



SPORTING REGULATIONS

2021

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Formula Americas Super GP Championship 2021 Sporting Regulations

Preamble

The Formula Americas Super GP Championship 2021 is organised and promoted by Formula America Corp., (FAC) the Series Organisers. It has been conceived to provide a low cost entry into the world of open-wheel Racing for drivers new to this type of racing. In order to control costs and create a level playing field for competitors with different budgets, FAC have established a “One make, One cost, One team” arrive & drive concept. For a budget which is equal to or below what many karters in North America spend in a season, Formula Americas will field a grid of equally prepared Mygale FB02 racecars which will all be prepared and run under tightly controlled regulations at various circuits throughout the United States, Mexico and Canada.

1. The Series

The Formula Americas Super GP Championship 2021 shall consist of two Championships (Summer & Winter) with each season consisting of 15 (fifteen) races held over 5 (five) racing events (Subject to amendment by FAC).

Formula Americas derives its Sporting Regulations, (set forth herein) from a blend of custom and various standard operating Racing Rules. Should any portion of these regulations conflict with the Rules and/or regulations of our sanctioning body, that would invalidate the Sanctioning and Insurance of Formula Americas events, then those portions of the Sanctioning Body’s Rules and/or regulations shall prevail.

1.1 LEGAL BASIS OF THE SERIES

Upon signing the entry form, drivers and teams recognize that the provisions of the following documents constitute the basis on which all sporting and sports law issues arising in connection with the Formula Americas Super GP Championship 2021 will be settled.

- The Sporting Code including appendices
- The event rules and regulations
- The circuit racing rules and regulations
- The Supplementary organisers’ regulations and implementing provisions for the individual qualifying events.
- All sporting and technical bulletins issued by the Series Organiser
- Team Information’s issued by the Series Organiser.

2. RESPONSIBILITY, RULES AND REGULATIONS CHANGES, EVENT CANCELLATION

2.1 Competitors, drivers, teams and keepers shall participate in the events aware of the special risks involved in motor racing and at their own risk. They shall assume full civil and criminal responsibility for any damage they or the vehicles used by them cause, unless exclusions of liability were agreed.

2.2 The Series Organiser reserves the right to make any necessary amendments to the present Rules and Regulations as well as any Supplementary Regulations.

2.3 The Series Organiser reserves the right to modify the Supplementary Regulations as required by force majeure, security concerns or the authorities and to cancel the series or individual racing events if required in extraordinary circumstances. The Series Organiser shall not assume any liability except for intentional or grossly negligent acts.

2.4 All events organized by FAC are insured for Event Liability and Participant Accident coverage. The insurance plan is on file and available from the organizer.

3. PURPOSE AND INTENT

3.1 The race cars shall compete in compliance with the rules proposed by the Series Organiser.

3.2 Newer versions of the Sporting Regulation shall supersede all previous versions.

3.3 Only the English version of the Sporting Regulation is binding.

3.4 The Series Organiser contact in all matters arising in connection with the Formula Americas Super GP 2021 is with the drivers and **not** their parents, their legal guardians, or their attendants.

4. EVENT SCHEDULE AND FORMAT

The Formula Americas Super GP Championships 2021 will consist of five (5) events.

4.1 The 2021 schedules are as follows (subject to change by the Series Organisers).

TBD

4.2 An event generally comprises of the following:

- Two (2) free timed practice sessions of 30 minutes
- One (1) qualifying session of 20 minutes
- Three (3) races, each with a maximum time limit of 35 minutes

The race format of can be modified according with the request of event's organiser.

The distance of all races, from the start signal to the chequered flag, shall be the determined number of laps published, as set out in the table above, should allowed time elapse before the scheduled race distance is completed, the leader will be shown the chequered flag when he crosses the finish-line (the Line) at the end of the lap during which the specified period ended. However, should the race be suspended (see Article 36) the race director in consent with the stewards may decide the whole length or a part of the suspension will be added to this period. The Finish Line is a single line which crosses both the track and the pit lane.

5. TESTING

- 5.1** There are no restrictions on testing for registered drivers in the Formula Americas Super GP Championship 2021. If a driver requests a test day outside of any Official Test Sessions, these days shall be also open to all other competitors and notice of said test day(s) shall be given to all competitors no less than 14 days prior to the date of the test.
- 5.2** There will be 2 (two) days in 2021 where a mandatory Official Test Session is scheduled for the Formula Americas Super GP Championship. Each of these days will have 4 x 30 minute track sessions. Additional optional Official Test days may be added. Competitors will be notified a minimum of 14 days in advance of the date in which each Official Test Day will be held.
- 5.3** Registered competitors only may participate in these sessions

6. POINTS TOWARD DRIVER STANDINGS

6.1 Points towards Formula Americas Super GP Championships 2021 are awarded in each event depending on a driver's finishing position as follows:

1st:	35pts	6th:	17pts	11th:	10pts	16th:	5pts
2nd:	29pts	7th:	15pts	12th:	9pts	17th:	4pts
3rd:	24pts	8th:	13pts	13th:	8pts	18th:	3pts
4th:	21pts	9th:	12pts	14th:	7pts	19th:	2pts
5th:	19pts	10th:	11pts	15th:	6pts	20th:	1pt

Additionally, 1 (one) Point will be awarded for Pole Position of the first race of an event.

6.2 The points will be awarded only after the chief scrutineer has completed the post-session vehicles inspections and the RACE DIRECTOR has given his clearance.

6.3 Twelve (12) race results shall count towards the year-end standings.

6.4 in case of a tie in points, the greater number of first, second, etc. positions that an entrant scores in the course of all of the Formula Americas Super GP Championship 2021 events shall break a tie. If this is still not enough to break the tie, the better position in the last qualifying event will apply to break the tie.

