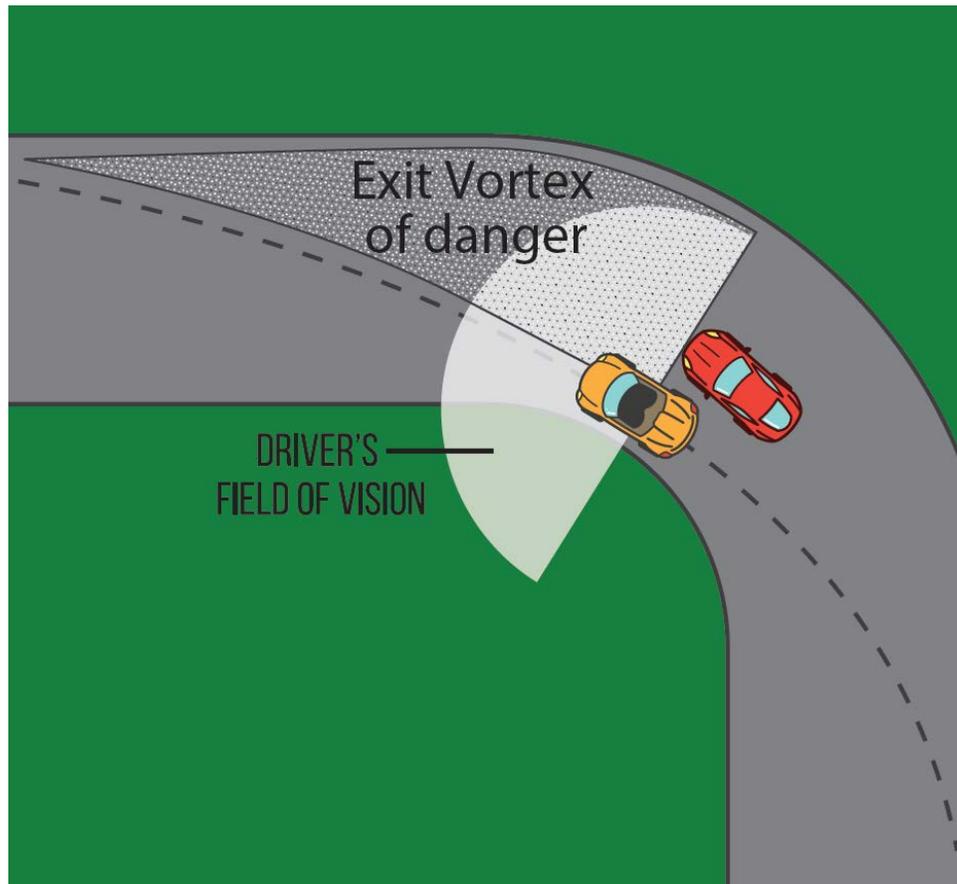


When being passed, hold your line. This means be predictable, and do not change your line to pull out of the way. ‘Hold your line’ does not mean take the line for the apex and turn in front when a much faster car is approaching. Be aware of faster traffic, and leave a lane of racing room for them.

6. The Vortex of Danger

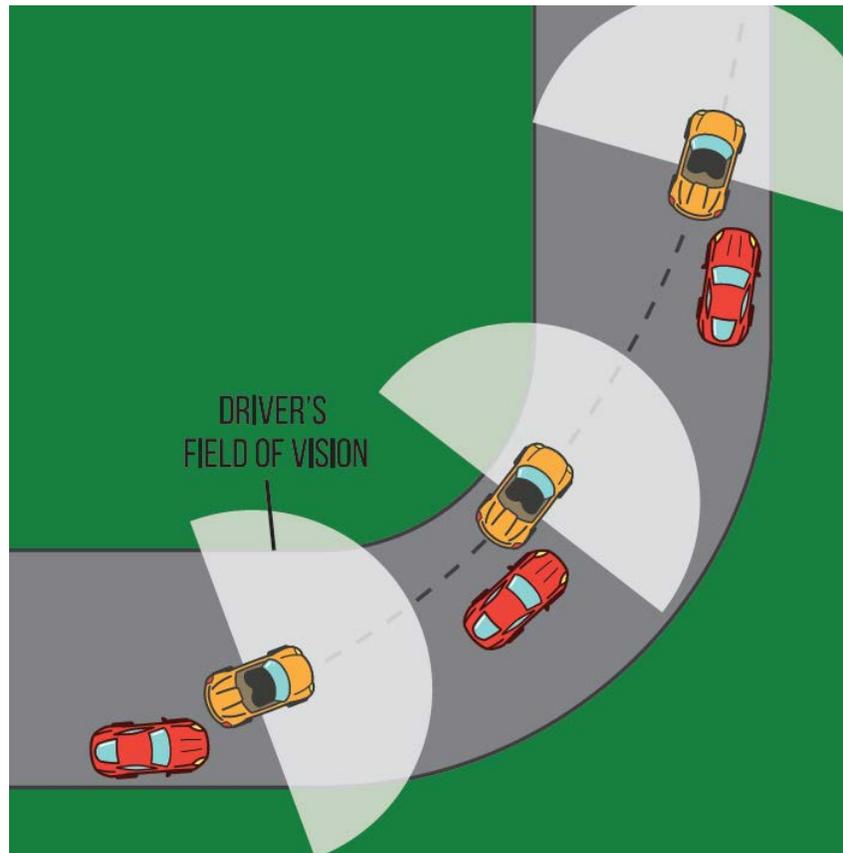


The Entry Vortex of Danger is a triangle inscribed by the turn-in point of the lead car, the apex, and the inside edge of the road. When overtaking, keep out of the Vortex of Danger. It's too late to pass. The hole you see is closing rapidly, you are in a blind spot, there will likely be contact, and it will be your fault.



The Exit Vortex of Danger is a triangle inscribed by the apex, the track-out point of the lead car, and the outside edge of the road. When attempting a pass on the outside, be aware of the Exit Vortex of Danger, and back out of it if not in the lead car's vision. It's too late to safely pass. The hole you see on the outside is **closing** rapidly, you are in a blind spot, there will likely be contact, and it will be your fault.

7. The Outside Pass



On this outside pass attempt, the overtaking outside car never presents itself into the vision of the lead car, and cannot expect it to make room for a car it cannot see at the exit of the turn. So the outside trailing car must back off to leave racing room for the inside lead car that cannot see it, and avoid the Exit Vortex of Danger. In this situation, if the outside car makes contact or runs off the road, it is most likely their fault.

Turn 5 at Road America is a prime example of where a lead car may protect his line by not using all of the track on the right. The overtaking car, in this example, needs to clearly 'present himself' in the braking zone before turn in, because the lead car is looking into the corner, not at his right mirror, and in all probability will not leave racing room at the exit. Outside passing works well when both drivers have excellent spatial awareness but is a very low percentage move in most cases.

Safe, successful passing depends on what a driver can see. Do not hit what you can see!