



2022 GENERAL AND SPORTING REGULATIONS

Yokohama Drivers Cup USA

V 22.5

Porsche GT3 Cup

- 992
- 991.2 & 991.1

Porsche GT4 Cup

- 718 Cayman GT4 Clubsport (982)
- Cayman GT4 Clubsport (981)

Porsche GT Cup

- GT2 RS Clubsport (991.2)
- GT3 R (991.1)
- GT3 R (997.2 & 997.1)

Sanctioned by

COMPETENT
MOTORSPORT

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2022 General and Sporting Regulations

General and Sporting Regulations V22.5

This is an important document. All Participants should read these Regulations before completing the relevant entry form. Please contact Competent Motorsport LLC if you have any questions in relation to these Regulations.

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April 6, 2022	22.3	Added 992 reference and age requirements for Platinum Masters in GT3 Cup section; updated Tire allocation for 992 cars.
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Please note the Sections that have been modified/added in the latest Version above are highlighted in red for your reference.



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INTRODUCTION

For 2022, Competent Motorsport is proud to present and sanction the following Series:

- **Yokohama Drivers Cup USA**

The Series cars are featured in some of the most exciting racing around the world. Using these Porsche platforms, this series is aimed at amateur and semi-professional racers – drivers who do not make their living in motorsports.

The series enjoys technical and parts support from Porsche Motorsport North America and Yokohama Tires as the title sponsor.

The Series are sanctioned by Competent Motorsport under its Technical and General & Sporting Regulations.

To provide for the orderly conduct of these competitions, these General & Sporting Regulations are provided, and in conjunction with the Technical Regulations shall comprise the regulations for the conduct of the Series. All participants in these competitions and any part of this series must be fully aware of and are subject to all these regulations and shall be bound by them, as they may be amended, supplemented, or superseded from time to time, and all participants are responsible for compliance therewith.



General Regulations

1. Control of Competition

1.1. Organization

Competent Motorsport is sanctioning body and organizer of the **Yokohama Drivers Cup USA** series referred to as “Series”.

1.2. General Rules of Competition

The Series shall be governed by “The Regulations” which include:

- The General & Sporting Regulations
- The Event Supplementary Regulations (SR) (If any)
- The Technical Regulations

1.3. Control

For the Series, Competent Motorsport requires competitors to have an established license with a recognized sanctioning body. Competent Motorsport also requires that all participants, in whatever capacity, be properly registered by the Series, and thereby do submit themselves to The Regulations.

As a condition of participation in the Series, all competitors specifically acknowledge that this is a national championship and do specifically disclaim any rights to make any appeals, other than those provided for in these Regulations.

1.4. Acknowledgement of the Rules

Every Driver, Entrant, Official, Promoter or other participant involved with or attending a Competent Motorsport sanctioned Event and every person who is an accepted participant, agree, without reservation or qualification, to conduct themselves in accordance with The Regulations. If there is a disagreement or dispute regarding the meaning or application of The Regulations, the interpretation and application thereof shall be determined by Competent Motorsport officials, whose rulings shall, in all instances, govern and control. Determinations by Competent Motorsport officials applying or interpreting The Regulations shall be final and non-appealable, except as provided in Articles 10 and 11.

IN ORDER TO FAIRLY AND EFFECTIVELY PROMOTE THE SPORT OF AUTO RACING AND TO ACHIEVE PROMPT FINALITY IN COMPETITION RESULTS AND IN CONSIDERATION OF RECEIVING NUMEROUS BENEFITS AVAILABLE TO THEM, THE RECEIPT AND SUFFICIENCY OF WHICH ARE HEREBY ACKNOWLEDGED, ALL COMPETENT MOTORSPORT PARTICIPANTS, DRIVERS, ENTRANTS, OFFICIALS, PROMOTERS OR OTHER PARTICIPANTS, EXPRESSLY AGREE THAT DETERMINATIONS BY



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OFFICIALS AS TO THE APPLICABILITY AND INTERPRETATION OF THIS CODE ARE NON-LITIGABLE, AND SPECIFICALLY COVENANT THAT THEY WILL NOT INITIATE, DIRECTLY OR INDIRECTLY OR MAINTAIN LITIGATION OF ANY KIND AGAINST COMPETENT MOTORSPORT OR ANYONE ACTING ON BEHALF OF COMPETENT MOTORSPORT TO REVERSE OR MODIFY SUCH DETERMINATION OR TO SEEK TO RECOVER DAMAGES OR OTHER RELIEF ALLEGEDLY INCURRED OR REQUIRED AS A RESULT OF SUCH DETERMINATION. IF A DRIVER, ENTRANT, OFFICIAL, PROMOTER OR OTHER PARTICIPANT, INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THIS COVENANT, THAT DRIVER, ENTRANT, OFFICIAL, PROMOTER OR OTHER PARTICIPANT AGREES TO REIMBURSE COMPETENT MOTORSPORT FOR THE COST OF SUCH LITIGATION, INCLUDING ATTORNEY'S FEES. COMPETENT MOTORSPORT DRIVERS, ENTRANTS, OFFICIALS, PROMOTERS OR OTHER PARTICIPANTS UNDERSTAND AND AGREE TO THE FOREGOING COVENANT AND ACKNOWLEDGE THE AGREEMENTS HEREIN CONTAINED ARE A FAIR AND REASONABLE EXERCISE OF DECISION-MAKING AUTHORITY BY COMPETENT MOTORSPORT FOR WHICH THEY AGREE TO BE BOUND TO THE FULLEST EXTENT PERMISSIBLE BY APPLICABLE LAW. THE FOREGOING COVENANT AND RESTRICTION DOES NOT APPLY TO THE USE OF THIRD-PARTY MARKS AND INTELLECTUAL PROPERTY, WHICH SHALL BE GOVERNED BY SEPARATE AGREEMENT AND AT LAW.

1.5. Commercial Rights

Competent Motorsport, as the organizer of the Events, Series and Championship does hereby reserve all commercial rights to the same. All participants, in recognition of good and valuable consideration received, do provide Competent Motorsport an irrevocable, royalty free right to use their image, likeness, representations, name, logos, marks, and any other information related to their participation, in any form whatsoever, for any purpose in connection with the Series, including any commercial purpose; including, but not limited to, all media releases, television and radio coverage, interactive games, internet uses, Series merchandise, souvenirs and apparel. Competent Motorsport shall own, in perpetuity, the exclusive rights to film, tape, capture, photograph, collect, transmit, or record by any means, process, medium or device, whether or not currently in existence, all information, images, sounds and data, arising from or during the Series Events and any other works copyrightable or otherwise created from the information, images, sounds and data arising from or during the Series Events. Competent Motorsport may reproduce, broadcast, transmit or distribute, by any means, process, medium or device, whether or not currently in existence, all information, images, sounds and data, electronic or otherwise, generated during and in connection with the Series Events and any and all copyrights and all other intellectual property and proprietary rights worldwide in and to such information, images, sounds and data, electronic or otherwise, any recording, broadcast or transmission thereof, and any work derived there from. Competent Motorsport shall have the right to assign or sublicense any of its rights herein.



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1.6. Use of Series Marks

Participants may not use the Competent Motorsport logo, the Series mark, Porsche's marks, Yokohama's marks, or any other Series sponsor marks, except as required or permitted in the Regulations, without the express written consent of the respective rights holder. Any permitted use must comply with the specifications of the rights holder.

1.7. Media Policy – Social Media

Social media includes all means of electronic communication or posting of information and/or content of any sort on the Internet. This includes posting to your own or someone else's web blog, journal or diary, personal web site, social networking or affinity web site, web bulletin board or a chat room, whether or not associated or affiliated Competent Motorsport. This specifically includes Facebook and Instagram.

Although forums may seem informal, individuals are solely responsible for anything posted online, whether by themselves and/or allowing others the ability to post online content for them. Before creating online content, individuals should consider the risks involved. Any social media interaction or contribution that adversely affects Competent Motorsport, the Series, members, or others may result in disciplinary action against individuals, up to and including exclusion from the Series.

This responsibility applies to all Drivers, Entrants, Family members, Crew, Associates, Manufacturers or any other individuals or entities who are Competent Motorsport and/or The Series members and participate competitively in an event. Additionally, the responsibility applies to any and all affiliated Competent Motorsport officers, employees, agents, representatives, and subcontractors.

Inappropriate postings, including (but not limited to) social media statements, photographs, video, or audio recordings with "discriminatory remarks" or negative defamation are prohibited. Discriminative remarks or defamation includes any content that could be reasonably viewed as malicious, obscene, threatening or intimidating, that disparages others or that might constitute harassment or bullying is prohibited. Incorrect postings or content should be corrected immediately with the updated version sent to the Executive Director. Note any posts are "on the record" and available to media, public, sponsors, partners etc. They are subject to discovery in any litigation matters. The removal of posts does not remove them from the record, or any liability associated with the posts or content.

The posting of online rumors, speculation, or information about Competent Motorsport, The Series and/or others until an official announcement, release or other post by official social media accounts is published, is prohibited and is subject to disciplinary action. It is prohibited to post as a 3rd party or represent yourself or your views as a spokesperson for Competent Motorsport, The Series



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and/or a fellow Member. Be clear and open about the fact that you are a Member of the Competent Motorsport series and the views are your own. This applies particularly to any blogs, interviews, documents, or media releases.

Information shared to individuals may be confidential and the intellectual property (IP) of others. Always obtain consent of the owner of IP or copyrighted materials and consider whether the material is suitable for use online. This extends especially to any confidential knowledge of incidents or injuries which could be sensitive or legally privileged. Individuals must not use social media to comment on the identities, condition or other medical information of any drivers, crew members, other members, or others involved in an incident prior to an official update from Competent Motorsport.

Retaliation is prohibited. Competent Motorsport prohibits taking negative action against any Member for reporting or for cooperating in a policy investigation. Member(s) who retaliate against another Member(s) for reporting or for cooperating in an investigation will be subject to disciplinary action, up to and including exclusion from the Competent Motorsport series.

The social media policy is not meant to discourage members from exercising their rights to use social media. Social media plays an integral role in reaching out to and growing fan bases, engagement, marketing, and promotion to all entities. It is a way to give fans direct interaction with Competent Motorsport, the Series, drivers, teams, tracks, and sponsors. This policy, if used correctly, will only enhance this experience for all parties involved.

2. Definitions and Terms

Standard nomenclature will be used wherever possible in Competent Motorsport activities.

2.1. Competent Motorsport

Competent Motorsport, 895 Dove Street, Suite 300, Newport Beach, California 92660, is a national sanctioning organization formed to promote Porsche AG; to organize, sanction, supervise and conduct Porsche Motorsport Events for selected motorsport platforms; to promote uniform rules and safety standards; to provide a venue for training drivers beyond club racing, preparing for professional racing; to affiliate with other organizations with similar purposes, and to cooperate with such organizations; and to undertake any other activities to advance motor sports.

2.2. The Regulations

The rules and regulations governing the sanctioning and conduct of Competent Motorsport sanctioned Events.



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2.3.Competition

Competition is a contest of competitive nature in which an automobile takes part and results of the competition are published.

2.4.Event

An entire program of Competent Motorsport sanctioned motorsport competitions.

2.5.Sanction

The documentary authority granted by Competent Motorsport to organize and hold a competition.

2.6.Driver

A person named as the Driver of an automobile in a competition within the series.

2.7.Entrant

An entrant is a person who has entered an automobile that has been accepted for competition within the series.