6.5 Upon completion of the last race, the driver with the highest number of points in the final driver classification of the Formula Americas Super GP Championship 2021 will be awarded the title of:

2021 Formula Americas Super GP Champion

6.6 Guest Drivers as defined under 9.6 do not score any points and are not eligible for any points or titles within the Formula Americas Super GP Championship 2021.

7. AGE LIMITS

7.1 The Championship is open to drivers who have had their 14th Birthday before the start of the season up to their 20th Birthday no earlier than June 20, 2021. There is an Elite Class Championship for drivers who's 20th birthday is earlier than the end of the season.

7.2 Special consideration will be given to a driver who is not 14 at the start of the season, but is turning 14 during the season, if the driver has significant competitive karting experience or has attended a recognized racing school with recommendations.

8. ENTRY ELIGIBILITY

8.1 The events are opened to drivers of any nationality who have extensive karting experience or who have graduated from a recognized racing school, racing school series or holding a current and valid National Competition or FIA Licence Grade C and where applicable, authorizations issued by their ASN(s). A driver must also be in possession of a current medical certificate of aptitude, either on the competition license or as an individual document.

8.2 The Series Organiser reserves the right to admit guest drivers holding valid international competitors' or drivers' license. Guest drivers are not eligible to earn points, or win prize monies. Series drivers will move up in the official standings. Registered entrants starting rights take precedence.

8.3 Prior to participating in their first Race Series event, drivers who do not have a karting resume or not holding a competition racing license from an accredited race organization must complete at least the following experience:

- Lucas Oil School of Racing Advanced Lapping Session and/or race series
- Bertil Roos 5 Day Road Racing School, 2 Day Advanced Racing School, or better;
- Allen Berg Racing School, advanced racing school or better;
- Sim Raceway Performance Driving Center Formula 3 Racing School, Stage 3, or better;
- Skip Barber Racing School Advanced 2-Day Racing School, two (2) Lapping Days, or better

Drivers must have completed their most recent qualifying activity within five (5) years of entering their first Race Event.

These requirements are general guidelines Any exceptions to these requirements is at the sole discretion of FAC.

9. APPLICATIONS AND SERIES' REGISTRATION

9.1 Applications to compete in the Series must be made by each competitor on the duly completed entry form and submitted to the Series Organisers by the 1st of February 2021. Payment of the deposit fees must be made by check, credit card or bank transfer to the Formula Americas bank account by the same date.

9.2 No more than 18 cars will be admitted to take part in Formula Americas Super GP Winter Championship 2021. In case the number of entries exceed the maximum number of 18, priority will be given to entries received first, the date of receiving the application form and/or payment will be considered in case of dispute.

The Series Organiser reserves the right to increase the number of admitted cars under particular circumstances.

9.3 Payment conditions for each registered driver is as follows:

\$89,500 USD (includes Annual Registration fee). Paid as follows:

\$35,000 Due with signed driver agreement followed by four (4) payments of \$13,625 due twenty (20) days prior to each event starting with the second event.

In case of failure to realize the payment within ten days (10) of the expiry dates above mentioned FAC is entitled to cease its obligations towards the entrant.

Each driver entering the Series must fill in the driver's registration form in each part and submit the form to the Series Organiser.

9.4 The Series Organiser reserves the right to reject entry applications and is not required to provide the reasons for such rejection.

9.5 Any Competitor that does not comply with the payment conditions in 9.3 will be classified as a guest driver. Guest drivers are not eligible to score any points in the standings or receive prizes and are not eligible to be declared as the Formula Americas Super GP Champion.

9.6 The driver/competitor must present the following original documents upon request at each event:

- Formula Americas Provisional Racing License or Racing License
- Valid medical certificate
- Racing VISA from the relevant federation

9.7 Crash damage reduction insurance is available for \$3,500 per event. Wheels and tires are excluded from coverage. Drivers will be charged for parts only, not labor. Parts include; all parts listed in the 2021 Formula Americas Spare Parts List, series decals and lubricants.

Coverage (maximum liability)

1 st incident	\$5,000
2 nd incident	\$7,500
3 rd incident	\$10,000

9.8 Drivers will be provided with an accurate invoice of parts required to repair or replace any/all damage (minus any amounts covered under the insurance) after the conclusion of each event.

9.9 Payment for all invoices for damage are due prior to the following race event. Drivers who have not paid their invoices in full prior to the next event will not be allowed to participate until paid in full.

10. CHANGES OF DRIVER

10.1 During a season, each registered driver will be permitted a driver substitute for their cars which may be changed at any time before the Thursday immediately preceding and event weekend provided that any driver substitution is made with the written approval of the Organizing Committee and in compliance with 1.1.

11. TICKETS FOR DRIVERS AND ATTENDANTS

11.1 Permanent Season Tickets

The Series Organiser will provide each registered driver with two (2) season credentials. Credential holders have access to the racing sites and paddock. Furthermore each registered driver will receive one season parking permit for his/her private vehicle.

11.2 Formula Americas Super GP Championship 2021 Hospitality Season Tickets

The Series Organiser shall provide each registered driver with two (2) Hospitality tickets. Hospitality ticket holders are entitled to access to the Formula Americas Super GP Championship 2021 Hospitality area as well as food and drink at no charge on event weekends (Saturdays and Sundays breakfast and lunch time).

11.3 Additional Hospitality Tickets for Individual Events

Registered Drivers may purchase a limited number of additional hospitality tickets for Saturdays and Sundays. The tickets can be ordered from the Series Organiser.

11.4 Entry Conditions

Entry to the Formula Americas Super GP Championship 2021, Hospitality and Technical support areas are for invited guests only. Entry to these areas is not permitted to any member of the public that does not hold valid credentials.

