

PORSCHE

SPRINT CHALLENGE
NORTH AMERICA
BY YOKOHAMA

General Regulations for Series run on Circuits / Automobile Sport

Part 1 – Sporting Regulations

(v3 / 07.14.2021)

Porsche Sprint Challenge North America

Foreword:

United States Auto Club, hereinafter called USAC, is hosting the Porsche Sprint Challenge North America for 2021.

Organisation:

USAC
Porsche Sprint Challenge North America
4910 W. 16th Street
Speedway IN 46224
USA



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Part 1: Sporting Regulations

1. Introduction

The Porsche Sprint Challenge North America Series, herein after called the Series, is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code) and the National Sporting Regulations of the United States Auto Club, herein known as USAC. It will be run in conformity with these Sporting and Technical Regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Article 277).

The Series will be run according to the above regulations. For the avoidance of doubt, should there be any inconsistency or conflict between the individual sets of regulations, then the order of priority shall be firstly those of the International Sporting Code, then the Porsche Sprint Challenge North America Regulations, followed by the USAC Regulations. Matters relating to a specific event will be included within the Supplementary Regulations for the relevant event.

The Series in 2021 consists of 7 races organised as circuit races.

The Series is supported by the following companies*:

- Yokohama Tire
- Warsteiner Beer
- FLOSPORTS
- Evolve
- Tag Heuer
- Hardpoint Outfitters
- Oakley
- Hagerty Insurance
- VP Fuels
- Racing for Children's

* Subject to change



2. Organisation

2.1 Series Organiser and Sporting Committee

USAC is hosting the Series in 2021. The permanent office address of USAC is:

Organisation: USAC
Porsche Sprint Challenge North America
4910 W. 16th Street
Speedway IN 46224
USA

Contact: Randy Hembrey, Director of Road Racing
Mobile: +1 847.809.3969
Office : +1 317.247.5151
Fax : +1 317.248.5584
Homepage: www.porschesprint.com
E-mail: randy@usacnation.com

A Sporting Committee will be established comprising of the following people or their representatives:

- USAC;
- The Permanent Race Director;
- The Permanent Chairman of the Stewards
- The Series Scrutineer.

The role of the Sporting Committee will include taking decisions on:

- Any questions concerning points or the classification of the Series.

Decisions taken by the Sporting Committee shall be final and are not subject to protest or appeal.

2.2 Name of the parent ASN

Organisation:
USAC
4910 W. 16th Street
Speedway IN 46224
USA



2.3 ASN Visa/Registration number

The Series is based on these Sporting and Technical Regulations and has been approved by USAC 24.02.2021 with visa number PSC01/21.

2.4 List of Permanent Officials

(see also relevant Supplementary Regulations for each event)

Chairman of the Stewards : Robert Davis (ACCUS/FIA 0437-U-21)

Race Director : John Maesky (ACCUS/FIA 0533-AI-21)

3. Regulations and legal basis of the Series

The Series is governed by the following regulations:

- Sporting and Technical Regulations of this Series and the USAC approved modifications and supplements (bulletins)
- Vehicle Technical Regulations by Dr. Ing. h.c. F. Porsche AG
- Supplementary Regulations for Series events including modifications and supplements issued by the USAC or the Stewards of the event (bulletins).
- USAC Event Regulations
- USAC Circuit Rules, except where any special regulations are set out in the rules presented here
- USAC Licence Regulation
- USAC Legal System
- The "Application for Entry" signed by the competitor/driver
- USAC Code of Conduct
- Other FIA and USAC regulations

3.1 Official language

For these regulations of the Porsche Sprint Challenge North America only the English text approved by USAC is binding, in case of interpretation the USAC jurisdiction is the responsible authority. The official language of the International Sporting Code is stated within that document.

3.2 Responsibility, changes to the rules of participation and cancellation of the event

- (a) The participants (competitors, drivers, car owners, team members and team guests) attend and take part in any Series event at their own risk. They are solely responsible under civil and criminal law for any and all damage caused by them – or for damage to the cars used by them, as far as no exclusion of liability has been concluded.
- (b) The Supplementary Regulations for Series events may only be changed by USAC. Once the event starts, changes in the form of bulletins may only be made by the Race Director or Stewards.



(c) The Event Organiser and USAC reserve the right to cancel or relocate an event or individual races, subject to approval by USAC. Claims for damages or performance shall be excluded in all such cases.

3.3 Porsche Sprint Challenge North America code of conduct

The Porsche Sprint Challenge North America is a Series characterised by equality of opportunity and fairness in both technical and sporting terms. All those involved in the Series, i.e. participants, officials and organisation, make a significant contribution to how the Series is perceived, both internally and by the general public and to the atmosphere in the Series through their conduct and their communication.

All those involved are responsible for conducting themselves in such a way as to uphold and safeguard in the long term the professionalism that prevails in the Series, as well as the esteem in which the Series and its participants are held within motorsport and by the general public. Moreover, fair and sporting event represents an important safety aspect for all participants and is intended to minimise the risks involved.

For this reason, all those involved agree to acknowledge the philosophy of the Porsche Sprint Challenge North America and to comply with the rules of conduct of the Series.

(a) Both on and off the racetrack, all those involved will:

- treat all participants, officials and organisers respectfully,
- follow the laws and the rules of the sport, exemplify and promote fairness together with the rules of conduct,
- neither express themselves or behave in an insulting, offensive or abusive way, nor tolerate such expressions or modes of conduct, either in direct conversations, interviews, etc. or in other communication, e. g. press releases, posts in social media, etc.
- always behave in the interests of safety and permanently cooperate in efforts to reduce risks,
- use resources in a sustainable way, giving priority to the well-being, safety and satisfaction of others before their own personal goal,
- always comply with the purpose of the sport,
- inform those who are involved if their conduct is not characterised by fairness, sportsmanship, respect and tolerance,
- cooperate with all other persons involved to develop and improve the Series and its status further on a continuous basis.
- Respect the laws and local customs in the countries visited by the Series.

(b) Participants who are found to have committed one or more of the following may be excluded by USAC from the Series or may be suspended or disqualified by the Stewards of the Meeting from taking part in one or more



events:

- Failed to comply with the rules of good conduct;
- Breached any of the Regulations;
- Drawn attention to themselves through unsporting behaviour on or off the track;
- Expressed themselves or behaved in a disrespectful way towards other participants, officials, organisers, etc.;
- Ignored the specifications, instructions, meetings of the Series Organisation and/or other official bodies in the context of the organisation and holding of an event;
- Ignored agreements that had been reached (including between competitors, teams and drivers) and did not meet obligations of performance;
- Did not act in the interests of the sport and/or the recognisable objective of undertaking the activities seriously in accordance with the rules that have been acknowledged;
- Brought the Series into disrepute.



4. Entries

4.1 Registrations/entries, entry closing dates and obligation to participate

- Entries must be made via the USAC online registration system
 - Full Season / Single
 - Entry Dates / late entries
 - Car numbers (4.3)
 - other rules / change of drivers
- (a) Application for entry to the full Porsche Sprint Challenge North America Championship must be submitted by a competitor using the official "Application for Team Entry" form (as supplied by USAC) and must be received by USAC by 1. February 2021. If the completed Entry is received later than this date, it may only be considered at the sole discretion of USAC. An extension to an already accepted application of a competitor may be considered after the closing date.
- (b)) Application for entry to any individual race must be submitted by a competitor using the official "Application for Team Entry" form (as supplied by USAC) and must be received 7 days prior to the first official day of the event. If the completed Entry is received later than this date, it may only be considered at the sole discretion of USAC. An extension to an already accepted application of a competitor may be considered after the closing date.
- (c) USAC reserves the right to refuse an Entry at it's own discretion, stating the reason. There is no automatic entitlement to acceptance or participation in the Series.
- (d) Acceptance of any Entry remains provisional until the physical licence(s) and any supporting authorisations have been presented by the competitor and/or driver, and their validity accepted/eligibility confirmed, at the scheduled licence verification at the relevant event.

All applications must be fully completed, signed by the competitor licence holder, and must be sent to the following address:

<https://usacracing.redpodium.com/2021-porsche-sprint-challenge-event-registration>

Or through manual submission, mail, email or fax via:

USAC

Porsche Sprint Challenge North America

4910 W. 16th Street



Speedway IN 46224

USA

Email: Nikki Klepper nikki@usacracing.com

Fax: +1 317.248.5584

4.1.1 Classification

Each Classification maintains a separate and unique Championship, with separate points banks.

USAC reserves the right to amend the allocation of the number of drivers in any classification.