2.8.Promoter/Organizer

A person or body controlling a facility where motorsport events are organized promoted and staged.

2.9.Participant

For insurance purposes, the definition of a participant is a person that has been assigned credentials that are duly and officially issued by Competent Motorsport who is performing a clearly defined duty in a restricted area of the event.

2.10.Weights and Measures

Standards for weights and measures shall be as specified in Appendix 1.

3. General Rules & Conduct

3.1.Conduct

- 3.1.1. Every participant in a Competent Motorsport event is expected to conduct themselves in a professional and sportsmanlike manner. Persons whose appearance, associations, or affiliations at or away from an event are deemed inappropriate or who exhibit conduct which is offensive, abrasive, in bad taste, or otherwise inappropriate or *who have been convicted of criminal activity* may be denied membership or may have their existing license suspended or revoked by Competent Motorsport. Such conduct may also be or be considered a violation of The Regulations and may result in the imposition of other penalties.



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- 3.1.2. Failure to obey the direction of a Competent Motorsport official or Competent Motorsport designated series/promoter representative, as such pertain to the procedures and rules that govern the organization and administration of any Competent Motorsport event will be considered a breach of the regulations.
- 3.1.3. Any Entrant or member that publicly criticizes Competent Motorsport or its officials may be considered to be acting in an unsportsmanlike manner prejudicial or detrimental to Competent Motorsport and the best interests of the sport is subject to disciplinary action by The Series.
- 3.1.4. Actions or in-action not otherwise specifically prohibited by the regulations, of an entrant, driver and/or another participant while participating in any Competent Motorsport event which is deemed by Competent Motorsport to be or to cause a situation, unnecessarily dangerous, negligent, or otherwise inappropriate, shall be considered a breach of the regulations.
- 3.1.5. Actions or in-action on the part of a competitor which, in the opinion of the Series Director or Race Director resulting in an unfair advantage to the competitor shall constitute unsportsmanlike conduct and is a breach of The Regulations.
- 3.1.6. During each Event, there may be several mandatory meetings scheduled, including driver's meetings and entrant's or crew chief's meetings as well as coach's meetings. Failure to attend or late arrival is a breach of the regulations (see Sections 6.10/6.11 for associated penalties).

3.2. Responsibility

Entrants are responsible for the conduct of their drivers and crews during a competition. An offense by a team member will be charged to the entrant.

3.3. Drugs and Alcohol

- 3.3.1. For the purposes of this regulation, "Illegal Substances" include any substance which may not be legally prescribed, either by Federal or State statute, which when taken or ingested may or may-not have a performance enhancing or mood or state of mind-altering effect. For the purposes of this regulation, "Controlled Substances" include any substance which may be legally prescribed, either by Federal or State Statute, which when ingested or taken may have a performance enhancing or mood or state of mind-altering effect.
- 3.3.2. It is forbidden for any participant to illegally use, possess, acquire, or distribute any controlled or illegal Substance, at any time. Conviction



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or a finding of guilt in any criminal proceeding involving the illegal use of illegal substances or controlled substances may subject the participant to sanctions under this regulation.

- 3.3.3. Nothing contained herein shall be construed as to discourage the proper use of medically necessary prescribed or over the counter medications. However, participants must adhere to section 3.4 of the regulations.
- 3.3.4. It is forbidden for any participant to illegally possess, acquire or distribute any prescription or over-the-counter medication. Further, it is forbidden to misuse any prescription or over-the-counter medication in a manner not consistent with the prescription or instructions provided by the manufacturer and/or prescriber or pharmacist.
- 3.3.5. It is forbidden for any participant to consume any alcoholic beverage in a manner which may affect their behavior during practice, qualifying or the racing portions of a Competent Motorsport Event. The Competent Motorsport standard for being “under the influence” is that any person who is deemed to be acting abnormally or is impaired, at the sole discretion of Competent Motorsport and/or who subsequently is shown to have alcohol in their system, as tested by any recognized test method at the sole discretion of Competent Motorsport shall be deemed in violation of this regulation. Further, while it is not a violation of this regulation for any participant to consume alcoholic beverages, in accordance with law and regulations, at an event site, it is a violation for any participant to consume alcoholic beverages during official event hours or to act in an unsafe manner anywhere at a Competent Motorsport event as a result of any impairment. It is a violation of this regulation to supply alcoholic beverages at an event site in violation of law or regulations, or in a manner to cause a violation of this regulation.
- 3.3.6. Competent Motorsport may require participants to participate in systematic testing for drugs and/or alcohol. Competent Motorsport may require any participant to undergo testing for Illegal Substances, or use of Controlled Substances, prescription or over-the-counter medication or alcohol, in violation of this regulation. Such testing may be done for suspicion of violation of this regulation, either through reports from a reasonable source, or by observation of signs, symptoms or behaviors or may be done randomly. Further, testing may be done after any incident on or off track. Testing may be required either at an event or away from an event.



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- 3.3.7. Refusal to promptly authorize and submit to such testing is a violation of this regulation. Refusal to permit release of the results of any tests by any testing facility or person conducting such test, to Competent Motorsport is a violation of this regulation. Any testing done “for cause” or “reasonable suspicion” shall be done at the participant’s expense.
- 3.3.8. Testing shall be done at a facility chosen by Competent Motorsport. The results of such testing are not subject to protest or appeal. Competent Motorsport may publish the results of such testing at its discretion. A person or entity referred to in such notice shall have no right to act against Competent Motorsport or the person publishing the notice.
- 3.3.9. Where testing is not available, but where Competent Motorsport suspects impairment, for any reason, Competent Motorsport may remove the participant from the facility, or take such other action as may be deemed appropriate.
- 3.3.10. Any participant who is found in violation of any part of this section may be required to undergo testing or re-testing prior to any further participation in any Competent Motorsport sanctioned Event or reinstatement of any Competent Motorsport privileges.
- 3.3.11. Competent Motorsport does not provide rehabilitation services. Nor does this regulation provide for periods of rehabilitation, with respect to this section of The Regulations. However, nothing contained herein is intended to dissuade anyone from seeking treatment or help for drug or alcohol problems, and Competent Motorsport strongly encourages participants in need to seek such treatment or help.

3.4. Medical Responsibility of Participants

- 3.4.1. It shall be the personal responsibility of all participants, including drivers; to refrain from taking part in any Competent Motorsport sanctioned event if they have been injured, are under the influence of any controlled substance or beverage, or are in any way other than medically fit. It shall be the responsibility of a participating driver to report to Competent Motorsport before taking part in an event, any unusual medical condition, allergy or anticipated special treatment they may require.
- 3.4.2. Nothing in The Regulations shall be construed as to discourage the proper use of medically necessary prescribed or over-the-counter medications. However, certain medications contain ingredients that may cause drowsiness, alter mood, perception, or other cognitive abilities, or have other affects that may adversely impact a driver’s



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ability to participate in motorsports. It shall be the responsibility of a participating driver to disclose to the Competent Motorsport all prescription and over-the-counter medication that the driver is using or has used in the past, as well as any side effects that have been experienced as a result. If Competent Motorsport determines, based on the circumstances of the particular case, that the medication being used would adversely affect safety, then the driver will not be permitted to participate in that Competent Motorsport event.

3.4.3. Competent Motorsport or the Race Director may require an injured driver to be approved by a physician appointed by Competent Motorsport prior to issuance of a Competent Motorsport credential or before competing. The appointed physician may discuss the results of this examination with Competent Motorsport officials.

3.4.4. A doctor, paramedic or emergency worker may require any driver, entrant or crew involved in an incident to report for medical observation or examination prior to being permitted to resume competition. Competent Motorsport medical personnel may require follow up observation or examination after an incident. Drivers are required to comply with these instructions. The medical personnel may discuss the results with Competent Motorsport officials.

3.5. Sound Enforcement

3.5.1. It is the responsibility of the Entrant to ensure that their car meets the current Competent Motorsport sound regulations as published in the Event Supplementary Regulations. Competent Motorsport will at its discretion, monitor sound levels or have others monitor sound levels, and will employ enforcement as needed.

3.5.2. Local sound regulations beyond Competent Motorsport control may require additional procedures or penalties for noncompliance. Competent Motorsport reserves the right to modify this procedure at any time.

3.6. Data Acquisition

3.6.1. Competent Motorsport may collect any data from the cars at any time; may require the teams to provide data from on-board data collection systems; may plug into and collect data from any data collection system. Competent Motorsport will not be responsible for any data lost during or as a result of this process.

3.6.2. It is mandatory that at a minimum each competing vehicle has installed and operational a forward-facing camera, and a rear-facing camera is highly recommended for all on track activities. Specific camera placement and authorized camera manufacturers are defined



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in the Technical Regulations. The installed camera must be capable of recording a complete 35-minute race. Competent Motorsport may request to review this data at any time. Noncompliance will result in a fine or a penalty at a minimum.

4. Officials

4.1. Event Officials

The Officials responsible for conducting a Competent Motorsport event are organized as follows:

- EXECUTIVE DIRECTOR
- SERIES DIRECTOR
- RACE DIRECTOR
- TECHNICAL DIRECTOR
- SERIES DRIVER COACH
- CHIEF TIMEKEEPER

The above Officials may delegate part of their duties to assistants.

4.2. Supervision

In addition to these officials, Competent Motorsport reserves the right to appoint a person to evaluate and report on the event.

4.3. Appointment of Officials

The Series Director and Race Director are appointed by Competent Motorsport. Other Officials are appointed subject to approval of Competent Motorsport.

4.4. Conduct

Every Official is expected to conduct themselves in a manner which will reflect credit on the sport of automobile racing and on Competent Motorsport. Competent Motorsport may remove any official's appointment and may penalize them if they fail to conduct themselves properly.

4.5. Race Director

- 4.5.1. The Race Director is responsible directly to Competent Motorsport for the conduct of the event. Accordingly, the Race Director has the duty and authority to:



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- 4.5.1.1. Execute the program of competitions and other activities punctually by directing the drivers and their cars, officials and their assistants and other participants.
- 4.5.1.2. Determine whether conditions are safe to continue the event, or else postpone a competition, modify the SR, or alter the schedule for reasons of safety or forces beyond their control.
- 4.5.1.3.** Assess penalties in accordance with the regulations.
- 4.5.1.4. Compile a report on all aspects of the event as requested by Competent Motorsport.
- 4.5.1.5. The Race Director shall sign and send to Competent Motorsport a closing report as soon as practicable after the close of the meeting. This report will include the results of each competition together with particulars of all protests lodged and exclusions they may have made with their recommendations as to any decisions which may have to be taken for a suspension or a disqualification.
- 4.5.1.6. The Race Director shall decide what penalty to enforce in the event of a breach of the regulations.
- 4.5.1.7. The Race Director or Series Director may authorize a change of drivers.
- 4.5.1.8. The Race Director or Series Director may assess penalties or fines.
- 4.5.1.9. The Race Director or Series Director may pronounce exclusions.
- 4.5.1.10. The Race Director or Series Director may amend the classifications.
- 4.5.1.11. The Race Director or Series Director may prohibit from competing, any Driver or any vehicle which he/she considers being dangerous.
- 4.5.1.12. The Race Director may exclude from any session, or for the duration of the event, any entrant or driver whom he/she considers as being guilty of improper conduct or unfair practice.