The Series Organiser reserves the right to reject any applications for credentials and is not required to provide the reasons for such rejection.

12. ADVERTISING ON DRIVERS' EQUIPMENT / VEHICLES

12.1 The Series Organiser reserves the right to visually enhance, or cover with advertising, part of the surface on the vehicles (lower 5" of the sidepods, front and rear wing end fences) and driving

suit (upper chest, upper back and sleeves). The extent of the Series Organiser's use of this privilege is illustrated by the enclosed schematics (appendix B). These schematics are an integral part of the current regulation. Surfaces not used by the Series Organiser and marked on the schematics may be used by the entrant/driver for their own sponsors' advertising.

Team's or driver's Sponsors must not be in any manner direct competitors of the Series' sponsor(s). It is advised that teams and drivers submit any sponsorship designs 2 weeks prior to the event for the approval of the Series Organiser. Failure of which may result in having to remove the sponsorship for that event. Teams or drivers sponsorship must not contravene advertising rules of the United States. Teams or drivers sponsors shall not contravene advertising rules of Formula Americas and these regulations.

Sponsors that are generally sensitive include the below categories:

- Tobacco and tobacco products
- Alcohol beverages if driver is under 21 (18 in Mexico)
- Pornography
- Betting
- Political or religious sensitive slogans/organizations
- Contraceptives

12.2 The advertising patches required by the Series Organiser must be applied to the driver's suit during all on-track sessions. The patches must be used as supplied, and may not be altered.

12.3 During the post-race awards ceremonies, the top three finishers in the race must wear the cap(s) provided by the Series Organiser. No caps, water bottles, or items other than those provided by Series Organiser may be worn, or held, while on the podium.

12.4 In order to ensure uniform quality standards, the Series Organiser reserve the right to ask to the driver to replace sponsor decals if damaged with new decals.

12.5 Competition numbers will be supplied by the Series Organiser.

12.6 The name of the driver must be applied on the protective head surround. These decals will be supplied by the Championship.

12.8 It is the Driver's responsibility that his car and drivers gear comply with the sponsorship requirements. Failure of which Driver will be fined accordingly:

First offence: 250 USD

Second offence: 500 USD

Third offence: A fine of up to 1,000 USD or exclusion of the event.

13. DRIVER'S EQUIPMENT

13.1 Drivers participating in any on-track session must always wear the Series designated race suit, flame resistant long underwear, socks, balaclava, boots and gloves complying to the FIA Standard 8856-2000.

13.2 The use of a FIA approved frontal head restraint (FHR) system complying to FIA Standard 8858-2002 or 8858-2010 is mandatory.

13.3 Drivers participating in any on-track session must always wear a helmet complying to Snell standards SA2015 or newer.

14. VEHICLES

Only car model Mygale FB02 supplied by the Series Organiser is entitled to enter Formula Americas Super GP Championship 2021.

15. FUEL

The fuel will be race fuel appointed by the Series Organiser. Filling up or emptying the tank during practice and races is prohibited. At no time, must fuel tanks and systems contain any fuel other than the fuel provided by the Series Organiser. Altering the mandatory fuel in any way is prohibited. No substances may be added or removed nor may the concentration of any substances be altered. Cooling the fuel by any method is prohibited.

16. TIRES

Only tires manufactured by the racing series' tire partner (Hankook) and provided by the Series Organiser will be admitted during the entire event and official testing sessions.

16.1 Competitors will be given 2 sets of new tires (8 tires) for each event. One set of tires comprises of 2 (two) pieces of front tires and 2 (two) pieces of rear tires. Only these tires are permitted to be used During an event. Tires from a previous event may be used for free practice. No other tires, new or old, may be permitted for use except the tires specifically allocated to each competitor.

16.2 For the free practice sessions, qualifying and three races which make up each event, Competitors are required to use the tires allocated to them under regulation 16.1

16.3 New rain tires for Competitors are provided for by the Series Organisers. Each set of new rain tires will only be replaced by the Series Organisers after a distance of 85 miles has been run on them.

16.4 Rain tires may only be used if the signals “Wet Session” is shown. In the interest of fairness, once the Race director deems a track to be suitable only for Rain Tires, all Competitors will be required to use them. The opposite case shall also apply.

16.5 In the event of a Competitor suffering a puncture of one or more tires during a Qualifying session in an event, the Series Organiser may replace this Competitor’s punctured tire(s) with a used, serviceable tire(s) from their stock if the Series Organiser is satisfied that no deliberate action by the said competitor has been made to gain an unfair advantage.

17. ENGINE

17.1 All vehicles must use the engine units supplied by the Series Organisers.

17.2 Each competitor is only permitted the use of one engine per season. Should a Competitor under any circumstance desire to purchase a new engine to replace his existing engine, the relevant Competitor will receive a 10 position grid penalty at the next race he takes part in. Any request for an engine replacement must be in writing and addressed to the Series Organisers.

17.3 The Engine is limited to a maximum RPM of 7,500 by way of an electronic cut-out at this prescribed RPM. In the event that a Competitor exceeds 7,500 RPM due to any reason whilst the car is on Circuit during an event or an Official Test, a fine of 2,000 USD will be levied upon the Competitor.

17.4 If the Competitor exceeds 8,000 RPM due to miss-selection of gears or any other reason whilst the car is on Circuit during an event or an Official Test, he will be required to replace the engine immediately. The replacement cost for the engine is specified in the Formula Americas 2021 Official Spare Parts Pricelist.

17.5 If a Competitor exceeds 7,500 RPM more than 3 times in a season with the same engine due to miss-selection of gears or any other reason whilst the car is on Circuit during any event or Official Test in the Season, he will be required to replace the engine immediately. The replacement cost for the engine is specified in the Formula Americas Championship 2021 Official Spare Parts Pricelist.