4.1.2 Platinum Classification

The Platinum Classification is a separate classification for drivers participating in Porsche 991.2 GT3 Cup model cars from MY 2017-2020. For the Platinum Classification to take place, a minimum of 5 drivers must have permanently entered the Series.

4.1.3 Gold Classification

The Gold Classification is a separate classification for drivers participating in Porsche 991.1 GT3 Cup model cars from MY 2014-2016. For the Gold Classification to take place, a minimum of 5 drivers must have permanently entered the Series.

4.1.4 Silver Classification

The Silver Classification is a separate classification for drivers participating in Porsche 718 Cayman GT4 Clubsport model cars from MY 2016-2021. For the Silver Classification to take place, a minimum of 5 drivers must have permanently entered the Series.

4.1.5 Authorisation

- (a) With the submission of the Entry, competitors authorise USAC to submit entry forms on their behalf for those events which host races which form part of the Series in 2021. Direct nominations to the promoters by the participants are not permissible.

4.1.6 Driver transfers between teams

- (a) A driver may transfer from one team (competitor) to another during the season but having done so may not transfer back to the original team (competitor). Any driver wishing to transfer to another team (competitor) must notify USAC at least two (2) weeks prior to the next event.



- (b) A driver transferring to another team (competitor) may not take his competition number with him, but instead must use either the number of a car already entered by the new team (competitor) or a new number (allocated by USAC) if a new car is being entered by the competitor.

4.1.7 Replacement of cars

A team (competitor) may not replace a car that has already been entered and allocated a competition number, unless the car has suffered significant or irreparable damage at a preceding event or during an event. The competitor must make written application to USAC seeking permission to enter a replacement car and it shall be at the sole discretion of USAC whether to accept or reject the application. Where USAC to accept such an application, that acceptance may be given subject to specific conditions. Where the replacement of a car is accepted after Qualifying it will normally be on condition that the car starts the race from the back of the grid.

4.1.8 Commitment to participate

- a) **Competitor obligation.** Upon registration of a Championship Entry, a competitor undertakes to participate with each registered car in all required events of the Series in 2021 without exception.
- b) **Classification.** Upon registration, a driver undertakes to participate in at least 7 events of the Series in 2021. Any permanently entered driver who fails to participate in at least 7 events will forfeit any points or prizes awarded in the races in which the driver participated (no other driver's scores or prize will be adjusted). This may only be waived in exceptional circumstances at the sole discretion of USAC.
- c) **Failure to participate.** Any competitor or driver who fails or anticipates failing to fulfil these participation requirements must inform USAC in writing at the earliest opportunity and in any event no later than 48 hours before the start of the Event stating any mitigating reasons. USAC may request the Stewards to penalise a failure to comply with this deadline. USAC may at their sole discretion accept a request for non-participation from a competitor and/or driver. The Stewards shall decide whether the competitor and/or driver shall be subject to a penalty, taking into consideration if USAC has previously received and accepted a request for non-participation from the competitor and/or driver.

4.1.9 Effectiveness of the regulations and ranking

In the event of a conflict between the entry documents and these Regulations, then the current version of these Regulations shall take precedence.



4.2 Entry fees for the season and per event

Per the Entry Agreement

4.3 Competition numbers

The participants will be allocated with competition numbers by USAC for the entire season on a first-come, first served basis. The competition numbers for teams (competitors) returning from a previous season will be allocated based on their team championship standing of the previous season. The competitor may choose which number is assigned to each car. New teams (competitors) joining the season will receive competition numbers according to their date of entry. Once a competition number has been assigned to a car, the number will remain with that car for the remainder of the season and, if a change of chassis is necessary, the number will be transferred to the new chassis.

- The Number "1" is reserved for USAC
- Competition numbers may be up to 3 digits

5. Licences

5.1 Required grade of licence

a) Drivers

Drivers holding a valid International driver's licence for 2021 issued by an FIA-affiliated ASN, of Grades:

A, B, C, D, C/D-historic, or a USAC license and who are registered for the Porsche Sprint Challenge North America 2021 and have paid the registration fees are eligible.

Drivers holding a Driver Rating of Gold or Platinum are ineligible.

Employees of Dr. Ing. h.c. F. Porsche AG or USAC and its subsidiaries are ineligible.

b) Entrants

Competitors wishing to register with the Series must be in possession of a valid USAC Credential or International competitor's licence issued by an FIA-affiliated ASN and have paid the registration fees.

c) Sponsor Credential

Sponsors may be named in relation to the driver's or team's name in the official program and results, without assuming the role of a competitor or series sponsor are allowed.

d) Age regulations

In compliance with the valid USAC Licence Regulations. Drivers must be at least 16 years old at the date of the first



Event to be permitted to enter the Series. USAC will consider granting a License to a driver that is 15 years old provided certain conditions are met.

5.2 Conditions for competitors outside their national territory

USAC licence holders and licence holders by another ASN affiliated to the FIA have the right for participation and are entitled to score points for the series.

For every event foreign competitors/drivers must present the written approval of their own ASN. This permission must be submitted by the competitor/driver at the time of entry in English language.

5.3 USAC License Applications

<https://usacracing.redpodium.com/2021-porsche-sprint-challenge-event-registration>

6. Insurance, liability exclusion and disclaimer

6.1 Organiser's/promoter's insurance

The insurance company and policy number will be available from USAC for each event.

6.2 Declaration by the competitor (entrant) and driver on the exclusion of liability, disclaimer of the car owner

In accordance with USAC Event Regulations.



7. Events

7.1 Calendar of events*

The 2021 Series consists of 8 events organised as circuit races. At each event there will be three races. Entrants are required to participate in no less than 7 events to be eligible for Championship. However, under exceptional circumstances should a race be cancelled or deferred then there may be fewer races at a subsequent event.

March 11-13

Sebring International Raceway
Sebring, FL

Apr 16-18

Barber Motorsports Park
Birmingham, AL

April 30 – May 2

Circuit of the Americas
Austin, TX

June 4-6

Virginia International Raceway
Alton, VA

July 30-August 1

Road America
Elkhart Lake, WI

September 10-12 *

Indianapolis Motor Speedway
Speedway, IN

September 17-19

Watkins Glen International Raceway
Watkins Glen, NY

October 15-17

Indianapolis Motor Speedway
Speedway, IN

* Non-Points Event



7.2 Maximum number of cars authorised

Subject to the maximum number of permitted cars being defined in the circuit licence, USAC may limit the maximum number of permitted cars entered per event.

8. Classification

8.1 Awarding of points

The winner of a race is the participant who has driven the furthest distance with his car within the shortest time, taking account of all penalties.

The winner of a race regarding the awarding of points is the entered participant driving an entered car/on an entered competition number who has driven the scheduled distance with his car in the shortest time, taking account of all penalties.

All participants who started the race will be classified in accordance with the number of laps of the circuit covered. Participants are considered to have started the race by crossing the control (timing) line after the display of the green flag. Drivers who have completed the same number of laps will be classified in the order in which they last crossed the control (timing) line.

The scheduled race distance is the time specified in the Supplementary Regulations for the relevant event. No additional time is added to the race distance if the Safety Car is used at any time in a race. The warm-up, formation and slowdown laps do not count towards the race distance.

8.1.1 Shortened Races

If the race distance is shortened or stopped and cannot be resumed, the participants will be awarded the points as indicated below, providing that at the time the race is stopped the leader has covered the following distance (based on the time completed by the winner as shown in the official race results as the basis for the Final Classification):

- If at least 50% of the scheduled time has been completed, 100% points will be awarded.
- If less than 50% of the scheduled time has been completed 50% points will be awarded.

8.1.2 Races Not Started

If a race is stopped before the leader has finished two complete racing laps (and is therefore declared null and void) and cannot be restarted, or a race cannot be not started or rescheduled at all, then 50% points will be awarded based on the Qualifying Final Classification. The Stewards may disallow the points awarded to any driver who they deem responsible for causing the stoppage of a race which is then declared null and void and cannot be restarted or rescheduled. If there has also been no Qualifying Classification, then no points will be awarded.



8.2 Table of points

Participants who satisfy the conditions for the awarding of points in the Class and/or Team ranking for the individual classification rounds shall be allocated the following points in the order in which they are placed in each race, in accordance with the rules for the Class and/or Team Classification.

Position	Points
1	100
2	90
3	85
4	80
5	75
6	72
7	69
8	66
9	64
10	63
11	62
12	61
13	60
14	59
15	58

Position	Points
16	57
17	56
18	55
19	54
20	53
21	52
22	51
23	50
24	49
25	48
26	47
27	46
28	45
29	44
30	43
31+	-1 / pos

8.3 Driver Classification

All results of the individual races count towards the final classification at the end of the year, there are no void or 'dropped' results. The Classifications are listed separately. The winner of each classification is the entered driver with the highest total number of points of all races. The winner of the 2021 Series is the entered driver with the highest total number of points in the Platinum Classification from all the races.