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- 4.5.1.13. The Race Director or Series Director may postpone a competition in the event of “Force Majeure” or for significant safety reasons.
- 4.5.1.14. The Race Director may modify the event program as to the position of the starting and finishing lines, or in any other manner, if requested to do so by the organizer in the interests of competitor and public safety.
- 4.5.1.15. The Race Director may take the decision to stop a race.
- 4.5.1.16. The Race Director or Series Director may investigate possible rules violations and other disputes. The Race Director may call and hear witnesses and consider other evidence and then take action for solving such disputes, including penalties.

4.6. Series Director

- 4.6.1. The Series Director is responsible directly to Competent Motorsport for the conduct of the event. Accordingly, the Series Director has the duty and authority to:
 - 4.6.1.1. Keep order in cooperation with civil authorities responsible for public safety.
 - 4.6.1.2. Prevent ineligible cars and drivers from taking part in an event.
 - 4.6.1.3. Order inspection of any car in order to verify its technical and safety eligibility.
 - 4.6.1.4. Replace any Official not able to perform their duties.
 - 4.6.1.5. Supervise the distribution of awards to eligible competitors.
 - 4.6.1.6. Assign certain responsibilities and/or authorities to other Competent Motorsport officials.
 - 4.6.1.7. Responsible for conducting the event in accordance with the official program.
 - 4.6.1.8. The Series Director may amend the SR.



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4.6.1.9. Furthermore, the Series Director may order the removal from the course and its precincts any entrant, driver, crew, or guest who refuses to obey the order of a Competent Motorsport official.

4.7. Timekeeper (Timer and Scorer)

The Timekeeper and their staff are responsible for the accurate timing and scoring of the event. They prepare the official results, maintain official qualifying times for competing automobiles and furnish timing and scoring information requested by the Race Director.

4.8. Technical Director (Scrutineer)

The Technical Director is responsible for checking all competing cars for safety and eligibility. The Technical Director and their assistants will conduct inspections at the Race Director's request and will report any cars which they find are unsafe or ineligible.

4.9. Pit Lane / Grid Officials

The Pit Lane/ Grid Officials are the liaison between competitors and Race Control.



5. The Series Championship Schedules

5.1. Yokohama Drivers Cup USA – GT3 Race Group

The Yokohama Drivers Cup USA Championship (The Championship) is an annual calendar of races which determines Driver and Masters Champions. There are no Entrant or manufacturer championships. Every Event is organized according to The Regulations.

A minimum of three (3) entries must participate in the Series to become a Class Champion.

GT3 includes 992 [Emerald]; 991.2 [Platinum]; 991.2 [Platinum Masters]; 991.1 [Gold]

Event	Races	Event Date	Venue
Event #1	Races #1 - #2	April 1 st – 3 rd	Spring Mountain Motor Resort
Event #2	Races #3 - #4	April 22 nd – 24 th	Circuit of the Americas
Event #3	Races #5 - #6	June 3 rd – 5 th	WeatherTech Raceway Laguna Seca
Event #4	Races #7 - #8	June 24 th – 26 th	Utah Motorsports Campus
Event #5	Races #9 - #10	August 12 th – 14 th	Road America
Event #6	Races #11 - #12	September 9 th – 11 th	Thunderhill Raceway Park
Event #7	Races #13 - #14	Sept. 30 th – Oct. 2 nd	Indianapolis Motor Speedway
Event #8	Races #15 - #16	October 28 th – 30 th	Sonoma Raceway

5.1.1. Testing Ban

5.1.1.1. Testing at any racetrack where an event is taking place will not be allowed starting the Monday of the week the event takes place.

5.1.2. 2022 Championships

NOTE: THE END OF YEAR POINTS CHAMPIONSHIP FOR ALL CLASSES ARE DETERMINED BY RACING IN 12 OF THE 16 SEASON RACES.

Awards ceremonies will take place after the races, using provisional results.

The Platinum Masters class will only be for drivers who achieve their 50th birthday before March 1, 2022.



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5.1.3. Upon entry into the series, drivers must declare which championship class they are entering and must enter the races in that type of car.

5.1.4. Points are not transferable between championships.

5.1.5. The Championship races may vary in duration but are currently planned for 35 minutes (minimum total green flag time). Changes to the scheduled duration (time or distance) will be specified in the SR or announced in the drivers meeting.

5.1.6. Driver Champions

5.1.6.1. Competent Motorsport will recognize a Driver Champion in each class based on the highest cumulative number of points earned in 12 of the 16 races scheduled for 2022 for their respective Class Championship with the exception that races in which the driver was issued a penalty (DQ, reposition, points penalty, etc.) must be included in the 12-race accumulation. **Class Champions must participate in at least seventy-five (75%) percent of the scheduled events (12 of 16 races) in the 2022 season to be named Class Champion.**

5.1.6.2. Driver Championship points will be awarded in each class to the finishers in each class that have met the eligibility requirements as follows:

Position	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Points	20	15	12	10	8	6	5	4	3	2

5.1.6.3. Pole Points. The top qualifier in each class for each race will be awarded two (2) championship points.

5.1.6.4. Fast Lap Points. In each class the driver setting the fastest race lap in each race will be awarded two (2) championship points.

5.1.6.5. Participation Points. Each driver participating in each event will be awarded two (2) championship points.

5.1.6.6. In the event of an incomplete race all participating drivers will be awarded five (5) points.



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5.1.6.7. Drivers must complete one half (50%) of the total race laps **of their respective class** to be eligible for the award of championship points.

5.2. Yokohama Drivers Cup USA – GT Cup Race Group

The Yokohama Drivers Cup USA (The Championship) is an annual calendar of races which determines Driver Champions. There are no Entrant or manufacturer championships. Every Event is organized according to The Regulations.

A minimum of three (3) entries must participate in the Series to become a Class Champion.

GT Cup includes 911 GT2 RS Clubsport (991.2) [Sapphire]; 718 Cayman GT4 Clubsport SRO & COMP (982) [Silver]; Cayman GT4 Clubsport Trophy & MR (981) [Bronze]; 911 GT3 R (991.1) and 911 GT3 R 997 (997.2/997.1) [Diamond]

Event	Races	Event Date	Venue
Event #1	Races #1 - #3	April 1 st – 3 rd	Spring Mountain Motor Resort
Event #2	Races #4 - #6	April 22 nd – 24 th	Circuit of the Americas
Event #3	Races #7 - #9	June 3 rd – 5 th	WeatherTech Raceway Laguna Seca
Event #4	Races #10 - #12	June 24 th – 26 th	Utah Motorsports Campus
Event #5	Races #13 - #15	August 12 th – 14 th	Road America
Event #6	Races #16 - #18	September 9 th – 11 th	Thunderhill Raceway Park
Event #7	Races #19 - #21	Sept. 30 th – Oct. 2 nd	Indianapolis Motor Speedway
Event #8	Races #22 - #24	October 28 th – 30 th	Sonoma Raceway

5.2.1. Testing Ban

5.2.1.1. Testing at any racetrack where an event is taking place will not be allowed starting the Monday of the week the event takes place.

5.2.2. 2022 Championships

NOTE: THE END OF YEAR POINTS CHAMPIONSHIP FOR ALL CLASSES ARE DETERMINED BY RACING IN 18 OF THE 24 SEASON RACES.

A minimum of three (3) entries must participate in the Series to become a Class Champion.



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Awards ceremonies will take place after the races, using provisional results.

5.2.3. Upon entry into the series, drivers must declare which championship class they are entering and must enter the races in that type of car.

5.2.4. Points are not transferable between championships.

5.2.5. The Championship races may vary in duration but are currently planned for 35 minutes (minimum total green flag time). Changes to the scheduled duration (time or distance) will be specified in the SR or announced in the drivers meeting.

5.2.6. Driver Champions

5.2.6.1. Competent Motorsport will recognize a Driver Champion in each class based on the highest cumulative number of points earned in 18 of the 24 races scheduled for 2022 for their respective Class Championship with the exception that races in which the driver was issued a penalty (DQ, reposition, points penalty, etc.) must be included in the 18-race accumulation. **Class Champions must participate in at least seventy-five (75%) percent of the scheduled events (18 of 24 races) in the 2022 season to be named Class Champion.**

5.2.6.2. Driver Championship points will be awarded in each class to the finishers in each class that have met the eligibility requirements as follows:

Position	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Points	20	15	12	10	8	6	5	4	3	2

5.2.6.3. Pole Points. The top qualifier in each class for each race will be awarded two (2) championship points.

5.2.6.4. Fast Lap Points. In each class the driver setting the fastest race lap in each race will be awarded two (2) championship points.

5.2.6.5. Participation Points. Each driver participating in each event will be awarded two (2) championship points.

5.2.6.6. In the event of an incomplete race all participating drivers will be awarded five (5) points.



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5.2.6.7. Drivers must complete one half (50%) of the total race laps **of their respective class** to be eligible for the award of championship points.

6. Events

6.1. Organization

Competent Motorsport events may be organized by:

- Competent Motorsport
- An affiliated organization of Competent Motorsport
- Other organizations or promoters approved by Competent Motorsport

6.2. Approval

The name, service mark or emblem of Competent Motorsport may be associated only with activities and Events that have been sanctioned or approved by Competent Motorsport.

6.3. Sanctions

Every speed event with which the Competent Motorsport name, service mark or emblem is associated must be formally sanctioned by Competent Motorsport.

6.4. Supplementary Regulations (SR)

Define for all participants the specific conditions for an event. Since SR accommodates local conditions, they may occasionally appear to contradict a provision of the regulations. In such a case, the SR takes precedence over the regulations. The SR contains this information:

- Name, location, dates, nature, and classification of the event.
- Name and address of the promoter/organizer.
- Schedule and location of all activities and competitions.
- Entry deadline, fees and if prior restrictions apply, the number of entries to be accepted and started in each competition. Entry deadlines may be automatically extended when fewer than the maximum numbers of entries have been received prior to the expiration of the original deadline but in no case beyond the close of scrutinizing at each event.
- Schedule of awards and prizes.
- Other necessary information. Although no changes will ordinarily be made in the SR after the entry deadline, Competent Motorsport reserves the right to make changes at any time. Changes may take the form of a competitor's bulletin, amendment or addendum to the SR, announcement at a driver/ team manager briefing.



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6.5. Insurance Coverages

Competent Motorsport provides insurance coverage consistent with accepted and prevailing standards and acceptable to the host venue.

6.5.1. Releases

Every competitor, official, worker, mechanic and other individual must first sign a Release and Indemnity Agreement as provided at official Competent Motorsport registration or at the gate providing access to the track facility. It will be considered a serious breach of these rules to enter such restricted areas of the racing circuit without first signing such a Release and Indemnity Agreement.

6.5.2. Details of specific coverage's (Liability and Participant Accident Coverage) may be obtained from Competent Motorsport upon request per event.

6.6. Course

6.6.1. No competition may take place other than on a course approved by Competent Motorsport.

6.6.2. Competent Motorsport may penalize a competitor who attempts to complete a lap on other than the prescribed course (such as by taking a shortcut or by racing through pit lane to gain an advantage).

6.6.3. Course Measurement

Timing and Scoring shall provide the official measurement of the course.

6.7. Awards

Competent Motorsport to control event class(s), sponsor, and contingency awards

6.8. Advertising, Promotion, Contingent Awards

6.8.1. Entrants and drivers of cars must execute the standard advertising release provided on each credential application granting permission for the use of their names, photos, and photos of their racing cars in advertising and promotional material, excluding product endorsement.

6.8.2. To be eligible for contingent awards, competitors must meet the criteria of the contingent award program and execute the standard advertising release provided.



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6.8.3. Competitors must comply with advertising requirements specified for a sponsored event.