17.6 The Performance Committee shall have the authority to monitor all performance parameters of all the engines used in the Formula Americas Championship 2021. Only this Committee has the power to determine whether any Competitor in the Series has an engine performing outside of the normal parameters specified by the Series Organiser. The Performance Committee has the authority to replace any Competitor’s Engine with another one in the Series Organisers stock before any Session in any Event or Official Test of the Formula Americas Championship 2021. Any decision made by the Performance Committee is not subject to protest or appeal.

17.7 If an engine is deemed to have malfunctioned under normal operation and without any misuse by the driver, the engine will be replaced without cost to driver.

18. DATA LOGGING

Each car is equipped with a mandatory 2D data logger.

Competitors may only have print-outs of their data traces at the end of every race weekend. The electronic data of all Competitors remain the property of FAC at all times.

Formula Americas will allow open data sharing for the purpose of advancing all drivers in the Championship.

19. RADIO COMMUNICATION

Radio Communication equipment is required in the Formula Americas Super GP Championship 2021 and is supplied with each car. Drivers will be required to have their helmets wired for radio communication with an IMSA style plug.

20. SPORTING CHECK

20.1 All competitors must report for administrative checks at the times scheduled in the supplementary regulations of each event. These checks will take place at the race office.

20.2 The following original documents must be submitted by the competitors:

- Competitor's and driver's licenses
- ASN authorization for foreign license holders
- Medical certificate of aptitude if not printed on the license

21. VIDEO AND ADVERTISING RIGHTS/USE OF VIDEO FOOTAGE

By entering the Formula Americas Super GP Championship 2021, drivers agree to the free use of their racing success for advertising purposes by the Series Organiser or any sponsors involved in the series, including but not limited to the use of photo materials or video footage

22.1 Any copyrights including footage from internet coverage of the series, on-board camera shall reside with the Series Organiser. Any video rights in the Formula Americas Super GP 2021, both for terrestrial and internet broadcasting, any video rights and any other media rights shall reside with the Series Organiser. Any recording, broadcasting or reproduction for commercial purposes shall require the prior written consent of the Series Organiser.

22.2 Registered entrants to the Formula Americas Super GP Championship 2021 may obtain royalty-free rights in video footage for use at trade shows and for internal purposes from the Series Organiser, provided that they bear the technical costs. Any rights for sponsors and advertisers as

well as any other rights for commercial purposes must be requested in writing from the Series Organiser and may be subject to royalty.

23. OBLIGATION TO ATTEND PRESS CONFERENCES

Upon request, all registered drivers are obliged to attend free of charge all press conferences organised by the Series Organiser. The following obligations must in addition be respected:

Immediately after prize giving the top three drivers in a race will be required to make themselves available for a press conference (at a location specified in the supplementary regulations). All of these three drivers are obliged to attend this press conference. The drivers must wear their closed overalls during the press conferences.

Failure to attend the press conference or any lateness will result in a penalty.

24. COMMUNICATIONS / PUBLICATIONS / DRIVERS BRIEFINGS

24.1 The place of the official notice board will be indicated in the supplementary regulations.

All bulletins issued for the event and eventual bulletins issued by the Organizing Committee will additionally be circulated to the participants and be fixed in the Formula Americas Championship 2021 Hospitality area.

24.2 A drivers' briefing will take place at each event. The place and time for the drivers' briefing will be published in the corresponding supplementary regulations or Competitor info. All drivers taking part in the relevant event must be present throughout the entire briefing. Any absence or late arrival will result in a fine.

25. PROTESTS AND APPEALS

Protests and appeals are governed by the FAC Board of Directors (BOD) and any protest or appeal must be made in writing and presented to the Series Organizer no later than 72 hours after such time the activity of which is being protested or appealed has occurred. All findings of the BOD are final. A fee of \$500.00 shall accompany said protest or Appeal. In the event that an appeal is granted in favour of the applicant, the fee will be returned.

26. EXCLUSION OF LEGAL RECOURSE AND LIMITATION OF LIABILITY

There shall be no legal recourse to decisions of the BOD, their respective tribunals, the stewards of the meeting or the Series Organiser. No claims for damages whatsoever may be construed from actions or decisions of the BOD, its sport tribunal or its authorized representatives, except for any injury to body, life and health resulting from the intentional or negligent breach of duty by the group of persons released from liability or their legal representatives and agents or any other damage resulting from the intentional or grossly negligent breach of duty by the group of persons released from liability, their legal representatives or agents. The above does not apply to implied exclusions from liability.

27. WAIVER OF CLAIMS OR ACTION FOR DAMAGES

When entering, competitors and drivers waive their right to claim any damages in connection with this event against:

- FAC and/or its affiliated organizations, their presidents, executive bodies, managing directors, secretaries general and full-time staff

- the sanctioning body and/or its affiliated organizations, their presidents, executive bodies, managing directors, secretaries general and full-time staff

- the organiser and/or any of its successor companies, their presidents, executive directors, managing directors, secretaries general and paid staff

- the promoter / Series Organiser

- the organiser, officials and assistants, race-track owners, government agencies, racing services, manufacturers and all other persons involved in organizing the meeting.

- the organization responsible for the construction and maintenance of roads, where damage is caused by the condition of the roads (including accessories) used during the event and

- any agents or other persons employed to perform an obligation on behalf

of the above persons and entities, except for damage or harm to life, body or health resulting from the intentional or negligent breach of duty by the group of persons released from liability, their legal representatives or agents and except for any other damage resulting from the intentional or grossly negligent breach of duty by the group of persons released from liability, their legal representatives or agents.