For the avoidance of doubt, drivers will score points **according to their finishing position in their respective class, once Official Results are posted**. Points will be awarded in accordance with the 'Table of Points' as set out in article 8.2.

The driver named in the Entry must take part in at least seven events in order to be included in the final classification for the year. Any permanently entered driver who fails to participate in at least seven events will forfeit any points awarded in the races in which the driver participated (no other driver's scores will be adjusted). This may only be waived in exceptional circumstances at the sole discretion of USAC.

Non-Championship Drivers will be awarded points and will be included in any podium ceremonies as applicable.



8.4 Team Classification

The Team Classification is independent of the Driver Classification. The points of the highest finishing Team car per classification will be awarded points. Points for the Team Classification are awarded according to the official overall race result with the highest finishing Team "A" Car awarded 1st place points and the highest finishing Team "B" car awarded 2nd place points and so on.

8.5 Qualifying Points

Points will be awarded in each Qualifying session as follows:

- 1st position is awarded 6 Points
- 2nd position is awarded 5 Points
- 3rd position is awarded 4 Points

8.6 Ties

If an equal number of points is achieved by more than one driver, the positions in the final classification are based on the highest number of first place results, then second place results and possibly all further results achieved in the 2021 Series. If, after application of this rule, the number of points is still equal, the decision is made based on the better results of the final race.

8.7 Publication of points

Points and prizes classifications will be published by USAC in an official Team Information communication after the end of each event. Should an error in any classification require a correction to be made after publication, this can be done by USAC. Any questions or complaints concerning the Series classifications must be submitted in writing to USAC and be received within seven days of the first publication of the points or prizes concerned. The points and prizes classifications will be considered final seven days after the end of the last event of the season and, subject only to any ongoing judicial or sporting matters, from that time no further amendments or corrections will be made. In case of any disputes concerning point or prize attributions, these will be decided by the Sporting Committee. Decisions of the Sporting Committee will not be subject to protest or appeal.

9. Private practice and testing

There are no restrictions on private practice or testing.

10. Administration

The competitor and driver must ensure that all the necessary documents as set out in the organiser's rules of participation are submitted by the correct date and time for licence verification. Failure to comply with this requirement may result in disqualification from the event. The following documents must be presented by the



driver/competitor:

- Competitor's licence
- Driver's licence
- Authorisation to take part in relevant events abroad if applicable

The requirement for completion of administrative checks and licence verification applies to all race events and official season tests.

10.1 Timetable for administrative checks

See relevant Schedules, Supplementary Regulations, Team Information communication or official bulletins. Competitors and drivers must comply with the timetable for administrative checks. Any failure to do so may be reported to the Stewards.

10.2 Drivers' meeting/briefing

The time and location of the drivers' meeting/briefing will be published in the Schedule or Supplementary Regulations of the event. All drivers, together with their competitor's authorised representative, must be present throughout the briefing.

The requirement to attend any scheduled drivers' briefing applies to all race events and official season tests. A driver may not take part in a race event or a test session until he or his designated representative has attended the respective drivers' briefing or, where agreed by exception, received a personal briefing from the Race Director.

The Season Briefing notes and the event specific notes issued by the Race Director are formal documents which must be complied with.

Any non-attendance or late attendance (according to the list of signatures of attendees) may result in a fine or other penalty being imposed by the Stewards. Any driver operating a mobile device (phone, tablet, etc) during the briefing may be deemed to be absent and will be referred to the Stewards.

10.3 Team Managers' Briefing

The time and location of the Team Managers' meeting is specified in the internal event schedule or in the Supplemental Regulations. Participation is mandatory. Any non-attendance or late attendance (according to the list of signatures of attendees) may incur a penalty.



10.4 Official meetings / press conferences / representation meetings

The time and place for all official meetings, press conferences and representation meetings (autograph session, photoshoots, etc.) are specified in the internal event schedule. Any established non-participation or incomplete participation (according to the sign-on sheet) may incur a fine being imposed by the Stewards.



11. Scrutineering/Technical checks

Before and, as required, during or after each event all cars will be inspected by one or more Technical Scrutineers licenced by USAC or an FIA affiliated ASN. The names of the chief scrutineer will be stated in the Supplementary Regulations for the event or in a Stewards' Bulletin. They may be provided by the promoter or by USAC. Any car can be selected at any time by the Race Director, Technical Manager, or Stewards for a further technical examination, including examination outside the event venue.

The Technical Scrutineers are entitled to check any aspects of the cars in competition at any time during the event and may conduct checks without prior request from the Clerk of the Course, Race Director, or the Stewards.

The Technical Scrutineers are responsible for the operation of the Parc Fermé and are the only persons authorised to give instructions in this respect to the Competitors.

Competitors and drivers shall always follow the instructions of the Technical Scrutineers regarding the checking and re-inspection of cars.

11.1 Scrutineering before the start of an event

Before the commencement of each event, the competitor must present his car and the driver must present the compulsory driver's safety equipment at Technical Scrutineering at the published times. The car must be presented in the configuration as it will be used in the event (including competition numbers and decals) and it is the competitor's responsibility to ensure that the car fully complies with the applicable Technical Regulations at all times throughout the event, commencing with pre-event scrutineering. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

The cars and drivers' safety equipment are to be shown to the Technical Scrutineers for technical and visual examination during the stated inspection periods. The inspection periods are to be strictly adhered to.

Once pre-event technical scrutineering is completed, the cars may only leave the paddock with the permission of USAC. Any car that is permitted to leave the paddock must be presented again to the Technical Scrutineers before taking any further part in the event. It is the competitor's responsibility to present the car to the Technical Scrutineers. No car may take part in an event until it has been authorized by the scrutineers.

Unless a written request for wavier is presented and recommended by the Race Director and approved by the Stewards, competitors who do not keep to the set time limits will not be permitted to take part in an event.

11.2 Scrutineering during an event

After qualifying and each race, all cars must be brought to the Parc Fermé area by the route described in the Drivers'



Briefing unless otherwise specified by the Race Director, Chief Scrutineer, or Stewards. The Parc Fermé area of the Series will be identified in the Supplementary Regulations for each event or in the notes from the Drivers' Briefing. The route from the finish line to the Parc Fermé is subject to the Parc Fermé provisions.

All cars are subject to Parc Fermé conditions until released by the Technical Scrutineers or the Stewards. During this time, no works of any kind may be performed on the cars. Once in the designated area, no car may be removed without the permission of the Technical Scrutineer or Race Director. No individual may enter Parc Fermé without the permission of the Technical Scrutineers or Race Director.

Cars that have been involved in an accident at any time during an event must be presented to the Technical Scrutineers. Any repairs identified by the Technical Scrutineers must be undertaken by the competitor and the car represented to the Technical Scrutineers. It is the competitor's responsibility to do so before taking part in the event again.

The Stewards, Race Director or the Chief Medical Officer can require a driver to have a medical examination at any time during an event.

Any car that is permitted to leave the paddock for repairs after an incident must be presented again to the Technical Scrutineers before taking any further part in the event. It is the competitor's responsibility to present the car to the Technical Scrutineers.

An engine or gearbox change must be approved in advance by USAC in writing. (Add link to form)

12. Running of the events

12.1 False Grid

The False Grid is the line-up of all cars before entering the circuit for the free practice, qualifying and races.

All cars must be driven from the team awning/pit to the official False Grid by the relevant driver or Crew member as described in the Drivers Briefing. All drivers must be ready for collection in full racing clothing in their team awning/pit at the time defined in the schedule. Should a competitor or driver not be ready in time he may forgo the right to take part in the relevant session. The final decision on participation in the session is taken by the Stewards or Race Director

12.2 Practice

Free practice sessions will be scheduled for each Event.



Specific free practice sessions designated as **Open Sessions** are scheduled as indicated in the Event schedule or Supplemental Regulations and intended for any USAC licensed driver to participate. Any driver participating in these sessions other than the driver entered in the same car for the Event must be nominated before the close of sporting checks.

The free practice session time duration may be reduced in length should it be temporarily stopped for reasons of safety or force majeure.

Should a practice session be stopped for any reason, all cars must proceed back to the pit lane, without overtaking other cars.

12.3 Qualification

The order of the cars in the False-Grid for qualification is defined by the results of the free practice session(s), excluding any Open Sessions. Should unforeseen circumstances force the cancellation of the free practice session, the pre-start order of the cars for qualification will be defined by current Championship Classification, ordered by class (for the first pre-start of the season, the order of the cars will be determined by a draw, guest drivers will be placed at the back in the order of their competition numbers).