6.8.4. Competent Motorsport reserves the right, in the public image of the sport, to assign, to approve or disapprove any advertising, sponsorship or similar agreement in connection with any event. All members agree to accept the decision of Competent Motorsport in this regard.

6.9. Payment

6.9.1. Failure to pay all sums due to Competent Motorsport or its contractors, agents, and affiliated companies, or to the various series or promoters may result in revocation of competition privileges, withholding of any prizes that may be due to an entrant or other team members, fines and other penalties.

6.9.2. Competent Motorsport may charge interest of 1% per month, or 12% per annum, or the highest amount permitted by law if lower, on any sums outstanding. Competent Motorsport may charge a service fee up to the maximum amount permitted by law for any returned or canceled check, insufficient funds, or refused credit card payment.

6.10. Drivers' Meetings

- Attendance: Attendance of the drivers and team managers is mandatory
- Meeting schedules will be outlined in the Supplemental Regulations for each event
- Documentation: Each driver must personally sign attendance documentation
- Penalty: Failure to attend the Friday Driver's meeting will incur a 5 grid spot penalty for gridding for Friday Qualifying. Failure to attend the Saturday or Sunday Driver's meetings will incur a 3 grid spot penalty for that day's race.

6.11. Coach's and Team Manager's Meetings

- Attendance: Attendance of coaches and team managers to the respective meeting is mandatory.
- Meeting schedules will be outlined in the Supplemental Regulations for each event
- Documentation: Each coach and team manager must personally sign attendance documentation



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6.12.Starting Grid

The starting grid will be a staggered 2 x 2 formation following regulations set forth per Section 8.18.

6.13.Black Flag Station

There shall be a designated "Penalty Box", either at the pit out end of the pit lane or at another location identified in the SR or by the Race Director. Any penalty requiring the car to exit the course and stop in the pits or to stop and be held in the pits shall be served in the "Penalty Box", unless otherwise directed by the officials. Should Race Control stop a car with the black flag for a time penalty ("Stop and Go"):

6.13.1.The driver has four (4) laps maximum to drive their car to the "Penalty Box" area:

When the penalty is served, the driver shall rejoin the race without making a stop at their pit. Additional penalty for each breach.

6.13.2.No one other than Competent Motorsport officials are permitted to approach the car for any check whatsoever or to talk to the driver. Additional penalty for each breach.

6.14.Paddock

6.14.1.The appearance of the racing series and of the teams involved must always meet a professional standard. Therefore, all team transporters, pit carts, support equipment, awnings, etc. must be of tasteful design and kept clean and in good repair, in Competent Motorsport's sole opinion.

6.14.2.With respect to teams, the layout and rules of the paddock are handled exclusively by Competent Motorsport. No other entity may give contrary direction.

6.14.3.Race Cars to remain in spectator view during official hours

7. Licensing and Entries

7.1.Competent Motorsport Driver's License

7.1.1.Every person who drives a car in a Competent Motorsport sanctioned Event shall possess a current Competent Motorsport competition Driver License. In addition to a license from a recognized sanctioning body (i.e., SCCA, USAC, NASA, FIA, POC and PCA). The standard competition Driver License holder minimum age is 16 years old. The minimum age may be waived, at the sole discretion of



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Competent Motorsport to one year younger where the driver has significant driving experience in sanctioned competitions.

- 7.1.2. Competent Motorsport licensed drivers must have a current (issued within 6 months of the date of the application for the license) completed Competent Motorsport medical examination form.
- 7.1.3. Competent Motorsport competition driver licenses may be issued to drivers with appropriate documented experience or to holders of FIA Grade C or higher licenses from their home competition club.
- 7.1.4. Competent Motorsport, in its sole discretion, may review the qualifications of a licensee at any time after issuance of a license and may require the licensee to submit to such additional physical examinations, to submit a résumé to include driver information and record of competition, or to pass such additional driver ability tests, and may take such other action or require the licensee to take such other action as Competent Motorsport may deem appropriate, to determine whether the licensee continues to qualify for a license under these rules.



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7.1.5. Competent Motorsport may require drivers to attend a “Driving Seminar” presented by the Series Driver Coach/ Race Director

7.2. Car Numbers

7.2.1. Drivers must register with Competent Motorsport by completing the necessary application forms and paying the appropriate fees to obtain their car number for the 2022 season.

7.2.2. Car numbers are non-assignable and non-transferable, except by approved by Competent Motorsport. Drivers must use the assigned competition number on the Car registered by the Drivers. During an Event, Drivers must use the car number to identify a particular Car and must not be transferred to another Car during the same Event, except with Competent Motorsport approval.

7.2.3. Number Allocation. The allocation of competition numbers is exclusively controlled by Competent Motorsport driver registration process. Such numbers must comply with Competent Motorsport requirements and number panel requirements. Duplicate car numbers that INCLUDE THE USE OF A LEADING ZERO will not be allowed. For instance, in 2022 "09" and "9" will be considered the same number and only one instance will be allowed.

7.3. Entries

7.3.1. An entry submitted and accepted by Competent Motorsport for a Competent Motorsport sanctioned event constitutes a contract binding the entrant to take part in the event, either with the driver(s) designated or with Competent Motorsport-approved substitute driver(s), unless the entrant is excused from competing by Competent Motorsport. Except as provided in Sections 7.4 and 7.6 below, the entry fee is non-refundable.

7.3.2. After the close of registration, driver substitution(s) are subject to the approval of the Race Director.

7.4. Entry Acceptance and Refusal

Competent Motorsport shall be the sole judge of whether an entry will be accepted and, if an entry is not accepted, such refusal is final and not subject to protest or appeal. Competent Motorsport is not obligated to give any reason for such a refusal. An Entrant whose entry is refused by Competent Motorsport shall be promptly informed of that fact by Competent Motorsport and the entry fee shall be returned.



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7.5.Falsification

Any entry that contains false information or incorrect statements may be considered null and void and the entry fee forfeited.

7.6.Withdrawal

An entrant may, with the permission of Competent Motorsport, withdraw an entry by advising Competent Motorsport of such withdrawal. If such notice is received prior to the entry deadline date, the entry fee will be credited in the amount stated on the registration form for a future event in current season.

7.7.Driver Standards

7.7.1.To be eligible for licensing in The Championship, drivers must be bona-fide Amateur or Semiprofessional Drivers, Competent Motorsport may, at its sole discretion, permit other drivers to participate in events as “Guest Drivers”. However, such drivers shall not be classified for championship points or podium positions. If a “Guest Driver” finishes in a podium position, the next driver(s) will be moved up into that podium position. The “Guest Driver” will be recognized in their finishing position on the podium but will not receive a trophy.

7.7.2.Drivers must meet minimum eligibility standards, as may be determined by Competent Motorsport at its sole discretion, which may include relevant Porsche Club of America (PCA) racing, or Porsche Owners Club (POC) racing experience, driving schools, and other amateur racing series (NASA, SCCA, USAC, FIA) and be a driver in good standing with their organization.

7.7.3.All drivers are required to complete an experience sheet, documenting their eligibility for the series, establishing both minimum and maximum requirements. Incomplete, inaccurate, or evasive answers may subject the driver to revocation of their license or other penalties under Section 9 of The Regulations.

7.7.4.Drivers are defined as a professional and therefore not eligible to participate in the Yokohama Drivers Cup USA series in the following circumstances:

- If they are compensated for their racing driving other than as a share of prizes.
- If they derive more than 25% of their income from any racing profession.
- If they make any part of their living as a racing instructor, other than an honorarium for Club racing.



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7.7.5. Drivers who are new to the series or who under the sole discretion of the sanctioning body have "limited racing experience" will be expected to display upon the rear bumper a 10" X with a 1" stroke in a contrasting color to the livery of the vehicle. The identifier must be clearly visible to all competitors, officials, and course workers. This X must be displayed for 4 races.

7.8. Alternate Drivers

Alternate drivers, for instance coaches, may drive an entered car during Friday practice sessions if the alternate driver has a current Competent Motorsport competition Driver License. Alternate drivers may only drive during a Saturday or Sunday practice session with permission from the Race Director, and only for a maximum of 5 laps (including in and out laps). No alternate drivers are permitted during Qualifying and Races.

Sporting Regulations

8. Racing Rules

8.1. Flag Signals

The following signals are used both to advise Drivers of various conditions and to direct Drivers to obey various specific instructions. Cloth flags are normally used but may be replaced with similarly coded rigid signaling boards or with lights. Steady light is equivalent to a motionless flag, flashing light to a waved flag.

8.2. Green Flag

Start of race or other session, or cancellation of a danger previously signaled. Track is clear. Overtaking may not commence on initial Race Starts for each individual car until that car is past the Start/Finish line. On Restarts, overtaking may commence as soon as the green flag is displayed by the starter. If a green flag is used following a yellow flag situation, no passing is allowed until past the station displaying the green flag.

8.3. Blue Flag

(At most circuits, the blue flag will incorporate a yellow diagonal stripe)

8.3.1. Motionless: Another competitor is following you and may be trying to pass you.

8.3.2. Waved: Be aware that another competitor may be rapidly overtaking you. Blue flag will normally be used in a case where the driver being overtaken may be unaware of the following car or is clearly obstructing another car.

8.4. Yellow Flag

8.4.1. Motionless: Danger, no passing, slow down. Motionless yellow flag is generally used to advise of an obvious danger or to forewarn of a more serious danger ahead. Typically, the incident is not on the racing line.

8.4.2. Waved: Extreme danger, no passing, slow down. Waved yellow flag may mean imminent and serious danger such as a partial track blockage, fire on or near the track, or other potential hazard.

8.4.3. A green flag may be waved at the first flag station past the point of the incident signifying that the track is clear, and overtaking may resume. Racing may resume when there is clear line of sight to a manned flag station, the incident has been passed and there are no flags displayed.



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8.4.4. Double motionless yellow flag: Passing is not allowed, Safety car. "SC" boards may also be displayed at the start line and other stations to indicate a safety car period.

8.4.5. The prohibition on overtaking starts at the point on the racetrack perpendicular to the point of the first displayed yellow flag, and overtaking may resume at the point on the race track perpendicular to the first displayed green flag or when there is clear line of sight to a manned flag station, the incident has been passed and there are no flags displayed; or on a restart, at the time the green flag is displayed by the starter. However, any time a yellow flag is displayed at any point on the circuit it is the responsibility of the competitor to use additional caution and failure to use such caution may be penalized regardless of the position relative to the flag.

8.5. White Flag

8.5.1. Competent Motorsport will display a waving white flag at Start/Finish to indicate the last lap.

8.5.2. The display of a stationary white flag anywhere else on the circuit denotes an ambulance, fire truck, wrecker or other service vehicle is on the circuit, or a slow-moving race car is ahead. A white flag with a red stripe may be used at Start/Finish to indicate that an ambulance, fire truck, wrecker or other service vehicle is on the circuit, or a slow-moving race car is ahead.

8.6. Yellow Flag with Vertical Red Stripes

Slippery surface and/or debris on course.

8.7. Black Flag

8.7.1. Stationary or Waved: Stop in the pits at the Black Flag Station for a consultation next lap. This flag is usually displayed along with the number of the car concerned for infraction of rules of the circuit or act of poor sportsmanship.

8.7.2. If a competitor should fail to obey the black flag within four (4) laps of it first being displayed to them, the Race Director may instruct the Timekeeper to stop timing and scoring the car.

8.8. Black and White Flag Divided Diagonally/Furled Black Flag

This flag should be shown as a warning to the driver concerned that he has been reported for unsportsmanlike/unsafe/reckless behavior. This signal is the same as a furled black flag, should a black and white diagonal flag be unavailable.