They also waive any claims for damages in connection with the racing event (timed and un-timed practices, warm-ups, races), except for injuries to life, body or health resulting from the intentional or negligent breach of duty by the group of persons released from liability, their legal representatives or agents and except for any other damage resulting from the intentional or grossly negligent breach of duty by the group of persons released from liability, their legal representatives or agents, against:

– the other participants (entrants, drivers, co-drivers), their assistants, the owners or registered keepers of other vehicles

– the competitor on whose behalf they entered, their own driver(s)/codriver(s) (barring any other special agreements between vehicle owners or keepers, competitors and driver/s and/or co-driver/s) and their own assistants;

The exclusion from liability shall become effective for all parties concerned upon submission of the entry form. The waiver of liability applies to claims for any legal reason whatsoever, including but not limited to claims for damages based on contractual and non-contractual liability and to claims from tortious liability. Implied exclusions from liability shall remain unaffected by the above non-liability clause.

Should any injury occur or be discovered during an event or in the event of health impairments which may temporarily or permanently jeopardise the ability to drive a racing car, considering the safety risks this may pose to third parties, the undersigned releases all attending physicians from confidentiality with respect to the event officials (the Medical Officer, the Clerk of the Course, the Steward of the Meeting).

The entrants shall note that the racing license provides accidental injury protection to the driver. They shall also note that in the event of claims for damages among the competitors, drivers, the Series Organiser, the organisers' or participants' third party liability insurance usually covers only bodily injury (not any material damage) resulting from gross negligence. They shall furthermore take note of the maximum cover amount. The exact scope and maximum cover amounts of the organisers' or participants' third party liability insurance is available upon request from the Series Organiser.

28. CODE OF DRIVING CONDUCT

28.1 During practice, qualifying and race, drivers may use only the track and must at all times observe the provisions of the Sporting Code relating to driving behaviour on circuits.

These provisions are completed as follows.

28.2 Drivers are strictly forbidden to drive their car in the opposite direction to the recognized track direction unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position by the driver and/or marshals as directed by the marshals.

28.3 Manoeuvres during practice, qualifying or race likeable to hinder or to endanger other drivers may lead to the exclusion of the offender from the event. The same applies to drivers who do apparently not meet the requirements of the driving standards.

28.4 Any driver leaving the track may only rejoin it if this does not represent a danger or obstruction to other drivers. Classification or sports penalties may, according to the circumstances, be inflicted to any driver gaining an advantage from leaving the track.

Special parts of the circuit (chicanes) will be observed by judges of fact.

28.5 Any car losing oil during practice or race must immediately pull off the track. It is prohibited to drive these cars back to the pits in disregarding the risk of a fouled track.

28.6 If a driver has serious mechanical difficulties during practice or the race he must leave the track as soon as it is safe to do so.

28.7 A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.

28.8 Drivers intending to stop at the pits must respect the following provisions:

Access to the pits is only allowed through the deceleration zone which may not be left once it has been joined. The driver must reduce speed as soon as he joins the deceleration zone so that he can stop his car at the pits without endangering other participants or the marshals. After a pit stop it is the driver's responsibility to rejoin the track at the end of the pit lane without endangering or obstructing the other participants.

28.9 Extreme caution must be exercised if rescue or safety vehicles are on the track. The drivers must immediately give way to these vehicles.

29. FLAG SIGNALS / SIGNALLING

29.1 The emergency services and the track control will operate in accordance with the provisions of the Appendix H to the FIA International Sporting Code. All drivers undertake to study these prescriptions, to observe the signals and to follow the corresponding instructions. The flag signals do not release the drivers from their obligation to avoid an eventual danger to which another driver might be exposed, in the case of a recognizable danger.

29.2 All signals assigned to a particular driver by race control will be given by means of the corresponding flag or the corresponding board together with the competition number concerned.

Some circuits may in addition have display boards which replace the board showing the race number. No one else may use the same or similar signals.

29.3 All drivers are obliged to take notice of the signalling and/or flag signals eventually given by the race director whenever passing the signalling area (normally at the Finish Line).

30. FREE PRACTICE AND QUALIFYING PRACTICE

30.1 Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the race.

30.2 No driver may start in the race without taking part in a practice session or a test session of the relevant event unless if approved by the stewards of the event

30.3 During all practices there will be a green and a red light or flag at the pit exit. Cars may only leave the pit lane when the green light is on or green flag is shown.

Only for Qualifying session, cars may not enter the fast lane until a green light or flag is shown at the pit lane exit. Additionally, a blue flag and/or a flashing blue light may be shown at the pit exit to warn drivers leaving the pits if cars are approaching on the track.

30.4 If a car stops during practice it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.

In the event of a driving infringement during practice, the race director may delete any number of qualifying times from the driver concerned.

30.5 The race director may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. In the case of free practice only, the race director may decline to prolong the practice period after an interruption of this kind. Furthermore if, in the opinion of the stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled and may not be permitted to take part in any other practice session that day.

30.6 Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

30.7 All laps covered during qualifying practice will be timed. In order to determine the driver's position on the starting grid, only laps will be considered which have been started and finished outside the pit lane. With the exception of a lap on which a red flag is shown each time a car leaves the pit lane or crosses the Line it will be deemed to have completed one lap.

30.8 At the end of each practice session no driver may cross the finish line more than once.

31. STOPPING THE PRACTICE

Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the race director will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to the pits, and all cars abandoned on the track will be removed to a safe place.

32. THE GRID

32.1 The Starting Grid will consist of a maximum of 18 cars. Grid positions for the first race of an event will be set by a qualifying session with the driver/car with the fastest lap during the qualifying session taking the pole (1st) starting position, driver/car with the second fastest lap taking 2nd place starting position on the grip and so on. In the event that a qualifying session is rained out or unable to take place due to any other reason, the starting positions for the first race of an event will be set by championship points with the leader in points taking the pole (1st) place and so on.