The scheduled Qualifying sessions may be organized using either of the following methods.

Primarily, two Qualifying sessions (Q1 and Q2) will be held at each event, normally of 20 minutes duration (the precise duration will be announced within the timetable of the respective event) with a mandatory break between sessions.

During the mandatory break, cars must report to their assigned pit box. During the break, work allowed includes:

- Changing tires
- Changing Drivers
- Replacing a missing splitter

Cars must remain in their pit box until the green flag is displayed for the start of Q2

Alternatively, the format may be structured so that all entered drivers are split into one of two groups (group 1 & group 2). Each group will have their own qualifying segment, normally of 20 minutes duration (the precise duration will be announced within the timetable of the respective event).

Groups will be decided by the combined results of the free practice session(s). Group 1 shall consist of all odd



numbered positions, and group 2 shall consist of all even numbered positions. Each group shall be ordered based on the combined results of the free practice session(s) for the start of their respective qualifying sessions.

If conditions sufficiently change between groups 1 and 2, qualifying will be abandoned and the starting order will be set by other means.

Starting Order

- The Starting order for Race 1 will be set by the fastest lap time in Q1.
- The Starting order for Race 2 will be set by the fastest lap time in Q2, or the fastest lap time in Race 1, whichever is lower and only if set by the same driver.
- If a third race is scheduled for an Event, the Starting Order will be set as defined by a Bulletin or the Event Supplemental Regulations

At the end of the qualifying session, all cars which participated in the session are subject to the Parc Fermé rules.

A driver will be admitted to a race by participating in the qualifying session and achieving a qualifying time not exceeding 115% of the fastest driver in the qualifying session.

No Driver may start a race without having taken part in a qualifying session unless authorised by the Stewards in consultation with the Race Director.

Any driver failing to meet the qualifying criteria and wishing to participate in the race must make a written application to the Race Director. Admission of drivers who have not qualified will be considered by the Stewards in consultation with the Race Director. Neither the Stewards nor the Race Director are under any obligation to accept any application from any driver who has not met the qualifying criteria and their decision in this respect is not subject to appeal. (add a link to form for request)

Should circumstances force the cancellation of an entire qualification session or a qualification session be stopped and cannot be resumed,

- For Race 1, the times set in the free practice sessions, excluding any Open Sessions,
- For Race 2, the fastest lap time in Race 1

whichever is lower and only if set by the same driver will be used to determine the starting grid.

Should circumstances force the cancellation of all free practice sessions and the qualification session, then the current championship positions at the beginning of the event will be used to determine the starting grid for the first



race and the best lap times in Race 1 used for setting the grid for Race 2. (For the first event of the 2021 season, the order will be determined by a draw)

Should a qualifying session be stopped for any reason, all cars must proceed slowly back to the pit lane, without overtaking any other cars and report to their assigned Pit Box.

Any driver causing a qualifying session to be stopped may have their fastest lap in that Qualifying session deleted.

12.4 Starting Grid

The starting grid for the race will be determined by the fastest times achieved in qualifying as defined in Article 12.3. Should any grid place penalties be applicable, these will be applied in the order in which the relevant offences occurred.

- The driver that set the fastest lap for the car in Q1 must start Race 1
- The driver that set the fastest lap for the car in Q2 must start Race 2

If one or more drivers have not set a lap time (for reasons other than cancellation or shortening of the qualifying session) but are given permission by the Stewards to take part in the race, these drivers will be placed at the end of the starting grid in the following order:

a) the drivers who have started a timed lap from the pit lane, in the order of their best time in free practice sessions except those designated as Open Sessions;

b) the drivers who have not started a timed lap from the pit lane, in the order of their best time in free practice sessions except those designated as Open Sessions.

Drivers whose entire lap times were cancelled by decision of the Race Director or the Stewards must, in all cases, start the race behind the aforementioned drivers at the end of the starting grid. Should more than one driver have his entire times removed, their starting positions at the back of the grid will be determined by their best time in free practice.

The starting grid will be formed with Platinum and Gold class cars co-mingled by Qualifying times and Silver class gridded separately and behind the Platinum/Gold cars by qualifying times set within the Silver class.

12.5 Starting modes

All races will be a rolling start with two-column formation unless amended by instruction of the Race Director.

12.6 Races

12.6.1 The approach of the start will be announced to competitors at the following times:



Five (5) minutes, three (3) minutes, one (1) minute and fifteen (15) seconds before the DSYE (Driver Start Your Engine) command. At zero seconds the DSYE command will be given. Approximately 15 seconds later, the cars will begin a formation lap behind the Pace Car, maintaining their starting order. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.

12.6.3 Formation Laps: The number of formation laps prior to the start of the race will be determined by the Race Director and communicated by Supplemental Regulations, Bulletin or Driver Briefing.

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

Any driver who is delayed leaving the grid may be given the opportunity to regain their start position during the formation lap, **providing they have not been overtaken by all other competitors**. The Race Director will designate in the driver briefing a point on track after which no further overtaking will be permitted. If more than one driver is affected, they must not overtake each other while attempting to resume their original starting position. Any manipulation may lead to a penalty.

Any car that **spins or** stops on track during the formation lap(s) forfeits the ability to retake its original position in the field and is placed at the back of the running cars in the order it arrived.

A drive-through penalty may be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap.

Any driver who is unable to start the formation lap must indicate this to the marshals. When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any Team personnel.

Marshals will be instructed to push any car (or cars) remaining on the grid into the team pit box or safe location as soon as all cars able to leave the grid have done so.

12.7 Race Start. Track-specific instructions are given by the Race Director at the Driver briefing. Cars must not overtake the Safety Car until it has exited the racetrack. After the Safety Car has exited the racetrack, Drivers must maintain their pace and positions as on the formation lap or as instructed and must remain in formation until the display of the green flag by the Starter. Passing is permitted upon display of the green flag.



12.7.1 No Start/Wave Off.

If the Starter waves off the scheduled start of a Race, no flag will be displayed at the starter stand. The Starter shall also call “no start” on the radio and may shake his head indicating “no”. All flag stations shall display a motionless yellow flag. Cars must continue on an additional formation lap at a reduced pace, reform into the side by side, two-column formation per their original grid positions as directed and anticipate a start on the next crossing of the starting line or as instructed by Race Control. The race timing commences at the end of the prescribed formation lap(s) as listed in Appendix 1.

12.7.3 Pit Lane Start

Any car which is in the pits can start from the pits, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position.

Where the pit exit is after the Line, cars will join the race when the whole field has passed the pit exit on its first racing lap.

12.8 Aborting or suspending a race

After the signal to stop the race has been given, all cars able to do so will proceed directly but slowly to the Pit Lane or to another position on the track as directed by the Race Director. Cars must stay in order, in the designated lane and not report to their pit box

If a race is aborted or stopped before the leading car has finished 2 complete racing laps, the following rules will apply:

- The start will be deemed null and void.
- Cars may be worked on but only in the pit lane. Any car already in the pit lane or entering the pit lane after the red flag may start the race from the pit lane after all cars have started the race.
- Retired competitors unable to take part in the restart of the race in their original car will be classified as non-starters.
- All drivers having taken the original start shall be eligible for the restart in their original car (subject to judicial procedures).
- The length of the restarted race will be the scheduled race distance less at least two laps – the revised distance will be defined by the Race Director in consultation with the Stewards.
- The grid for the restart will be the original starting grid.
- Empty starting places on the grid, caused by drivers unable to restart or starting from the pit lane, will not be filled. Empty starting rows will be filled accordingly.



- Refuelling is prohibited.

If a race is aborted or suspended after the leader has completed more than 50% of the scheduled racing laps (rounded down to the next whole lap) then, at the Race Director's sole discretion the race may not be restarted.

If a race is stopped before the full distance or time has been achieved and the race is not restarted, then the results will be declared on the basis of the classification order when the leading car crossed the control (timing) line for the penultimate time before the race was stopped.

Any driver causing a race to be stopped may be reported to the Stewards and may be subject to penalty up to disqualification from the race.

12.9 Tire Usage

For all sessions, the teams and drivers are free to choose their allocated slick tires or wet-weather tires at any time.

Tires used in either Qualifying or Championship Races must be sourced from the allocation for the same weekend. With the exception of the first event of the season, tires used in Practice sessions must be sourced from allocations in previous series Championship Events. Tires used in open testing are not restricted.

12.10 False Starts

The Race Director and/or Stewards may use any video or electronic means to assist them in reaching a decision regarding false starts.