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8.9. Black Flag with Orange Disk

Your car has a mechanical fault of which you may not be aware. Stop at your pit next lap.

8.10. Red Flag

(See also Section 8.28)

8.10.1. This flag is used exclusively at the discretion of the Race Director to stop practice, qualifying or the race and is displayed by the Official Starter and all corner stations.

8.10.2. When the red flag is shown, Drivers must decelerate to a slow speed, and be prepared to stop at any time. No passing is allowed. Drivers should use caution and be aware that rescue vehicles may be using the track; the track may be totally blocked; or weather conditions may have made the circuit un-drivable at racing speeds. Unless otherwise directed by the Race Director or marshals, cars must proceed in a line, slowly and carefully around the circuit to the pit entrance where they will be directed further. The pit exit is closed. Unless directed otherwise by a Competent Motorsport official, cars should stay in line in the "fast lane" in pit lane and come to a complete stop.

8.10.3. If BOTH a Red and Black Flag are displayed simultaneously at all flag stations, all cars must come to a complete stop as quick as possible at the side of the track IN A SAFE SPOT and wait for further instructions from the Safety Crew and Corner Marshalls.

8.11. Black and White Checkered Flag

End of a session or end of a race. Return to the pits at reduced speed and proceed to the paddock or Tech Inspection as indicated by a Competent Motorsport official. The pit exit is closed.

a) In any session if a competitor chooses to not observe the checkered flag that competitor may be subject to a penalty.

8.12. Safety Car

8.12.1. The Safety Car may be brought into operation to neutralize the race at the discretion of the Race Director.

8.12.2. The Safety Car shall be identified as such and fitted with an augmented flashing light system, if available.

8.12.3. The Race Director may dispatch the Safety Car at any time during an event in order to correct a hazardous situation. Drivers will be



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warned that a Safety Car will be used when all corner stations display two motionless yellow flags or one motionless flag and a SC board. Overtaking is prohibited anywhere on the circuit. When possible, the Safety Car will enter the course ahead of the overall leader, who must slow down to facilitate this or may be subject to a minimum one (1) lap penalty. All competitors must then follow the safety car in single file.

- 8.12.4. The primary purpose of using the Safety Car is to create a traffic interval on the circuit so that the marshals may handle emergencies more safely and quickly; therefore, it is essential that stragglers catch up with the field as quickly as possible consistent with safety. It is forbidden for a driver to pass the Safety Car unless specifically instructed to do so.
- 8.12.5. Competitors may enter the pits while the Safety Car is on course but must not re-enter the racing circuit until directed by an official. If the Safety Car has passed the Pit Exit, they must fall into line at the rear of the field after it has passed.
- 8.12.6. In any Race Group that has multiple classes that include both GT3 based cars and GT4 based cars, a “Field Split” procedure may be used during a Safety Car period to reorganize the field prior to the restart for safety reasons. This “Field Split” procedure will be initiated via radio communication from the Race Director. There will be a warning prior to the procedure, and then there will be a directive from the Race Director to initiate the procedure. During the “Field Split” procedure, all GT3 based cars will continue to follow the Safety Car while moving to the LEFT side of the racing surface. All GT4 based cars will move to the RIGHT side of the racing surface. Once the two groups have completed moving to the different sides of the racing surface, all GT3 based cars will move forward while maintaining their running order. All GT4 based cars will slow down and form up maintaining their running order BEHIND all GT3 based cars. Once this “Field Split” procedure has been completed, all cars should resume a “nose to tail” line and the Safety Car will resume its normal speed. A restart may then commence.
- 8.12.7. When the Race Director has determined that the course is clear and acceptable for the continuation of competition, the Race Director will instruct the Safety Car to extinguish its flashing lights signifying that this will be the final lap of this Safety Car intervention. The Safety Car will exit the course at the location specified by the Race Director.



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- 8.12.8. On the restart, the green flag will be displayed at the Start/Finish line, and racing may begin again.
- 8.12.9. The car that is then immediately behind the Safety Car prior to the restart must maintain the speed of the Safety Car until the Safety Car has left the racing surface. At that time, acceleration may begin. Once acceleration has begun, no deceleration is allowed. Passing is not allowed until the green flag is displayed.
- 8.12.10. The Race Director may modify this procedure if, at his sole discretion, he believes conditions exist which warrant such modification, including not picking up the overall race leader at the beginning of the intervention if immediate dispatching is deemed critical.
- 8.12.11. Special Safety Car procedures for a given Event may be discussed at the Driver's briefing or communicated to competitors by Race Control.
- 8.12.12. The Safety Car may be used to lead formation (pace) lap(s) prior to the start of a race.

8.13. No Safety Car

- 8.13.1. In the absence of a Safety Car the first pole car or in the case of full course yellow/restart the overall leader will assume the duties of a Safety Car, significantly reducing speed and leading the field.

8.14. Rules when away from the Pits

- 8.14.1. Only a driver may perform work on an automobile within the first line of protection on the circuit. It is not permitted for the crew or any other person to render physical assistance in performing such work. Marshals or other officials may push or tow a disabled car to a safe location without penalty. It is not permitted for a driver to push their car except in the pits. Driver to stay belted in the car until directed by the Marshalls or Safety Crew to exit the car.

8.15. Pit Entry/Exit & Speed Limit

- 8.15.1. Throughout the periods of practice, qualifying and racing, access to the pits must be made through the designated pit entrance.
- 8.15.2. The deceleration zone before pit entrance and acceleration zone at pit exit shall not be considered as part of the pits, and no work shall be performed on cars in these areas.



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8.15.3. Competent Motorsport or the Race Director may impose penalties for driving in the pits which is deemed dangerous, erratic or of inappropriately excessive speed for the circumstances.

8.15.4. Unless otherwise posted in the SR, the speed limit in the pit lane shall be 60 kilometers/hour (37.5 mph). The start and end of the pit lane speed limit shall be indicated with double cones and a speed limit board, unless otherwise designated in the SR, or by the Race Director.

8.16. Rules of the Grids and Pits

8.16.1. UNIFORMS

Crew members should always wear clean uniforms or other appropriate and safe attire during practice, qualifying and the race in order to present the best possible appearance to the public. Tank tops, shorts, open-toed shoes and similar attire will not be permitted.

8.16.2. FUELING

There is no refueling, or fuel transfer permitted in the pit lane unless specifically allowed in the SR's. All refueling must be done in the competitor's paddock space; the person fueling the car must wear a fire-resistant suit meeting SFI 3.2A specification, shoes, socks, gloves and balaclava meeting SFI 3.3 specification, and wear full fire-resistant head gear (helmet with the visor down) and be attended by a dedicated individual manning a fire extinguisher. Fueling inside garages is not allowed. Any infraction of these rules will be assessed \$400 per incident.

8.16.3. OTHER EQUIPMENT

- General: Compressed air tanks, air lines, hoses, tools, spare parts, spare body panels and any other equipment or materials stored in the pits must be situated behind the pit wall and may not block or infringe upon fire lanes or other designated safety zones.
- Bikes/Scooters/Carts: Bikes, scooters, and motorized carts and similar 3- or 4-wheeled vehicles may not be driven into pit lane. Use of such vehicles in the paddock/garage areas must be for legitimate purposes only. Excessive speeds in these areas will not be tolerated. Participants may be required to abide by state regulations regarding the licensing and use of these vehicles. Such vehicles may be prohibited at certain events or in certain areas of each facility by local ordinance or promoter regulations.
- Air Tanks: Air tanks must be securely fastened or anchored once their protective caps are removed. A protective cage or guard around the regulators and fittings must be in place at all times.



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8.16.4.PIT LANE REGULATIONS

- 8.16.4.1. Unless the Race Director instructs otherwise, the pit entrance will remain open and pit stops may be done at any time.
- 8.16.4.2. Should the Race Director so instruct, the pit entrance will be closed from the beginning of the Safety Car intervention until the Safety Car has picked up the overall leader and main field.
- 8.16.4.3. The Race Director will then instruct Officials to re-open the pits. Any car which enters while the pits are closed and receives assistance before the pits have been re-opened may receive a penalty of a minimum of one (1) lap.
- 8.16.4.4. **Refueling may only be done in the competitor paddock. No fuel may be added to the car in the pit lane or on the racetrack unless specifically allowed in the SR's. If refueling is allowed in pit lane by the SR's, the car must be attended by a dedicated individual manning a fire extinguisher. Both the person fueling the car and the person manning the fire extinguisher must wear a fire-resistant suit meeting SFI 3.2A specification, shoes, socks, gloves and balaclava meeting SFI 3.3 specification, and wear full fire-resistant head gear (helmet with the visor down). Any infraction of these rules will be assessed \$400 per incident.**
- 8.16.4.5. Teams may not move equipment or personnel forward of the area designated by the officials prior to their car coming to a complete stop. Where a pit wall is utilized, this area is behind the pit wall.
- 8.16.4.6. Cars are not required to shut off their engines when pitting. However, outside assistance ("push starting", etc.) is prohibited when a car leaves the pit to rejoin the race. External battery packs are allowed.
- 8.16.4.7. During a Qualifying Session, all work is permitted with the limitation of adding fluids of any type (water, oil, fuel, etc.)
- The penalty for violating any Pit Lane regulations may include the Qualifying time being disallowed.
- 8.16.4.8. Whenever a Team member is working under a car in pit lane, jack stands, or safety supports must be in place under the automobile.



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8.16.4.9. Before leaving its assigned pit box, the race car must be completely free of all hoses, tools, etc.

At no time may a car be driven over its own, or a competitor's, air or fuel lines, tools, parts, or crew members.

Lines, tools, parts, wheels, etc. must not be allowed to encroach upon, roll into, or otherwise be propelled into one's own crew members, the fast pit lane, or adjacent pits.

It is considered unsportsmanlike conduct to place objects which, in the sole opinion of the Competent Motorsport officials, unfairly hinder the entry or exit of other competitors into their pit boxes, whether deliberately placed, or not.

At the conclusion of the pit stop, team members should promptly carry all equipment back behind the pit wall. This regulation may be modified in certain pit configurations.

8.16.4.10. During all on-track sessions, team members and their equipment and spares are not permitted into the pit lane working area (either delimited by the working wall, or a line specified by the officials) until their car has come to a complete stop in the pit working area. As the pit lane is a congested and dangerous area, care should be taken to limit the number of persons and equipment in the working area to those reasonably necessary. The officials may limit the number of persons from a team in the working area should they deem it necessary. Standing on pit wall is not permitted during any on track activity. People who are less than 16 years old are not permitted in the pit lane area.

8.16.5. PIT TRAFFIC

8.16.5.1. It is strictly forbidden to drive a car in reverse or against traffic under its own power in pit lane. A driver who overshoots their assigned pit must either complete another lap or they may be pushed by the crew, officials, or the driver to the assigned pit in reverse direction.

8.16.5.2. Once in the pit lane (as defined by the blend line) drivers must remain within the designated lanes and may not overtake using the inside lane. Drivers entering pit boxes may not directly cross from the outside lane. When leaving pit boxes, drivers must yield to approaching traffic and stay in the inside lane while accelerating. Drivers exiting their pit box may not enter the outside lane until their speed is at or near the speed limit. Drivers of disabled cars unable to



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maintain the pit lane speed limit must move to the inside lane and allow overtaking in the outside lane.

8.16.6.REMOVAL FROM PITS

Cars may be removed from the pits during a race only with the approval of the Race Director. The Race Director may assign an official to observe the work done.