32.2 The starting positions for the second and third race of an event will be set by the fastest lap in the preceeding race taking the pole (1st) position, second fastest lap taking 2nd position and so on.

33. STARTING PROCEDURE

33.1 Rolling Start Procedure Competitors shall commence the Formation Lap from the pre grid by following the pace car. Competitors shall remain in line without passing unless instructed otherwise by Race Control. All cars are to maintain "Pace Car" speed during the Formation Lap(s). The Pace Car will set the speed until it enters the pit lane. Cars must enter the main straight in double file formation at a constant speed of 50mph-55mph. A radar gun may be used to determine the speed of the leading car(s). The start of the race will be signaled by the waving of a Green Flag at the starters stand. The method of signaling will be specified in the Drivers' Briefing. The front row may be briefed by the Race Director or a designated Formula America Official prior to the start. Moving out of line, passing, brake checking or other manipulating of the field prior to the start signal is prohibited. A penalty may be issued from Race Control for manipulation at the start. Any changes to the start procedure will be defined in a bulletin from the Chief Steward. Racing begins as soon as the start signal is given, cars may overtake from that time.

33.2 Rolling Start Time The timing and scoring shall commence when the leading car crosses the control line

34. THE RACE

34.1 Should it, in exceptional circumstances, become necessary to shorten the distance of the race before the starting signal has been given, the race director / clerk of the course must inform the competitors of the new race distance before the start of the formation lap. This must be announced by means of radio communication.

34.2 A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue.

34.3 The start of the race will be in all events, rolling starts. Unless otherwise specified during the Drivers briefing and the supplementary regulations.

34.4 If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive

the car from a dangerous position, it shall be the duty of the marshals to assist him. If any such assistance results in the engine starting the driver can re-join the race.

34.5 During the race, drivers leaving the pit lane may only do so when the pit exit light or flag is green and on their own responsibility, a marshal with a blue flag, or a flashing blue light, will also warn the driver if cars are approaching on the track.

35. SAFETY CAR

Information about the use of the safety car.

35.1 The Safety Car will be driven by an experienced circuit driver. It will carry an observer capable of recognizing all the competing cars, who is in permanent radio contact with race control.

35.2 10 minutes before the race start time the safety car will take up position at the front of the pre grid and remain there until the five-minute signal is given. At this point (except under 35.13) below) it will cover a whole lap of the circuit and enter the pit lane.

35.3 The safety car may be brought into operation to neutralize a race upon the decision of the race director. It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race.

35.4 When the order is given to deploy the safety car, all corner safety stations and start/finish will display waved yellow flags and white flag which shall be maintained until the intervention is over.

35.5 The safety car with its yellow lights illuminated will join the track regardless of where the race leader is (preferably in front of the race leader).

35.6 All competing cars must then form up in line behind the safety car no more than 5 car lengths apart and overtaking, with the following exceptions, is forbidden until the cars reach the Line after the safety car has returned to the pits. Overtaking will be permitted under the following circumstances:

- if a car is signalled to do so from the safety car ;
- under 35.13 below ;
- any car entering the pits may pass another car or the safety car after it has crossed the safety car line ;
- when the safety car is returning to the pits it may be overtaken by cars on the track once it has entered the pit entrance lane ;
- if any car slows with an obvious problem.

35.7 When ordered to do so by the race director the observer in the car will wave to any cars between it and the race leader that they should pass. These cars will continue at appropriate speed and without overtaking until they reach the line of cars behind the safety car.

35.8 The safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind him. Once behind the safety car, the race leader must keep within 5 car lengths of it and all remaining cars must keep the formation as tight as possible.

35.9 While the safety car is in operation, competing cars may enter the pit lane, but may only re-join the track when the green flag or light at the end of the pit lane is displayed. It will be on at all times except when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car. Under certain circumstances the race director may ask the safety car to use the pit lane or other parts of the circuit. In these cases, and provided its orange lights remain illuminated, all cars must follow it without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area. Generally applies: If the orange lights are illuminated all cars must follow the safety car.

35.10 When the race director calls in the safety car, it must extinguish its yellow lights; this will be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than five car lengths behind it. As the safety car is approaching the pit entry the yellow flags and SC boards at the observer's posts will be withdrawn and replaced by waved green flags with green lights at the Line. These will be displayed for no more than one lap.

35.11 Each lap completed while the safety car is deployed will be counted as a race lap.

35.12 If the race ends whilst the safety car is deployed it will enter the pit lane with extinguished lights at the end of the last lap and the cars will take the chequered flag as normal without overtaking. The Marshals show waved yellow flags furthermore.

35.13 In exceptional circumstances the race may be started behind the safety car. In this case, at any time before the one-minute signal its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are illuminated the safety car will leave the grid with all cars following in grid order no more than 3 car lengths apart. There will be no formation lap and race will start when the green lights are illuminated.

Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid. Penalties will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap.

36. SUSPENDING A RACE

Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the race director will order red

flags to be shown at all marshal posts and the abort lights to be shown at the Line. When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the red flag line (normally the finish line) where they must stop in single file with the leading car on the track at the front. Cars which may come to a halt at the Line in front of the leading car will be directed by the marshals, if deemed necessary behind the safety car, to the end of the line of cars behind the leader in order of their respective race positions. A drive through time penalty will be imposed on any driver who enters the pit lane or whose car is pushed from the track to the pit lane once the race has been suspended. However, any car which was in the pit entry or pit lane when the order to suspend the race was given will be not penalized. All cars involved remain in the pit lane until the race is resumed and may leave the pit lane after all cars able to do so have passed the pit exit behind the safety car after the race has been resumed. The Safety Car will then be driven to the front of the line of cars behind the red flag line.