12.11 Safety Car / Full Course Yellow

The Safety Car will be deployed under the instruction of the Race Director to neutralise a race.

The Safety Car procedure will be that firstly, double-yellow stationary flags will be displayed around the circuit. All cars must slow down immediately – overtaking is prohibited. The Safety Car will then be deployed to pick up the leader and all cars must remain no more than 5 car lengths apart.

12.11.1 Restart

Once the Race Director is satisfied that racing may resume, the Safety Car lights will be switched off at a designated location of the track and all yellow flags will be withdrawn. All cars must maintain a single file formation and remain at the speed set by the safety car at the time the Safety Car lights were extinguished. A green flag will be displayed only at the start line to signify the resumption of the race. Passing is permitted on the display of the green flag



12.12 Finish

1. The end-of-race signal will be given to the leading car, having covered the greatest distance, at the Control Line after the expiration of the schedule race time.
2. Should for any reason (other than when a race is aborted or suspended in accordance with Article 12.8) the end-of-race signal be given before the leading car completes the scheduled number of laps, or before the prescribed time has been completed, the race will be deemed to have finished when the leading car last crossed the Control Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.
3. After receiving the end-of-race signal all cars must proceed on the Circuit directly to the Parc Fermé, or as otherwise instructed, without stopping and without any assistance (except that of the marshals, if necessary).

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

The control (timing) line applies both to the track and to the pit lane, except for the end of the race where a competitor must take the chequered flag on the track in order to be classified for that lap.



13. Title and trophies

13.1 Title Overall Winner

The driver who has scored the highest number of points in the Overall Classification after all respective events of the 2021 Series will be awarded the title:

“2021 Porsche Sprint Challenge North America Champion”

13.2 Prizes and trophies

USAC may remunerate the drivers with a prize in kind for their successful participation.

Yokohama may recognize the driver who has overtaken the most cars (advanced the most positions based on the published starting grid, irrespective of class) during each race with the *Yokohama Apex'n Award*.

To be eligible, drivers must have a registered qualifying time and must not have been placed at the back of the starting grid by way of penalty.

Drivers are only eligible to win the Yokohama Apex'n Award once per event. All recognitions are at the ultimate discretion of Yokohama.

13.2.1 Trophies

Trophies will be awarded by USAC at each event to the 1st, 2nd and 3rd classified drivers in each class. Trophies will also be awarded by USAC at the end of the Championship to the 1st, 2nd and 3rd classified drivers in each of class as well as the 1st place Team for each class.

14. Protests and appeals

14.1 Right to Protest and Time Limits

- a) A protest as to the validity of an entry, rejection of an entry or length of course lies only with the entrant and must be lodged at least twenty-four (24) hours before the start of the competition.
- b) Technical protests against another competitor or the Technical Director regarding particular specifications that are routinely inspected by the Technical Director are not permitted.
- c) A protest against the scorers, timekeepers or award of positions lies only with the entrant and must be lodged within thirty (30) minutes, or as prescribed in the entry form, after the official posting of results.
- d) A protest against any actions of another competitor are not permitted
- e) A protest against any actions taken by race officials are not permitted



f) The following matters, and any others which may be designated as non-protestable in these rules, which involve the exercise of judgment by the Stewards, are not protestable and the decision of the Stewards is final and binding:

1. The decision to call or not call or to end a yellow caution period;
2. The decision of the Steward to signal a driver to pass the pace car under yellow or the Steward's judgment as to whether a proper passing signal was given;
3. The matter of whether a penalty could or should be applied or imposed during or after the race;
4. The decision as to whether to red flag the race
5. The decision to reposition a car for a starting or restarting violation;
6. The decision to impose a detention or disqualification penalty during a competition.

g) Protests of actions taken by the Director of Competition, including suspensions, must be lodged within twenty-four (24) hours after formal notification of the action.

14.1.2 Submission of Protests

when the Race Director pronounces the penalty at a race meeting, related protests must be submitted to the Race Director. All other protests must be submitted to the Director of Competition.

14.1.3 Content of Protests - Protests shall be in writing accompanied by the prescribed protest fee and shall clearly state the errors that are claimed. Each claimed error must be stated in specific rather than general terms and must be accompanied by a written statement of the facts and grounds upon which it is based.

14.1.4 Protest Fees - Protest fees shall be as follows:

- a) Porsche Sprint Challenge \$500.00

NOTE: The protest fee will be returned if the protest is deemed well founded. Protest fees posted regarding the legality of engine capacity will be allowed to be protested in the event the protested engine capacity is found to be legal and will not be returned to the protestant.

14.1.5 Adjudication of Protests

When the Race Director pronounces the penalty at a race meeting, related protests shall be decided by the Stewards . The Director of Competition shall decide all other protests. The protestant and any entrant or other participant in interest shall be entitled to be heard and given an opportunity to call witnesses and shall be given adequate notice of the hearing. The hearing shall be informal and shall be confined to the errors claimed in the protest and evidence relevant to those errors.

14.1.6 Withholding of Award

An award gained by a competitor who has been protested against shall be withheld until the protest has been finally adjudicated in accordance with these rules.

14.1.7 Judgment

All parties concerned shall be bound by the decision given, subject only to appeal as hereinafter provided.

14.1.8 Re-Run



Neither the Stewars nor the Director of Competition shall have power to order a completed competition to be run again.

14.1.9 Default of Right to Protest

Any contestant who voluntarily competes in any competition, which is not in accordance with the entry blank conditions, as published thereby waives his right to protest against the non-enforcement of such conditions.

a) Compliance with Procedure - Any protest, which fails to comply with the foregoing requirements, may be denied and disregarded. Any error not specifically raised in the protest shall be deemed to have been waived.

14.2 Appeals

14.2.1 Initiation of an Appeal

Any member or License holder who is entitled to appeal may submit a written Notice of Appeal, but any such action shall not be stayed because appeal is taken.

14.2.2 Content of the Appeal

The Notice of Appeal must contain reference to the specific action by USAC from which an appeal is taken, the date of the occurrence, the reasons why the member or License holder is appealing, and specific reference to any Rules and/or Bylaws allegedly violated and the relief requested.

The Notice of Appeal must be accompanied by copies of all written documents pertaining to the appeal, such as protests, responses, rulings, announcements, etc.

The Notice of Appeal must clearly and explicitly state the appeals classification under which it is submitted and must be accompanied by the appeal fee required for that classification. The appeal fee shall be in addition to any monetary penalty previously assessed.

The original Notice of Appeal must be received at the USAC offices, 4910 West 16th Street, Speedway Indiana 46224 by the designated recipient and within the time limit for the class of appeal.

14.2.3 Classification of the Appeal

USAC recognizes the following classes of appeals:

a) Conduct or Result of a Competition - Appeal from a decision of a Stewars's Protest Hearing per the Official Competition Rules.

- 1 Appeal Fee - \$1,000 or 5% of any award claimed, whichever is larger
- 2 Recipient - Director of Competition (include a copy of the original protest)
- 3 Time Limit - by 5 p.m. EST of the third business day following the release of the cited decision

b) Discipline of a Participant - Appeal from a decision of the Director of Competition under Section 12.02 of the By-Laws.

1. Appeal Fee - \$1,000 or 10% of any associated monetary penalty, whichever is larger.
2. Recipient - President
3. Time Limit - by 5 p.m. EST of the fifth business day following the release of the cited decision

c) Discipline of a Member - Appeal from a decision of the President under Section 12.03 of the By-Laws.

1. Appeal Fee - \$1,000 or 10% of any associated monetary penalty, whichever is larger
2. Recipient - President



3. Time Limit - by 5 p.m. EST of the fifth business day following the release of the cited decision
- d) Action or Inaction of the Corporation - Appeal from circumstances not otherwise classified, and falling within the scope of Article 13 of the By-Laws.
1. Appeal Fee - \$1,000 or 25% of any monetary damages claimed, whichever is larger
 2. Recipient - President
 3. Time Limit - by 5 p.m. EST of the tenth business day following the date of the action or alleged inaction

14.2.4 Adjudication of the Appeal

The recipient of the Notice of Appeal may dismiss appeals or portions thereof on the basis of procedural noncompliance. Any appeal or portion thereof not so dismissed shall be submitted by the recipient to a Court of Appeals for adjudication. The submission to the Court of Appeals may specify the issues to be heard by the Court, including the issue of procedural compliance. The jurisdiction of the Court is limited to those matters and issues submitted to it by the recipient.

14.2.5 The Court of Appeals

The Court of Appeals shall be selected by the Chairman of the Board. The Chairman of the Board or his designate shall serve as Chief Judge. Two other judges may be selected to serve with him. The other judges may or may not be Board members, but shall not have actively participated in the circumstances cited in the Notice of Appeal, or have a personal interest in the outcome.