8.17.Qualifications and Starting Positions

8.17.1.Cars will be placed in the starting lineup in order of their speed potential with the fastest to the front of the field.

8.17.2.Competent Motorsport may require that cars achieve a minimum qualifying time in order to be eligible to start the race. Competent Motorsport may restrict the number of starters if a race is oversubscribed.

8.17.3.A car must be qualified by a driver officially entered to drive that car.

8.17.4.In case weather or other unforeseen events lead to a condition where normally more powerful classes of cars have had substantially less favorable conditions under which to qualify, the Race Director may adjust starting positions to compensate for the abnormal circumstances.

8.17.5.Otherwise, pole position goes to the fastest qualifier. The pole is defined as the front row, inside position with respect to the first turn past the starting line.

8.17.6.Exceptionally, the Race Director may choose the outside position as pole if asked by the pole sitter.

8.17.7.If two cars achieve the same qualifying time, the car that sets the time earliest in their qualifying session shall be gridded first.

8.17.8.In the interest of safety or at the discretion of the Race Director, a competitor who is unable to qualify in their session but can meet qualifying requirements may be placed on the grid behind other automobiles of their class or at the rear of the grid.

8.17.9.If official qualifying does not occur or is interrupted at an early stage and is not resumed, the Race Director may establish the starting grid by other means. Whenever possible times from a prior session will be used. If a prior Qualifying session has been run during the event, then the second fastest time for each competitor from that session will be



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used. If no prior Qualifying session has been run, then the fastest time from the most recent, or in the case of weather issues the most appropriate, Practice session will be used. If no sessions at all have been run before the Race, then the competitors will be gridded on current Championship Point Standings.

8.17.10. Any driver involved in an incident that initiates a red flag stoppage of a qualifying session may be penalized by deletion of their fastest lap of that session. Any driver involved in a second red flag incident during the same session may be penalized additionally and prohibited from further participation in that session.

8.18. Gridding of Automobiles

8.18.1. All automobiles must be pre gridded at the location published in the event SR. Should this location subsequently change Competent Motorsport will communicate to the competitors the new location. Any automobile arriving after the display of the 5-minute board, will be placed on the back of the grid; it must not attempt to regain its original starting position. The running of engines during pre-race ceremonies will not be permitted.

8.18.2. Competitors required to go to the "Back of the Grid" will be placed chronologically in the order that they were required to go to the back of the grid unless otherwise determined by the Race Director.

8.18.3. Pre gridding for All Practice sessions will be on a first come, first served basis. For three (3) race weekends, pre gridding for Friday Qualifying sessions will be based on all Friday morning session times. Pre gridding for Saturday Qualifying sessions will be based on Friday Qualifying times and pre gridding for Sunday Qualifying sessions will be based on Saturday Qualifying times. For two (2) race weekends, all of Friday's sessions will set the grid for Saturday Qualifying and pre gridding for Sunday Qualifying will be based on Saturday Qualifying times. All race sessions will be gridded based on Qualifying results. Any deviations for specific events will be handled via the event Supplemental Regulations.

8.19. Starts

8.19.1. All starts will be a rolling start where the cars are moving at the moment the starting signal is given, where a pace car may be used to lead the field to the starting line.

8.19.2. If a Split Start is used within a run group, each group will receive a separate green flag and passing will not be allowed for each individual car within each group until that car is past the Start/Finish line. If at the initial start the yellow should be displayed prior to the



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second group receiving their green flag but after the initial green flag has been displayed for the first group, the race will be officially started, and the restart will follow standard restart procedures.

8.19.3.Restarts, upon the pace car leaving the racing surface the overall leader may choose to accelerate at any time with the restriction that once acceleration has begun, no deceleration may take place. No passing is allowed until the display of the green flag whereby racing will commence. The field behind the overall race leader must stay packed up in single file order until the display of the green flag.

8.20.Starting Line

The starting line is the point on the course where timing and/or scoring begins, unless otherwise stated in the event SR.

8.21.Standard Rolling Start

8.21.1.The pace car (Safety Car) will depart the starting grid and make at least one (1) pace lap of the circuit at moderate speed. Unless otherwise directed in the SR or by the Race Director, cars will take their assigned grid order positions in a single file line behind the pace car for the beginning of the lap.

8.21.2.Cars unable to make pace lap(s) or who present themselves too late to safely join the starting field may be started from pit lane with the permission of the Race Director, and only under the direction of Pit Lane Officials after the field has passed the pit exit on the first scored lap. Any car that has a problem leaving the Grid to take its position on the pace lap, or has a problem during the pace lap, may attempt to join the field in its original position as long as the car in question can do so BEFORE the last two corners approaching the start. All other cars must allow the rejoining car to take its original place SAFELY. If the car in question cannot take its original place before the last two corners, it will be allowed to take the start from the BACK OF THE FIELD. The responsibility to start at the back of field approaching the last two corners if time does not allow the car to retake its original position is completely the out of position car's. THE CAR GRIDDED IMMEDIATELY BEHIND THE MISSING CAR MUST LEAVE A CAR LENGTH SPACE BETWEEN ITSELF AND THE CAR IN FRONT OF IT.



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8.21.3. On the final pace lap, upon the pace car lights going out (or two turns prior to the control line if there is no pace car) or at a point designated in the SR or by the Race Director, the cars will pair up into two columns in their assigned grid positions on either side of the track center line to form the starting field. In exceptional conditions, the Race Director may require a single-file start.

8.21.4. After the pace car has left the circuit, drivers must maintain their pace car speed, positions as on the formation lap and must remain in formation until the display of the green flag by the Starter. Once the green flag has been displayed racing will commence, however passing is NOT allowed for each individual car until after that car has crossed the Start/Finish line. It is imperative that the field be packed up and in the proper order approaching the Starter's stand. Any car that pulls out of line in the formation or manipulates the pace prior to the display of the green flag may be penalized.

8.21.5. The race officially begins when the first car crosses the starting line after completion of the scheduled pace lap(s) regardless whether the Starter has displayed the green flag.

8.22. No Start

If the Starter waves off the scheduled start of a race, no flag will be displayed. Normally, the Starter will also shake their head indicating "no" and all flag stations will then display a motionless yellow flag. Cars should continue at a reduced pace, reform into the side by side, two-column formation per their original grid positions as soon as possible and anticipate a start on the next crossing of the starting line.

8.23. False Start

A false start occurs when a driver deviates from the position assigned to them before the starting signal (or a restart signal following a caution period) is given. The Race Director may assess a penalty for a false start.

8.24. Starters

A driver is considered to be a starter in a competition and thus eligible for championship points if they cross the start line under green or starts from the pit lane after the green, in accordance with these regulations.

8.25. Timing and Scoring

8.25.1. Competent Motorsport shall require each car to be fitted with a scoring transponder or other electronic scoring device in an approved location and manner. It must be always subject to inspection and surrendered or replaced upon request. The transponder must not be



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tampered with nor transferred to another car unless specifically approved by Competent Motorsport.

8.25.2. Timing and scoring commence when the leading car crosses the starting line after completion of the scheduled pace lap(s).

8.25.3. First and subsequent laps are timed and scored when each car crosses the control line at the timing and scoring station unless a different procedure is prescribed by the SR.

8.25.4. The following timing policy is used at all Competent Motorsport Events LLC.

- An “officially timed lap” is defined as: A lap recorded by Competent Motorsport Timing which uses the AMB/MyLaps transponder installed in the car to record an overtaking at the Control Line at the beginning and end of that lap.
- Competent Motorsport will use its best efforts to notify a competitor when they are not registering officially timed laps. However, competitors are advised it is their responsibility to ensure that their transponder is operating correctly during all phases of the competition.
- During practice sessions, qualifying sessions and warm up sessions, only officially timed laps will be counted towards driver or car qualifications.
- During qualifying sessions, only officially timed laps will be used to determine starting position.
- Only officially timed laps will be counted towards “fast lap” championship points or recognition of the speed of a competitor during the competition, and only officially timed laps will be recognized as track records.
- During all phases of the Event, when a competitor is not registering officially timed laps, Competent Motorsport will attempt to continue to score the competitor (i.e., their position relative to other competitors during a race will continue to be recorded) and may display unofficial times.

8.26. Control Line

An automobile crosses a control line at the instant the leading edge of its bodywork passes over that line, or at the instant the automatic timing apparatus is operated.



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8.27. On Track Protocol

8.27.1. Passing

It is the responsibility of both the overtaking Driver and the Driver being overtaken to assure safe overtaking at racing speeds. A car traveling alone may use the full width of the track. Overtaking may be either right or left depending on the conditions of the moment.

8.27.2. Blocking

Any driver who, in the sole opinion of the Race Director, alters their racing line based on the actions of pursuing competitors, or uses an abnormal racing line to inhibit or prevent overtaking may be considered to be "blocking" and may be warned or penalized pursuant to Article 9 of The Regulations. Making one "defensive" move, PRIOR to any reaction from a following car, is allowed. In accordance with Article 10.1.3 (1) any action or decision (or any alleged inaction or non-decision) taken by or imposed by the Race Director or Competent Motorsport officials in this regard is not subject to protest or appeal.

8.27.3. Avoidable Contact

Any driver who, in the sole opinion of the Race Director, initiates avoidable contact with another competitor, whether or not such contact interrupts the other competitor's lap times, track position or damages other competitor's cars, and whether or not such actions result in actual contact, may be warned or penalized pursuant to Article 9 of The Regulations. If you have contact during any on track activities, you are required by Competent Motorsport to a) Report the circumstances of the incident to the Race Director at the conclusion of that particular session b) Supply video footage of the incident to the Race Director when directed. In accordance with Article 10.1.3 (1) any action or decision (or any alleged inaction or non-decision) taken by or imposed by the Race Director or Competent Motorsport officials in this regard is not subject to protest or appeal.

8.27.4. Unjustifiable Risk

Any participant who, in the sole opinion of the Race Director, engages in any behavior deemed to represent an unjustifiable risk or reckless endangerment may be warned or penalized pursuant to Article 9 of The Regulations. In accordance with Article 10.1.3 (1) any action or decision (or any alleged inaction or non-decision) taken by or imposed by the Race Director or Competent Motorsport officials in this regard is not subject to protest or appeal.

8.27.5. First Lap – Yellow Flag

For the first session for each group of each event, the yellow flag will be displayed upon leaving the pre-grid and around the track for the first lap, no overtaking is allowed unless a vehicle clearly has an issue. The green



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flag will be displayed at the Start/ Finish line at the commencement of the out lap and at that point overtaking is allowed.

8.28.Race Stoppage and Restarts

8.28.1.Upon display of the red flag during the race, scoring stops and the competitors should follow the procedure in 8.10.

8.28.2.During the race, unless it is specifically authorized by the Race Director or the SR and announced to all competitors, no service or replenishment of any kind may be performed on any cars or assistance given from the time the red flag is displayed until scoring resumes. This includes cars that may already be in the pits or paddock. (During practice or qualifying, service may be performed, unless ordered by the Race Director or SR.)

8.28.3.The pit lane exit will be closed upon the display of the red flag. All cars entering the pit lane under red flag conditions will continue to the pit exit end of pit lane and come to a stop in the fast lane. If so, directed by Race Director, cars that have already entered the pits at the time of the red flag may proceed to their pit box and stop until further advised by Race Director. Cars that were in their pit box at the time of the stoppage must stay in their pit box until released by Race Director. Cars in the pits at the time of the stoppage may have their lap count adjusted to not unfairly advantage or disadvantage them based on their position relative to the control line.