Whilst the race is suspended:

- neither the race nor the timekeeping system will stop ;
- cars may be worked on once they have stopped behind the red flag line or entered the pits but any such work must not impede the resumption of the race ;
- refuelling (any access to the car's fuel system) is forbidden;
- only Formula Americas team members and officials will be permitted on the grid.

37. RESUMING A RACE

The delay will be kept as short as possible and as soon as a resumption time is known drivers will be informed through radio communication and loudspeakers, in all cases at least five minutes warning will be given. Signals will be shown five minutes, three minutes, one minute and thirty seconds before the resumption and each of these will be accompanied by an audible warning. When the three-minute signal is shown all cars must have their wheels fitted, after this signal wheels may only be removed in the pit lane. At this time wheels may only remove in the pit lane, otherwise a drive through penalty will be imposed.

When the one-minute signal is shown, engines should be started and all personnel must leave the grid by the time the 30 second signal is given taking all equipment with them. If any driver needs assistance after the 30 second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

The race will be resumed behind the safety car when the green lights are illuminated.

The safety car will enter the pits after one lap unless team personnel are still clearing the grid or a further incident occurs necessitating another intervention. When the green lights are illuminated the safety car will leave the grid with all cars following, in the order they stopped behind the red flag line, no more than 5 car lengths apart. Soon after the last car in line behind the safety car passes the

end of the pit lane the pit exit light will be turned green, any car in the pit lane may then enter the track and join the line of cars behind the safety car.

Overtaking during the lap is permitted only if a car is delayed when leaving the red flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the order before the race was suspended. Any driver who is delayed leaving the red flag line may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

Penalties will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap. During this lap article 35.10-11-12-13 would be applied. If the race cannot be resumed the results will be taken at the end of the last completed lap before the lap during which the signal to suspend the race was given. If the leader covered 75% or more of the scheduled race distance (rounded up to the nearest whole number of laps) the race will be deemed to have finished. The result will be taken at the end of the last complete lap before the lap during which the signal to suspend the race was given.

38. FINISH OF THE RACE

38.1 The white flag will be given to the leading car signalling the final lap of the race.

38.2 The checkered flag will be given at the Line as soon as the leading car has covered the full race distance in accordance with Article 4.2.

38.3 After receiving the checkered flag all classified cars must proceed on the circuit directly to the parc fermé without stopping, without overtaking (unless clearly necessary), without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

38.4 The drivers finishing the Race in 1st, 2nd and 3rd positions of each class and, upon the marshals' instruction, must drive their cars to the place of the prize-giving ceremony.

39. CLASSIFICATION

39.1 The car placed first will be the one having passed the Line in the lead at the end of thirty minutes, considering all penalties.

All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line. All race laps will be counted to ascertain the race distance completed. Formation and slow-down laps will not be considered as part of the race distance.

39.2 Cars having covered less than 75% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.

39.3 The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

40. SPARE CARS

In the event of any circumstance deemed by the Series Organiser to be extraordinary such as fire damage, massive accident damage, untraceable mechanical fault and other similar type occurrences which preclude a Competitors car being fully operational in a competitive condition in time for a qualifying or race session, the Series Organiser is empowered to substitute any Competitors car to another unit at any time during a race event.

41. PRIZE PURSE

There will be a per event prize awarded to the top three points earning drivers for each event. The per event Prize Purse is \$25,000 (including pole award). These prizes will be awarded at each event. There will be a season ending Prize Purse of \$175,000 for the Formula Americas Championship season. These awards will be presented at the Awards Banquet at the conclusion of the series. Total Series Cash Prize Fund: \$325,000 (not counting contingency awards or scholarships).

Formula Americas Per Event Prizes

Formula Americas Championship Prize Fund

POSITION	PER EVENT *	CHAMPIONSHIP	ELITE CHAMPIONSHIP BONUS
1st Place	\$10,000	\$75,000	\$25,000
2nd Place	\$5,000	\$50,000	
3rd Place	\$4,000	\$25,000	
4th Place	\$3,000	\$15,000	
5th Place	\$2,000	\$10,000	
Pole Position	\$1,000		

Pole Position Award (awarded to the first place qualifier for the first race of each event weekend).

Pole Award: \$1,000 X 5 events = \$5,000

Formula Americas F4 Scholarship

The Champion of Formula Americas Super GP Championship will receive a scholarship towards a full season in the FIA NACAM Mexican F4 Championship.

Formula Americas Elite Championship Scholarship

The Elite Championship is for drivers 20 years of age and up. The Elite Champion will receive a Scholarship providing a full season in the following Formula Americas Super GP Championship season.

42. PENALTIES INVOLVING FULL COURSE CAUTION OR RED FLAG

Crashing is not racing and Formula Americas takes a strong view towards drivers causing multiple accidents. Accidents happen, but this Series is designed to prepare drivers for their advancement in professional racing. We want our drivers making smart moves to advance. Taking yourself or another driver out of competition does nothing for your career. Penalties assessed, if any, will be determined by the severity of the incident and whether or not it be determined as a racing incident or blatant disregard to safety.

42.1 A driver who causes a full course caution or red flag during a qualifying session will have their two fastest lap times erased.