14.2.6 Hearing of the Appeal

The Court of Appeals may cause an investigation to be made into the matters surrounding the appeal and shall convene a hearing within thirty (30) days of receipt of the appeal unless mutually extended. The appellant and any member in interest shall be given adequate notice of the hearing and shall be entitled to be heard and call witnesses.

14.2.7 Conduct of the Appeal Hearing

The hearing will be conducted according to the following procedures:

- a) A Court of Appeals hearing is not open to the public and admittance to the hearing is at the sole discretion of the Chief Judge.
- b) The Chief Judge shall enumerate the parties and other necessary participants in the proceedings. The executive race officials shall be regarded as a party to an appeal from a Stewards's Protest Hearing.
- c) The Chief Judge shall exclude from the hearing room or from further participation in the proceedings any person who engages in improper conduct in relation to the hearing.
- d) The Court of Appeals shall conduct the hearing in an informal manner.
- e) The Court of Appeals shall not be limited to the technical common law rules of evidence required in judicial proceedings but shall be satisfied the evidence submitted is of a type on which it can rely.
- f) All parties to the proceedings shall be allowed to present and cross-examine witnesses and to submit evidence, both oral and documentary.
- g) The Judges of the Court of Appeals and the Counsel for the Court of Appeals may examine witnesses.
- h) The Chief Judge shall exclude irrelevant, immaterial or unduly repetitious evidence.



- i) The Court of Appeals shall consider only evidence introduced during the hearing and there shall be no transcript of the hearing unless the Court determines otherwise.
- j) The Court of Appeals, in an appeal from a Stewars's Protest Hearing, shall not consider matters appealed but not assigned as protestable error in the original protest, nor shall it consider matters not assigned as protestable error in the original protest.
- K) The Court of Appeals shall not consider matters outside the scope of the submission by the recipient of the Notice of Appeal, except for procedural rulings by the recipient.

14.2.8 Structure of the Appeal Hearing

The Chief Judge shall ensure that the following structure is observed:

- a) Opening Statements - The parties to the proceedings will be permitted to make opening statements, with the member making the appeal being the first to make an opening statement. In particular each party should be asked to state the issue(s) before the Court of Appeals and a brief summary of the position of the party with respect to such issue(s).
- b) Order of Proof - The evidence shall be received by the Court of Appeals in the following order:
 - 1. The member making the appeal shall first submit and present evidence in support of the appeal, both oral and documentary.
 - 2. Upon the completion of direct examination, each witness shall be subject to cross-examination by the other parties, or by any judge of the Court of Appeals or Counsel for the Court of Appeals.
 - 3. Parties representing USAC and other parties, if any, against whom the appeal is taken shall then be allowed to present evidence, both oral and documentary.
 - 4. Any witnesses thus presented shall likewise be subject to cross-examination by the appellant, by other parties, and by any member of the Court of Appeals or Counsel for the Court of Appeals.
- c) Closing Arguments - Upon completion of the evidentiary portion of the hearing, all parties, beginning with the appellant, will be provided with the opportunity to make closing arguments.

14.2.9 Powers of the Court of Appeals

The Court of Appeals shall have the following powers:

- a) To call, examine and cross-examine witnesses;
- b) To receive and rule upon relevant evidence;
- c) To regulate the course of the hearing and, if appropriate or necessary, to exclude persons or counsel for contemptuous conduct and to strike and disregard all testimony of witnesses refusing to answer proper questions;
- d) To dispose of procedural requests, motions or similar matters;
- e) To dismiss appeals or portions thereof;
- f) To require a party at any time to state its position concerning any issue in the appeal or its theory in support thereof;
- g) To pronounce a just remedy within the USAC By-Laws and Official Competition Rules for the penalty, result or circumstance at issue, but it shall not be empowered to order any completed competition to be rerun;
- h) To order the appellant against whom a final decision is rendered to pay all costs and expenses, including a reasonable attorney's fee, incurred by USAC;
- i) To make such order as to the return or forfeiture of the appeal fee as it may think fit;
- j) To take any other action deemed appropriate for a just and expeditious conclusion of the hearing.



14.2.10 Limitations

The Court of Appeals may interpret the rules and regulations and apply them to the particular facts presented to it, but it shall have no authority or power to create, add to, subtract from or in any way modify any of the rules and regulations or any of the supplements thereto, nor shall it have the authority to change a mandatory penalty, to modify the terms of the penalties authorized in Part X, or to create penalties not listed in Part X.

14.2.11 Publication of Judgment

The United States Auto Club shall have the right to publish or cause to be published a judgment on appeal, and to state the names of all parties interested. The persons referred to in such publication shall have no right of action against the United States Auto Club or against any person publishing such notice.

14.2.12 USAC Appeal Procedure Final

Decisions of USAC executive race officials on interpretation of rules, scoring of positions and penalties shall be final unless such decisions and penalties are protestable under these rules and are protested and appealed within the time limitations and other procedures prescribed by these rules. Any unappealed protest decision by a USAC executive race official or any appeal decision by a USAC Court of Appeals on these or any other matters to come before it shall be final and binding. No court action of any kind may be taken.

Any participant in a USAC sanctioned race meeting waives any rights such participant may have to be a party or to take any action in court seeking legal or equitable relief against any decision or action of any kind by USAC or any of its race officials. A participant's exclusive right to contest a decision or the rules or regulations of USAC is within the protest and appeal procedure of USAC, and any decision reached within this procedure is final.

14.2.13 Compliance With Procedures

Any appeal, which fails to comply with the foregoing requirements, may be dismissed and disregarded. Any error not specifically raised in the appeal shall be deemed to have been waived. Errors not specifically set forth in a Stewards's Protest Hearing may not be considered on appeal.

14.2.14 Jurisdiction of the FIA

a) The Federation Internationale de l'Automobile , hereinafter referred to as the "FIA" is the international authority entitled to make and enforce rules and regulations for the encouragement and control of automobile competitions (including records). Except as provided in this Section, FIA is the final international court of appeal for appealable disputes arising out of the FIA recognized World Championship Events.

b) The Automobile Competition Committee for the United States-FIA is recognized by the FIA as the National Sporting Authority (ASN) of the U.S.A., and is referred to as ACCUS-FIA. USAC is a member of ACCUS-FIA.

c) USAC is the sole and final authority for the development, maintenance, and distribution of USAC prize funds, championship point funds, the awarding of USAC championship points, and the naming of manufacturer or series-sponsored USAC champions in the manner set forth in USAC Competition Rules. Notwithstanding that a particular series competition may be listed on the FIA calendar, USAC reserves sole authority to settle finally any dispute (insofar as the dispute would effect any of the above listed determinations), which may arise during a USAC competition, through the procedures set forth in these rules.



15. N/A

16. TV rights/advertising and television rights

All copyright, sound and picture rights lie with USAC, including the pictures which are adopted by television broadcasts in the 2021 Series. All television rights of the 2021 Series, including terrestrial broadcast as well as cable, streaming and satellite television broadcast, all video rights and all rights on the use of the complete electronic media, including internet, lie with USAC. Any kind of recording, broadcast, repetition or reproduction for commercial purpose, particularly also distribution via social media platforms, without written agreement of USAC is prohibited and can lead to high claims for compensation.

USAC is entitled to use exclusively all rights of the competitors, teams and their drivers, particularly names, logos, team equipment and cars, for the production of interactive games of the Series and to assign the rights to a third party for this purpose.

The media recorded by the on-board cameras in each car, is the sole property of USAC who have granted permission to USAC for this media to be used solely by the Technical Manager, the Stewards and the Race Director for the purposes of safety, technical and judicial inquiries. The media may be shown to relevant competitors' representatives or drivers as part of any safety, technical or judicial inquiry but is not permitted to be copied, filmed, photographed or otherwise replicated in any form to any person. The media will normally be erased after each session at an event.