8.28.4.The Race Director will restart the competition with competitors:

8.28.4.1.In their original starting positions, unless the entire running field has completed one lap, or the overall leader has completed two laps.

8.28.4.2.Otherwise, the Race Director will line up the competitors with the normally running cars in single file, in the order according to Timing and Scoring, of their last lap crossing of the control line at start/finish at the time the red flag was displayed, starting with the car with the oldest crossing time.

8.28.4.3.To establish a uniform lap count, once the cars are circulating prior to the re-start, the Race Director will order a wave-by, until the overall leader, or leading car circulating, is picked up immediately behind the Safety car. Once the wave-by is initiated, if that leading car enters the pits or stops, the next car circulating behind the pace car will be picked up.



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8.28.5. The Race Director may review and change the lap count of cars to ensure that they did not gain an unfair advantage because of the stoppage. The Race Director may require cars that were not normally running, impaired at the time of the stoppage or caused the stoppage, to enter the pits to be reviewed by the Officials. Once cleared, they may then join for the restart at the back of the pack in the order they exited the pits.

8.28.6. Overall race time but not race laps will continue to be counted during the stoppage unless otherwise announced by the Race Director or SR.

8.28.7. Scoring recommences upon the order of the Race Director to restart the cars, and pace laps on the restart will be scored.

8.29. Minimum Duration

If a competition is stopped at less than 50% of its scheduled time or distance and is not restarted, it will be considered incomplete. Competent Motorsport may determine at its sole discretion, to award some number of points for races less than 50% complete and not restarted on evaluation of circumstances surrounding such stoppage. If 50% or more has been run, the competition will be complete and championship points will be awarded.

8.30. Checkered Flag

8.30.1. Once the duration of the race expires or when the distance to cover is achieved, the pit exit is closed, and the checkered flag is displayed to the car running first in the overall scoring order as it crosses the finish line on the racetrack.

8.30.2. Should the checkered flag be inadvertently or otherwise displayed before the leading car completes the scheduled number of laps or before the prescribed time has been completed, the race will nevertheless be deemed to end when the flag is displayed.

8.31. Winner

8.31.1. The driver or drivers of the car which completes the distance of the competition first or the greatest distance in the time set for the competition will be declared the winner. The position of the cars on the starting grid is not taken into account.

8.31.2. In competitions of a given distance, the checkered flag will be given first to the leading car, then to the other finishers as they cross the finish line.

8.31.3. In competitions of a timed length, the checkered flag will be given first to the leading car as it crosses the finish line at or after the



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expiration of the specified duration, then to the other finishers as they cross the finish line.

8.31.4.If the leading car is not running at the expiration of the time limit, the checkered flag will be given to the next highest running car in the same manner.

8.31.5.For races run in two or more parts (red flag), the order will be determined by number of laps completed and the official time each car completed its final lap.

8.32. Ties

In case of a tie (dead heat), the competitors concerned will share equally championship points for their positions.

8.33.Official Results

8.33.1.All starting cars may be credited with a finishing position whether or not they are running when the checkered flag is given.

8.33.2.Following a competition, all results remain “provisional” until all audits of timing and scoring results and driver logs have been completed and until any outstanding protests or appeals have been concluded and the results have been published as “Official”. Results may be posted as “Final” at the racetrack when the period for all inspections and protests has expired; however, these results are for reference only and are “provisional” not “Official”. The “Official Results” will be those issued from Competent Motorsport and they may only be amended to correct typographical errors or as otherwise provided in these rules. Competent Motorsport will authorize award of championship points only after the results of a competition are audited and published in final “Official” form.

8.33.3.Any car, driver, or entrant found to be out of compliance with the regulations may be removed from consideration for championship points.

8.34.Awards Ceremony

8.34.1.Mandatory attendance by first, second and third place finishers in all classes and special award winners is required at the podium ceremony. Drivers to wear driver suit to ceremony – location to be noted in event Supplemental Regulations.



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8.34.2. Drivers must wear series required patches as designated in the regulations. Drivers appearing at award ceremonies without required patches or with patches from competing series and/or sanctioning bodies may result in the forfeiture of points and/or finishing position.

8.34.3. Driver suit Series Logo Placement Regulations with driver participation in multiple Series:

8.34.3.1. If there are conflicting mandatory driver suit logo placement guidelines from two separate Series – it is required and mandatory to purchase two separate driver suits to follow each Series logo placement guidelines.

8.34.3.2. In the case where two separate racing Series' do NOT have a required logo placement guide, or if there are multiple series suit logo placement guidelines and there is not a conflict for logo placement on the driver suit, whereas the driver suit can be utilized for both series, then it is industry standard and mandatory to properly and professionally cover ALL other series logos and competitive manufacturer logos not included in such Series including:

8.34.3.2.1. Competing Sponsors – specifically tire companies, including but not limited to oil, and other competitive manufactures.

8.34.3.2.2. Series Organizers / sanctioning bodies / ASN's not active that weekend.

8.34.3.2.3. Car Manufacturer's Signets not correct, compliant or authorized for that Series or weekend.

8.34.3.3. Drivers who are not compliant with Series logo regulations may be excluded from podium awards and a possibility of disqualification for the event may be issued.

9. Penalties

9.1. Violations & Penalties

Any driver, entrant, official or other participant who, a.) Violates the regulations or the SR of an event, b.) Attempts to bribe anyone connected with a Competent Motorsport event or activity, or c.) is party to a fraud or other act prejudicial to Competent Motorsport or to the interests of any competitor or to the interests of motor sports generally may be penalized according to the nature of the offense by Competent Motorsport or the Race Director of an event. Drivers and/or their vehicles may be penalized for technical and other violations committed by their crew, including any manufacturer or technical consultants and/or their entrant.

9.2. Publication

Competent Motorsport shall have the right to publish notice that it has imposed a penalty and the reasons therefore, and a person or body referred to in such



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notice shall have no right to act against Competent Motorsport or the person publishing the notice.

9.3. Range of Penalties

Penalties which may be imposed, in order of their severity, are:

9.3.1. REPRIMAND (blame): The Race Director or Competent Motorsport may assign blame/fault and issue a reprimand and record in driver's log.

9.3.2. GRID PENALTIES: The Race Director may impose a grid penalty to any driver involved in an incident or infraction of the rules.

9.3.3. PROBATION: The Race Director may impose a definite or indefinite period of probation.

9.3.4. FINE: A fine may be imposed in proportion to the offense. A driver's competition privileges are automatically under suspension until the fine is paid. All fines shall be remitted to: Competent Motorsport LLC 895 Dove Street, Suite 300, Newport Beach, California 92660.

9.3.5. TIME/LAP: A lap penalty during or after a competition, or time penalty during a competition by calling a car into the pits and/or by holding a car already in the pits may be imposed. A time penalty may be imposed by adding time to a car's finishing time after the race.

9.3.6. LOSS OF RACE POINTS: Loss of championship Driver points may be imposed.

9.3.7. EXCLUSION: A driver, an entrant or an automobile may be excluded from competition, in which case their rights to any award in the competition are forfeited, and the official results will advance the next competitors accordingly.

9.3.8. SUSPENSION and/or REVOCATION of CREDENTIALS: A member's privilege to take part in competition may be suspended for a definite or indefinite period. Credentials may be revoked for a definite or indefinite period of time.

9.3.9. DISQUALIFICATION/LOSS of ACCRUED POINTS: Loss of accrued points earned by a competitor may be imposed.



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9.3.10.AUTHORITY: This Article shall in no way be construed to limit the authority or discretion of Competent Motorsport or the Race Director to assess additional, different, or no penalties for these or other violations of The Regulations or SR.

9.3.11.More than one penalty (Plurality) may be imposed for the same offense.

9.3.12.PENALTY GUIDELINES: The following guidelines will be considered for Contact Incidents and are assuming the drivers involved are not on Probation. The following definitions are to help all participants understand which penalties under Article 9.3 are likely to be applied for each situation. Probation length will be adjusted for the severity of the mistake and whether the driver has been on probation before during the season. The current Driver Probation List will be posted in the CMS hospitality area at each event.

Drivers that are involved in contact while on Probation will have a penalty issued at one level higher than the actual situation dictates. A driver that commits a Level 3 infraction while on Probation will not be allowed to run in the series for the rest of the season and/or part of the next season. A driver that is involved in two Level 1 or Level 2 infractions while on Probation will not be allowed to run in the series for the rest of the season and/or part of the next season.

Penalties will primarily be considered based on the driver error involved. Single car contact/damage will typically not be penalized, although Probation is possible. Un-served penalties and/or unfinished Probation at the end of the season will rollover into the next season.

Contact Levels

Level 0 – Minor contact that does not result in any change of position or significant damage and had no significant driver error. Considered “that’s racing” and will have no Penalty nor Probation.

Level 1 – Minor contact where there is at least one driver who made an error that contributed to the situation. A change of position, and/or, one or more cars that do not finish the race is possible but not certain. Penalty will either be a drive through if fault can be determined during the race, a time penalty post-race if the driver error car(s) finish (typically 30 seconds), or a grid spot penalty for the next race if they do not finish (typically 5 grid spots). Drivers considered to have made an error will be placed on Probation for a period of one to three races.

Level 2 – Contact where there is at least one driver who made a significant error that contributed to the Situation. A change of position and/or one or more cars



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that do not finish the race is likely. Penalty will either be a drive through if fault can be determined during the race plus a grid spot penalty for the next race (typically 5 grid spots), a time penalty post-race if the driver error car(s) finish (typically 30 seconds) plus a grid spot penalty (typically 5 grid spots), or a grid spot penalty for the next race if they do not finish (typically 10 grid spots). These drivers will be considered to have made a significant error and will be placed on Probation for a period of four to eight races.

Level 3 – Contact where there is at least one driver who made a significant error that contributed to the situation in a manner that is deemed unsafe and/or dangerous. One or more cars that do not finish the race is likely. Penalty will be exclusion from the next race. Probation will be for a period of eight to twelve races.

9.4.Serving Black Flag Penalties

The competitor must serve any on-track or pit lane penalty only under Green Flag conditions and must cross the Start/Finish line under Green Flag conditions prior to entering the pit lane under Green Flag conditions to serve any such penalty.

10. Protests

10.1.Right to Protest

10.1.1.Except as provided in Article 10.1.2 below or elsewhere in The Regulations or Supplementary Regulations, any Competent Motorsport entrant participating in a Competent Motorsport sanctioned event may protest: a) certain competition related actions or decisions taken by or penalties imposed by Competent Motorsport or a Competent Motorsport official or, (b) conduct of another entrant in conjunction with such event that is believed to be a violation of The Regulations or Supplementary Regulations. Non-entrant may only protest in cases specifically involving actions, decision, or penalties arising out of their own actions or conduct. Matters involving a decision or action taken against an entrant may only be protested by that entrant.

10.1.2.Matters stated as being non-protestable in the regulations are not subject to protest and all actions, decisions, rulings, or penalties made or taken with respect to such matters shall not be subject to protest or appeal. A decision that is not subject to protest is final and not subject to appeal. If an infraction of the regulations is determined to have occurred, the decision to assess or not to assess a penalty or the nature of an assessed penalty is protestable and appealable only by the party against whom the penalty or ruling is assessed.