42.2 During a race session, a driver who causes a full course caution or red flag resulting in another car not being able to continue on with the race may receive the following penalties;

1st occurrence – 3 place grid penalty in the following race

2nd occurrence – A fine of up to \$1,500 and/or 10 place grid penalty in the following race

3rd occurrence – A fine of up to \$2,500 and/or disqualification from the following race

4th occurrence – A fine of up to \$5,000 and/or disqualification from the remainder of the season

Technical Regulations

1. GENERAL PRINCIPLES

- a. The Formula Americas Super GP Championship 2021 is a one make, one supplier series
- b. The only cars permitted in the Series are the Series Organiser supplied Mygale FB02 race cars
- c. All cars are deemed to be in compliance with technical regulations at all times. No protests or appeals against eligibility and legality of any car or component of a car will be accepted, allowed or permitted.
- d. If the following texts do not clearly specify that you can do it, it is therefore forbidden.
- e. All measurements must be made with the car stationary and on a flat surface
- f. All adjustable parameters related to performance on the race cars including but not limited to wing angle, ride heights, suspension alignment, spring and damping rates, tyre pressures, gear ratios will be fixed by the Series Organisers at pre-described positions. Only changes specifically permitted in the following texts will be permitted.
- g. Any component(s) of each Competitor's racecar that needs to be replaced due to wear and tear, fault or accident damage can only be replaced by parts supplied by the Series Organiser. The part(s) that have been replaced shall always remain the property of the Series Organiser.

2. ENGINES

2.1 All vehicles must use the BMW engine units supplied by the Series Organisers. The Series Organisers shall always ensure that all Competitors engine units perform at relative parity with each other.

2.2 Each competitor is only permitted the use of one engine per season, unless the Series Organizers deem it necessary to change due to inequality not based on driver misuse. Should a Competitor desire to purchase a new engine to replace his existing engine, the relevant Competitor will receive a 10 position grid penalty at the next 2 (two) races he takes part in. Any request for an engine replacement must be in writing and addressed to the Series Organisers.

2.3 The Engine is limited to a maximum RPM of 7,500 by way of an electronic cut-out at this prescribed RPM. In the event that a Competitor exceeds 8,000 RPM due to miss-selection of gears or any other reason whilst the car is on Circuit during an event or an Official Test, a fine of 1,000 USD will be levied upon the Competitor.

2.4 If the Competitor exceeds 8,500 RPM due to miss-selection of gears or any other reason whilst the car is on Circuit during an event or an Official Test, he will be required to replace the engine immediately. The replacement cost for the engine is specified in the Formula Americas Championship 2021 Official Spare Parts Pricelist.

2.5 If a Competitor exceeds 8,000 RPM more than 3 times in a season with the same engine due to miss-selection of gears or any other reason whilst the car is on Circuit during any event or Official Test in the Season, he will be required to replace the engine immediately. The replacement cost for the engine is specified in the Formula Americas Championship 2021 Official Spare Parts Pricelist.

2.6 The Performance Committee shall have the authority to monitor all performance parameters of all the engines used in the Formula Americas Championship 2021. Only this Committee has the power to determine whether any Competitor in the Series has an engine performing outside of the normal parameters specified by the Series Organiser. The Performance Committee has the authority to replace any Competitor's Engine with another one in the Series Organisers stock before any Session in any Event or Official Test of the Formula Americas Championship 2021. Any decision made by the Performance Committee is not subject to protest or appeal.

3. BODYWORK

3.1 Any damaged bodywork on the Competitor's racecar will have to be replaced

3.2 In some cases where the damage is deemed repairable by the Series Organiser, damaged bodywork may be repaired instead of replaced. There will be an additional charge for painting or wrapping in vinyl of damaged bodywork

3.3 It is permitted to adjust the orientation of the front wing flap but only within the range of adjustments provided in the original mechanism.

4. WEIGHT

4.1 At all times during an Event the weight of the car with the driver aboard wearing his complete racing apparel must not be less than the minimum weight of 610 kg. For Elite drivers the minimum weight is 640 kg.

4.2 Ballast required to achieve the minimum weight may only be attached using the specific fixing points provided on the car.

4.3 With the exception of compressed air, no substance may be added to the car during the race.

5. ELECTRICAL SYSTEM

5.1 No modification to the electrical system of the car as supplied by the Series Organisers is permitted by the Competitors

6. GEARBOX

6.1 All cars will have the same gear ratio sets fitted at all times during any given event. No other modifications are permitted.

7. SUSPENSION

7.1 All cars will have the same suspension settings as prescribed by the Series Organisers.

8. OIL AND WATER SYSTEMS

8.1 No modifications to the oil and water systems are permitted.

9. BRAKES

9.1 No modifications to the braking system are permitted.

10. WHEELS AND TIRES

10.1 No modifications to the wheels are permitted.

10.2 Only tires provided by the Series Organiser (Hankook) may be used during Events. This applies to both wet and dry-weather tires.

11. COCKPIT

11.1 Permitted changes to the original specification:

- Pedal position, pedal pads, master cylinder pushrod length and the relative working angles may be changed for driver comfort.

12. SAFETY EQUIPMENT AND DRIVER INSTALLATION

12.1 The safety belts supplied with the car may not be changed for another type.

12.2 The safety belt fixing system to the monocoque may not be changed or modified.

12.3 The seat shell positioning system must not be modified.

12.4 Padding and minor modifications of the seat shell are allowed for driver's comfort providing all the functionality of the seat and its safety equipment is preserved.

12.5 When seated normally with his seat belts fastened, the driver's helmet must be at least at 70mm below a line drawn between the highest points of the front and rear roll structures.

12.6 In order to ensure that the driver's head is not unduly exposed and for him to maintain good lateral visibility he must, when seated normally and looking straight ahead with his head as far back as possible, have his eye visible when viewed from the side.

12.7 The driver, seated normally with his seat belts fastened and with the steering wheel removed must be able to raise both legs together so that his knees are past the plane of the steering wheel in the rearward direction. This action must not be prevented by any part of the car.

12.9 From his normal seating position, with all seat belts fastened and whilst wearing his usual driving equipment the driver must be able to remove the steering wheel and get out of the car within five seconds and then replace the steering wheel in a total of ten seconds.

17.10 No less than 85 % of the rain light LEDs