17. Specific Regulations

17.1 Paddock

- a) Each competitor with up to 3 competing cars will be permitted one transporter and awning. This must be parked in the competitor's designated paddock area and may contain an area at the rear specifically for team seating and relaxation. If a competitor has a fourth entry, application may be made to USAC for a second transporter and awning to be permitted in the paddock. Approval of such an application will be at the sole discretion of USAC. No additional transporter or other vehicle which would require parking space in the event Overflow parking area will be allowed access to the event unless written permission has been granted by USAC. Requests for such permission must be made before the start of the Event concerned.
- b) Prior to making any change to the on-site set up and working appearance a competitor must submit a written request to, and receive approval from, USAC a minimum of 14 days prior to the start of the Event concerned. No separate dedicated hospitality or entertaining structures will be permitted by competitors/drivers within the paddock.
- c) The image of the Series and the participating teams must be always to a professional standard. This includes, for example, team clothing, transporters, awnings, pit walls and floor coverings (explicitly no carpet flooring). Each team is required to provide an articulated lorry with a working awning in accordance with the maximum width: 40 ft; maximum length: 90 ft including the tractor unit.
- d) At least two competition cars must be accommodated in each working awning. If fewer than two entered cars are assigned to a Team awning, USAC reserves the right to reduce the maximum with allowed.
- e) Teams must also provide appropriate means of ensuring that awnings are secured robustly against weather/wind conditions and ensure these are maintained throughout each event. In exceptional cases, USAC reserves the right to permit the length of the awning to include the length of the tractor unit as well. This needs to be considered when planning for the awnings. Every competitor must ensure that all safety relevant aspects of its team's working processes are fulfilled and observed.
- f) Only the team trucks shall have access to the Series paddock. Small trucks and trailers shall only have access to the Series paddock for the purposes of loading and unloading during the official set-up and dismantling periods. Passenger cars, motorhomes and other vehicles are strictly forbidden and shall not have access to the Series paddock at any time. Unless decided otherwise by USAC, it is permitted to start dismantling the paddock only after the main race has started.



- g) The precise times for setting up and dismantling the paddock will be determined by USAC for each event and will be advised in writing at the latest 24 hours before the start of the event in the form of an official "Team Information" communication. These times must be strictly adhered to.
- h) All trucks must be washed before they are parked in the paddock.
- i) With the exception of USAC or Porsche Provided Catering, all other kinds of catering are prohibited in the paddock of the Series.
- j) USAC will announce specific information regarding paddock set-up for the season final in form of a "Team Information" notice.
- k) Teams may use their trailers, including the roof, for advertising, always respecting the requirements of the regulations. USAC retains the right, at its sole discretion, to instruct the removal of any advertising or branding that is deemed offensive or inappropriate.

17.2 Pit lane allocation

Teams will be allocated a working area in the pit lane. Pit lane working areas to be assigned in the order of Team points, or as otherwise specified by the Series Organizer. Guest teams will be allocated a working area by USAC.

17.3 Instructions of USAC and Officials

Instructions of USAC and nominated event officials shall always be followed. In the event of failure of any competitor, team, team member, driver, guest or other individual to comply with these Regulations, USAC will notify the Stewards who may impose a penalty up to disqualification from the event.

17.4 Publication obligation

The nationality of the issuing licence authority must be stated for publications and podium ceremonies.

17.5 Podium and Awards ceremonies

During the entire podium ceremony, except for the time during which the national anthems are being played, the drivers on the podium must wear the caps of the tire manufacturer on their heads with the logo at the front. No political or otherwise inappropriate statements, signals, gestures or stances may be given or displayed by drivers either leading up to or during the podium ceremony.

The ceremony starts with ascending the podium and ends with leaving the podium after the group pictures for the



press.

Any violation of this regulation will be penalised by the Stewards. The payment of the penalty does not preclude any further penalty.

It is mandatory for the winners of all Championship awards to attend the end of season Porsche Sprint Challenge North America awards

17.6 Stewards' Inquiries

The Stewards may hold inquiries into incidents observed by them or referred to them by the Race Director, Technical Scrutineers, or other parties. The Stewards may seek evidence from any source they choose – in the case of incidents on track the Race Director shall present any video evidence available and at any time requested by the Stewards, including during inquiries with competitors and drivers. Drivers attending Stewards' inquiries must always be accompanied by an authorised representative of the relevant competitor.

Team provided video or data will only be allowed if requested by USAC.

17.7 Incidents

- a) "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which can be reported to the stewards by the Race Director (or directly noted by the stewards) which:
 - i. Necessitated the suspension of a session (*red flag*)
 - ii. Constituted a breach of these Sporting Regulations or the Code.
 - iii. Caused a false start in a race by one or more cars.
 - iv. Caused a collision.
 - v. Forced a driver off the track.
 - vi. Illegitimately prevented a legitimate overtaking manoeuvre by a driver.
 - vii. Illegitimately impeded another driver during overtaking.

Unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the session.

- b) It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if a driver or drivers involved in an incident shall be penalised.
- c) If a driver is involved in an incident, he must not leave the Circuit without the consent of the Stewards

17.8 Penalties

- a) At the individual events the Stewards (and the Race Director where specified in these regulations) are responsible



for imposing penalties to the participants, including competitors, teams and drivers.

- b) In addition to these Regulations and the USAC Regulations, the following circumstances or offences may also incur penalties up to refusal of permission to participate, or disqualification of a participant from the event:
- Non-compliance with the prerequisites for participation
 - Non-compliance with the Regulations in the code
 - Advertising for brands that compete with the Series sponsors
 - Unsporting behaviour
 - Failure to comply with the instructions of USAC
 - Refusal to undergo a car check that has been ordered
- c) If any special examinations or investigations are required and ultimately lead to a penalty being applied by the Stewards, then the costs of such examinations or investigations shall be met by the competitor.
- d) The fact that penalties have been imposed by the Stewards does not rule out more extensive penalties being imposed by the relevant ASN or the FIA. These disciplinary bodies shall also be entitled to disallow points won in races in the 2021 Series events.
- e) Should any competitor or driver have points disallowed, no other competitor's or driver's score shall be adjusted as a consequence.
- f) In the case of disqualification from an event, the points gained for the relevant race(s) shall be forfeited. In the event of disqualification from participating further in the Series, all points up to that point shall be forfeited (no other competitor's or driver's points will be adjusted).
- g) Whilst the Stewards may impose any penalty they consider appropriate for a breach of the regulations, Article 20 contains a set of guideline penalties that will be considered, up to and including disqualification from participating in the next event. It should be noted that some penalties also carry penalty points.
- h) Should the Stewards decide to impose either a Drive-Through or a Stop-and-Go penalty, the following procedure will be followed:
- i. The Stewards will give notification of the penalty which has been imposed to the competitor concerned by means of a broadcast on the Race Control radio.
 - ii. From the time the Stewards' decision is notified on the timing monitors the relevant driver may cross the control (timing) line on the track no more than twice before entering the pit lane. In the case of a Drive-



Through penalty the driver must proceed down the pit lane and re-join the race without stopping. In the case of a Stop-and-Go penalty, the driver must stop in the designated area where they shall remain for the prescribed stop time.

- iii. Unless notified otherwise by a Stewards' Bulletin for a particular event, the designated area for Stop-and-Go penalties to be served will be in the designated Penalty Box. When the prescribed stop time has elapsed, the driver may re-join the race.
- iv. Unless the driver was already in the pit entry for the purpose of serving a Drive-Through or Stop-and-Go penalty, they may not carry out the penalty while the Safety Car has been deployed. The number of times the driver crosses the control line behind the Safety Car will be added to the maximum number of times they may cross the control line on the track.
- v. Whilst a car is stationary in the pit lane as a result of incurring a Stop-and-Go penalty it may not be worked on. However, if the engine stops it may be started after the prescribed stop time has elapsed.
- vi. Should either a Drive-Through or Stop-and-Go penalty be imposed and notified during the last five laps/ten minutes or after the end of the race, or cannot be imposed for operational reasons, then at the discretion of the Stewards the procedure at ii. above may not apply and the penalty may be converted to a time penalty which will be added to the overall elapsed time of the car concerned.
- vii. For any breach of the regulations during free practice, the Stewards may (as an alternative to or in addition to any other penalty) impose a Stop-and-Go penalty which they may order to be taken at the start of the Qualifying practice session, in which case the car concerned may not leave its pit lane working area at the start of the Qualifying session until the prescribed stop time has elapsed.
- viii. Any breach or failure to comply with the above procedure may result in the car being disqualified.

- i) Should the Stewards issue a grid place penalty to a driver for a future race, the penalty remains with the driver even if the driver moves to another team and/or car.
- j) In accordance with Article 12.7.3 of the FIA International Sporting Code, any fines imposed by the Stewards are payable within 48 hours of their notification to USAC (the Parent ASN of the International Series).
- k) Where a fine is imposed, continued participation in the Series beyond the event at which the fine was imposed, may not be permitted until any fine imposed is paid in full.

17.9 The track

Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

- a) The outer edges of the curbing are considered to be part of the track.
- b) A driver will be judged to have left the track if all four wheels of the car go beyond the curbing.
- c) Any report made by a duly appointed Judge of Fact regarding a driver having left the track may not be contested by the competitor or the driver concerned and a Judge's statement of fact must be accepted as a fact unless later corrected by him or over-ruled by the Stewards. The Race Director and/or the Stewards may,



at their sole discretion, review any report for the purposes of ensuring accuracy and consistency. This does not preclude the Stewards from exercising their right to over-rule, or accept a correction from, a Judge of Fact.