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10.1.3. “Non-protestable” matters shall include 1). Any action or decision (or any alleged inaction or non-decision) taken by or imposed by the Race Director or Competent Motorsport officials arising out of an event except those directly related to a competing car’s or equipment’s technical compliance; 2). Whether a driver improved their position prior to crossing the starting line at the initial race start or any restart; and 3) Event “procedural matters” such as a). calling or not calling for a yellow flag or red flag, b). restarting vs. calling a race complete, or c). adjusting the duration and/or scheduling of the race or any practice or qualifying session, or d). any decision to revoke credentials or parking privileges, or e). any decision regarding pit or paddock allocations, or f). Declaration or not of a “Wet” session or a race start.

10.1.4. Failure to submit any action, decision, conduct, or penalty described in Article 10.1.1 above for adjudication in accordance with the protest procedure set forth in this Article 10 shall constitute a waiver of any right of protest or appeal as to such action, decision, conduct or penalty.

10.2. Informal Inquiry

10.2.1. Prior to filing a protest, all entrants are encouraged to resolve any dispute informally. Immediately upon acquiring knowledge of any facts that could potentially be the subject of a protest, but in no case after the expiration of the time limit for any formal protest as established in Article 10.3, affected parties may verbally request an informal inquiry, which shall then be conducted in any manner deemed appropriate by the Race Director. There shall be no fee payable for such informal inquiry.

10.2.2. If the informal inquiry does not resolve the dispute, the time limitation for filing a formal protest shall commence as soon as the informal inquiry is terminated, or as otherwise provided in Article 10.3.

10.3. Submission of Protests

10.3.1. Protests of matters deemed to be protest-able pursuant to Article 10.1 and the following matters shall be submitted in writing and signed by an authorized representative of the Entrant and must be delivered to the Race Director within the following time limits:

- Against the validity of an entry, qualification of an Entrant, Driver, or car: Prior to scheduled closing time for Technical Inspection.
- Against a car or equipment: Prior to the start of the race.



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- Against handicap or starting position: Immediately upon the posting of the starting grid.
- Against the finishing order of a competition: Thirty (30) minutes after the end of the competition.
- Against the results of a competition: Thirty (30) minutes after posting of the provisional race results.

10.3.2. Each protest might be required to submit a protest fee of two thousand dollars (\$2,000). The fee may be retained or returned in whole or part at the discretion of Competent Motorsport. However, if a properly submitted and permitted protest is not sustained or is withdrawn after being submitted, no part of the protest fee shall be refunded to the protesting party. If a properly submitted and permitted protest is heard and upheld, the entire fee shall be returned.

10.3.3. Competent Motorsport may penalize the originator of a protest judged to be malicious, spiteful or who otherwise acts in bad faith.

10.3.4. The protest shall identify the specific action, conduct or ruling being protested in sufficient detail to enable the Race Director to determine whether the matter is protest-able and to identify the parties involved and facilitate timely procurement of all documents and other evidence that may be relevant to the protest.

10.4. Hearing of Protests

10.4.1. Protests shall be heard by the Protest Committee. The Protest Committee, of three individuals, will be appointed by the Executive Director. The time and place for the hearing shall be set by the Protest Committee and shall commence as soon as reasonably possible after the written protest is properly filed. The protest may alternatively be heard through the submission of written evidence and documentation at the Protest Committee's discretion.

10.4.2. The Protest Committee shall regulate the conduct of the protest hearing. The parties (as determined by the Protest Committee) involved in the protest may only appear in person or through their authorized Entrant representative. They may not be represented by legal counsel. Other interested parties may be heard at the Protest Committee's discretion. There shall be no right of cross examination at the hearing, nor shall the proceedings be recorded. The hearing shall not be subject to any formal rules of evidence or procedure contained in any state, province, or federal arbitration act. Failure of the protesting party to appear at the hearing (unless otherwise



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excused by the Protest Committee) shall result in dismissal of the protest and forfeiture of the protest fee.

10.4.3. In deciding the protest, the Protest Committee shall act by way of a majority consensus and may take whatever action they deem appropriate to further the interests of fairness and finality in competition results. Under no circumstances may the Protest Committee order an event or any portion thereof to be rerun.

10.4.4. At the conclusion of the hearing, the Protest Committee shall deliberate and try to reach a decision as soon as reasonably possible, but in any event, no later than the end of the next event or business day. The decision shall be written and communicated to the protesting party, Competent Motorsport, and the Race Director. Subject only to the right of appeal provided in Article 10, the decision of the Protest Committee shall be final, binding and not subject to litigation in any civil court.

10.5. Protests Against Cars

10.5.1. When a protest is made against a car's technical compliance, the protestor must post with the Race Director, in addition to the forms and fees specified in Article 10.3, a cash bond adequate to cover the costs of any disassembly, inspection and assembly required. The amount of this bond will be determined by the Race Director and Technical Director.

10.5.2. If the car is found to conform to the rules and the protest is disallowed, this bond will be forfeited and will be used to cover the costs involved.

10.5.3. If the car is found to be in violation of the rules and the protest is allowed, this bond will be returned to the protestor and the protested party will stand all expenses involved in the inspection, and additionally, is subject to penalties assessed by the Race Director.

10.5.4. If an entrant or driver of a protested car does not allow inspection under these terms, they will be disqualified by the Race Director.

10.5.5. All other provisions of Articles 10.2 - 10.3 above shall apply to protests against cars.

10.6. Right of Review

The Race Director or a member of the Protest Committee may re-open and review a judgment that they rendered if previously unknown facts or evidence are discovered.



11. Appeals

11.1. *Right to Appeal*

- 11.1.1. Provided that all Protest or other procedures specified by The Regulations have been properly completed, a participant shall have the right to appeal any decision or penalty issued under authority of The Regulations against that individual, except as otherwise prohibited.
- 11.1.2. Issues that are not subject to protest and all rulings, decisions, and any action taken by a Competent Motorsport official with respect to such issues shall not be subject to appeal. Appeals of protest decisions shall be limited to the subject matter of the protest. The decision to dismiss a protest may be appealed only by the party originally submitting the protest.
- 11.1.3. Except where determined by Competent Motorsport officials for good cause, there shall be no stay of any decision or penalty pending disposition of the appeal. Award of championship points may be withheld pending final disposition of the appeal.

11.2. *Appeal Procedure*

- 11.2.1. The appellant must give written notice of their intention to appeal a decision or penalty to the President of Competent Motorsport, or if applicable, the Race Director, within one hour of the announcement of such decision or penalty.
- 11.2.2. Contingent upon compliance with Article 11.2.1 above, an appeal must be filed in writing and received by Competent Motorsport at its headquarters no later than 5:00 PM of the second business day after the announcement of the decision or penalty being appealed. The appeal may be transmitted by fax or any other electronic means of communication with confirmation of receipt, must be signed by the appellant personally, and must specifically identify and address the decision or penalty being appealed.
- 11.2.3. The appeal must be accompanied by an appeal fee of \$5,000. The fee is not returnable should the appellant not follow up their declared intention to appeal or for the grounds set forth in Article 11.3.5 below.
- 11.2.4. If the appeal involves a decision or penalty imposed by the Race Director, the Race Director shall submit a written statement to the Appeal Review Board (with a copy to the appellant) which shall include a summary of the background of the proceedings and actions taken by the Race Director, the background of any formal



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investigative inquiry and/or the protest procedures, and any other information which they wish for the Appeal Review Board to consider.

11.3.Hearing of Appeals

- 11.3.1. Appeals shall be heard by the Competent Motorsport Appeal Review Board ("Board"). The President of Competent Motorsport shall appoint a Board Chairman and two additional members for the specific appeal to be heard. If a board member is factually involved in the appeal, the board member shall recuse themselves from participating on the board and the President of Competent Motorsport selects a replacement. If the President of Competent Motorsport is factually involved in the matter, the choice of Board Members shall be reviewed and ratified by another uninvolved Competent Motorsport participating driver.
- 11.3.2. The board will establish the most appropriate procedure for hearing a particular appeal and shall notify the parties of such procedure. In conducting a hearing and deciding an appeal, the board shall not be bound by technical or formal rules or procedures but shall conduct its proceedings in the manner best suited to ascertaining the relevant facts and the merits of the parties' respective positions. The board must conduct its hearing and announce its decision no later than 30 calendar days after receipt of the appeal by Competent Motorsport (unless otherwise mutually agreed by the board, Competent Motorsport and appellant).
- 11.3.3. The board may summon either orally or in writing and at its sole discretion, any participant to testify at a hearing or otherwise submit relevant evidence. Any member who is summoned and refuses to so testify or submit evidence may be subject to disciplinary action as deemed appropriate by Competent Motorsport.
- 11.3.4. The appellant and any members must testify in person or submit evidence personally. Attorneys or other representatives of appellant and any such members are not permitted at oral hearings.
- 11.3.5. Any appeal which fails to comply with the procedures set forth in this Article 11 may be dismissed by the Board Chairman at his sole discretion. Similarly, if the Chairman determines that the appellant has failed to identify any issues properly subject to appeal or if the appeal has been brought without reasonable grounds, the appeal shall be dismissed, and the subject matter of the appeal shall for all purposes be deemed null and void and not subject to a right of further appeal. Failure of the appellant to appear at the time and place set for oral hearing or to otherwise fail to respond to any investigatory request of the Chairman or Board may also result in the dismissal of



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the appeal with prejudice. In all such instances, the entire appeal fee shall be forfeited, and additional penalties may be imposed by the Board without further right of appeal.

11.4. Publications; Decisions, Penalties, Protests & Appeals

Competent Motorsport shall have the right, without recourse brought against it, its agents or its publisher, to publish any decision, penalty or judgment imposed by Competent Motorsport, the Race Director or the Boards, including publication of the names of the involved parties.



12. Attachment 1 – Tire Rules

12.1. General

- 12.1.1. The specified (Spec) tire of the Series is the “Yokohama Advan Slick”. Tires for the Series must only be obtained from the authorized distributor: Trackside Performance.
- 12.1.2. Tires used during any Official Event session must be the Spec Tire of the Series. Drivers are allowed four (4) sets of Dry Tires for a standard three (3) day event whether you are running in a two (2) or three (3) race event. As a new platform, GT3 Cup 992 cars are allowed six (6) sets of Dry Tires for a standard two (2) race event until further notice. All tires for the event to be used for QUALIFYING and RACE must be STAMPED by the Yokohama authorized distributor at the track. PRACTICE sessions do not require STAMPING; however, all tires must be Yokohama Advan Slicks from the authorized distributor. Tires used in each individual RACE must be the same tires used in the associated QUALIFYING session. If there is in no QUALIFYING session for a RACE, any approved named Spec Tire of the Series may be used. If a tire becomes unsafe; driver/team might take it to distributor and purchase a replacement tire to replace the unsafe tire. Prior to tire replacement, the unsafe tires must be taken to the Series Technical Director to get replacement approval. A car replacing only ONE tire after qualification will be allowed to retain its original starting position. A car replacing TWO tires after qualification will be given a 5-grid spot penalty. A car replacing more than two tires after qualification will start at the back of the grid. Any tire purchases above the allotted amount for a given event must be pre-approved by the Series Technical Director.
- 12.1.3. Tire warmers are prohibited; also grooving of or modifying tires is prohibited. Chemical treatment of tires is prohibited; tire pressure control valves are prohibited.
- 12.1.4. Any action designed to alter the tires as supplied or use alternative tires is prohibited.

12.2. Wet Tire Allocation

- 12.2.1. The number of Wet Tires used for an event are not limited; however, competitors must use only the approved Yokohama Advan Wet Tire. All tires are subject to inspection at any time and must follow the preceding language for Tire Rules or face possible penalty.