The following penalties may be applied:

Practice

- a) Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) may have that lap time deleted by the Stewards .
- b) Any driver who repeatedly leaves the track may be reported to the Stewards who may impose a penalty.

Qualifying

- a) Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) may have that lap time deleted by the Stewards .
- b) Any driver who repeatedly leaves the track may be reported to the Stewards who may impose a penalty up to and including the deletion of all lap times or a grid-place penalty for the race. It is not a condition that the driver must have been shown the Black and White flag before a penalty is applied.

Race

- a) Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) on a number of occasions will be shown the Black & White flag as a warning.
- b) Any driver who repeatedly leaves the track may be reported to the Stewards who may impose a penalty.

At the absolute discretion of the Race Director, a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track.



18. Safety

18.1 Extrication exercise

USAC, in conjunction with the event medical personnel, may elect to hold an Extrication Exercise at any event. USAC shall nominate a team and driver to take part in the exercise. The team and driver must comply with this request and have the nominated car and driver, with all racing equipment, available at the designated date and time in the Series paddock, in full race condition. Failure to comply with this regulation may result in a penalty.

18.2 Pit lane safety

- a) The maximum speed in the pit lane during practice, qualifying and each race is 60 kph (unless otherwise specified in the Drivers' Briefing) and will be monitored by the Race Director and the Stewards. Drivers exceeding the permitted maximum speed during free practice or qualifying sessions may be penalised, including by Stop-and-Go penalties during either of those sessions or a drop of grid places for the race. Drivers who repeatedly exceed the permitted maximum speed in the pit lane during free practice and/or qualifying may face additional penalties for speed limit violation. Drive through or Stop-and-Go penalties may be issued if the permitted maximum speed in the pit lane is exceeded during a race.
- b) The use of safety stands (securing the car from dropping unintentionally from the air jacks) for any type of work underneath the car will be strictly enforced. Any non-compliance will be reported to the Stewards and penalised at the full discretion of the Stewards. Engines must not be running while a car is on jacks or other temporary supports.
- c) The outer (fast) lane is to be kept unobstructed to allow safe passage of cars at all times. It is the responsibility of each competitor to release their car from the working area only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane.
- d) Unless instructed otherwise by the Race Director, during all practice and qualifying sessions cars must be parked parallel to the pit wall whenever they are stopped in the team's pit area. When a car is ready to leave its pit area, the car may be pushed backwards (not reversed under its own power) with a team member responsible for ensuring the car is released safely and without impeding other cars.
- e) The onus shall be on all drivers to take due care and drive within the pit lane speed limit. Drivers must respect the designated pit entry and must not cross the white line at pit exit, details of which will be provided in the Drivers' Briefing.
- f) All equipment must be kept in a safe position towards the pit wall as soon as cars leave their pit areas at the



start of and during practice, qualifying and races.

- g) Competitors, team members and drivers are responsible for the conduct and safety of their guests in the pit lane area. Guests must carry the correct credentials at all times. Any guest found in the pit lane without the correct pass will be excluded from the pit lane and the competitor will be reported to the Stewards. No person under the age of 16 is permitted in the pit lane at any time.
- h) Competitors, team members and drivers must ensure that their guests always respect the pit lane regulations and be vigilant at all times. To this end, it is the responsibility of each competitor and/or driver to give a briefing to each individual guest regarding pit lane safety.
- i) Competitors, team members and guests must wear closed footwear in the pitlane at all times, open footwear is not permitted. It is strongly advised that long trousers (not shorts) are worn by team members. Competitors are responsible for informing their guests of suitable clothing standards when in the pit lane, including footwear and a recommendation for long trousers (ladies and gentlemen) together with covered shoulders.

18.3 General safety

- a) Drivers are strictly forbidden to drive their cars in the opposite direction to the specified direction unless this is necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals. No car may be reversed in the pitlane under its own power.
- b) At any time while on track, drivers may only use the track and must always observe the provisions of these regulations relating to driving conduct on circuits.
- c) If a car stops during any session or race it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to help.. A driver must always be within 50' of the car and must leave the steering wheel in place.
- d) The Car's two headlights and two taillights must be illuminated at all times when it is running on track. The Technical Scrutineers may check the lights at any time until 15 minutes before the green flag. Should any lights fail during the session, no penalty will be imposed but the Race Director may direct a car to enter pit lane to address the situation if he considers this is causing an immediate safety issue.



- e) At the end of any session or race, each driver may cross the Control (Timing) Line only once. Crossing twice after time has expired may result in penalty.

- f) Only small two- and four-wheeled motorised paddock vehicles may be used within the paddock and must be authorised by USAC prior to use. These vehicles may only be used when driven by a current full road traffic licence holder for race team related business. Recreational use is strictly prohibited. Private cars and vans are not considered as paddock vehicles. These allowances are subject to the venue or promoter regulations.

- g) The speed limit in the paddock at each venue is 10 kph.












- h) Tailgates on transporters must remain in the up or closed at all times except when loading and/or unloading at the beginning and end of each event.



19. Flag Signals

Attachment 4 – Flag Signals

Flagging will be the official method to communicate with ALL competitors during all on track sessions. Flags may be replaced or supplemented by lights and/or reflective panels; these shall have the same meaning as the flags.

FLAG	<p>Note: Any flag signal may be accompanied by additional messages from Race Control Flag signals are based on the recommendations of <u>FIA Appendix H Article 2.5.4 and 2.5.5</u></p>
	<p>GREEN When displayed by the starter, signals the beginning or resumption of a session. Also shown (waved) on track following a yellow caution area to indicate passing may resume when beyond the green flag. Also shown for first lap of the first non-race session of the day for each series.</p>
	<p>BLACK/WHITE DIAGONAL (Shown with Number Board) Unsportsmanlike flag. Shown stationary to a competitor once as a warning primarily for their driving conduct. Should further action be taken by the stewards, the team will be informed immediately</p>
	<p>BLACK (Shown with Number Board) Once displayed, the competitor must stop at his pit box on his next approach to pit entry. If a driver fails to comply for any reason, this will be an additional breach and subject to further penalty by the stewards. This flag will not be shown for more than four consecutive laps.</p>
	<p>BLACK with ORANGE CIRCLE (Shown with Number Board) Mechanical problem that may endanger the driver or other competitors. Competitor must report to pit lane immediately – failure to follow this instruction will result in a Black Flag being shown to the competitor.</p>
	<p>SINGLE YELLOW Stationary: Reduce Speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the track. Overtaking is prohibited until competitor has passed a green flag. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that sector. Waved: Increased danger – be prepared to change directions or stop. There is a hazard wholly or partly blocking the track and/or marshals working on or beside the track. Overtaking is prohibited until competitor has passed a green flag. During free practice and qualifying, it must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap (this does not mean he has to pit as the track could well be clear the following lap)</p>
	<p>DOUBLE YELLOW (Full Course Yellow – FCY) Danger: Reduce Speed, overtaking is prohibited throughout the circuit. Flags are displayed at all stations.. FCY may be used with or without a Safety Car. All drivers must gather in single file behind the leader or Safety Car. FCY shall remain until the race is resumed and a green flag is shown. May be used in conjunction with a board displaying the letters “SC”, informing competitors that a safety car is deployed on track.</p>
	<p>RED Session suspended. Use caution and proceed immediately to pit lane or a location as directed by Race Control. Overtaking is prohibited. Cars are considered under “Parc Fermé” conditions unless otherwise stated. Race Control will announce separately if the session will or will not resume.</p>
	<p>SOLID BLUE OR BLUE WITH YELLOW DIAGONAL Warning: faster/lapping cars are approaching. Use Caution. Exercise sportsmanship & allow racing room. If waved, this signals that another driver is trying to overtake.</p>
	<p>YELLOW WITH RED STRIPES Caution, the racing surface may be affected by fluids or debris and may be slippery.</p>
	<p>WHITE Start/Finish: WAVING, Indicates last lap of a race. A LAST LAP board may be used. Both signals are advisory. Corner Post: STATIONARY, use caution as you are approaching slow moving vehicle. WAVING, use caution as you are approaching a very slow-moving vehicle or a moving Safety Vehicle.</p>
	<p>BLACK & WHITE CHECKERED Indicates completion of a session or race. All cars must exit the course once they have passed start/finish and received the checkered flag.</p>



20. Penalty Table

Per Stewards Bulletin

