

INTERNATIONAL SPORTING CODE

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Please note that the texts of the 1998 Concorde Agreement contain certain modifications to the International Sporting Code which are applicable solely to the FIA Formula One World Championship. Since these modifications cannot be included in the following texts, it is specified that it is the 1998 Concorde Agreement which is the authentic text should there be differences between it and the present Code.

CHAPTER I

GENERAL PRINCIPLES

1. International regulations of motor sport

The Fédération Internationale de l'Automobile, hereafter termed the FIA, shall be the sole international sporting authority entitled to make and enforce regulations for the encouragement and control of automobile competitions and records, and to organise FIA International Championships and shall be the final international court of appeal for the settlement of disputes arising therefrom; it being acknowledged that the Fédération Internationale Motocycliste shall exercise the same powers insofar as vehicles with one, two and three wheels are concerned.

For matters relating to Karting, the FIA may on an annual basis delegate its international sporting power to any recognised body, the role of which is to supervise international Karting activities of a sporting nature in strict accordance with this Code and the FIA regulations.

2. International Sporting Code

So that the above powers may be exercised in a fair and equitable manner the FIA has drawn up the present "International Sporting Code" (the Code). The purpose of this Code and its appendices is to encourage and facilitate international motor sport. It will never be enforced so as to prevent or impede a competition or the participation of a competitor, save where the FIA concludes that this is necessary for the safe, fair or orderly conduct of motor sport.

3. National control of motor sport

Each National Club or Federation belonging to the FIA, shall be presumed to acquiesce in and be bound by this Code. Subject to such acquiescence and restraint, one single Club or one single Federation per country, hereafter called ASN, shall be recognised by the FIA as sole international sporting power for the enforcement of the present Code and control of motor sport throughout the territories placed under the authority of its own country.

4. Exercise of the sporting power in the territories

Non-autonomous territories of a State are subject to the sporting power exercised by the ASN representing the said State at the FIA.

5. Delegation of sporting power

Each ASN shall have the right to delegate the whole or part of the powers conferred by this Code to another, or several other Clubs of its country, but only after obtaining the prior approval of the FIA.

6. Withdrawal of delegation

An ASN may withdraw the delegation of its powers provided it notifies the FIA of such withdrawal.

7. National competition rules

Each ASN may draw up its own national competition rules which will compulsorily be sent to the FIA.

CHAPTER II

NOMENCLATURE AND DEFINITIONS

8. The following nomenclature, definitions and abbreviations shall be adopted in this Code, in the appendices thereto, in all national rules and their appendices, in all Supplementary Regulations and for general use.

9. FIA :

Fédération Internationale de l'Automobile.

10. ASN :

A national automobile club or other national body recognised by the FIA as sole holder of sporting power in a country.

11. CS :

The competitions committee of an ASN.

12. Deleted.

13. Land Vehicle, Automobile, Special Vehicle, Ground Effect Vehicle

Land Vehicle :

Vehicle propelled by its own means in constant contact with the ground either directly by mechanical means or indirectly by ground effect, and the motive power and steering system of which are constantly and entirely controlled by a driver on board the vehicle.

Automobile :

A land vehicle propelled by its own means, running on at least four wheels not aligned, which must always be in contact with the ground; the steering must be ensured by at least two of the wheels, and the propulsion by at least two of the wheels.

Special Vehicles :

Vehicles on at least four wheels which are propelled otherwise than through their wheels.

Ground Effect Vehicle :

Vehicle whose bearing on the ground is maintained by means of a pressurised air cushion.

14. Cylinder capacity

Volume generated in cylinder (or cylinders) by the upward or downward movement of the pistons. This volume is expressed in cubic centimetres and for all calculations relating to cylinder capacity the symbol Pi will be regarded as equivalent to 3.1416.

15. Classification

Grouping of vehicles according to their engine cylinder capacity or by any other means of distinction (See Appendices B and J).

16. Competition, event, race

a) A competition is an event in which an automobile takes part and which has a competitive nature or is given a competitive nature by the publication of results.

Competitions are "international" or "national". Moreover they may be "restricted" or "closed".

A national or international championship is considered as a competition.

b) Event :

Is a single event with its own results. It may comprise (a) heat(s) and a final, free practice and qualifying practice sessions or be divided in some similar manner, but must be completed by the end of the meeting.

An event is considered to have begun as from the time scheduled for the beginning of administrative checking and/or scrutineering and shall include practice and the

competition itself. It shall end upon the expiry of one or other of the following time limits, whichever is the later :

- time limit for protests or appeals or the end of any hearings;
- end of administrative checking and post-event scrutineering carried out in accordance with the present Code.

No event which is or purports to be part of an international Championship, international Cup, international Trophy, international Challenge or international Series not recognised by the FIA can be entered on the International Sporting Calendar.

For any event, national or international, open to the FIA formulae and categories or groups such as defined in the present Code and its Appendices, all the automobiles participating in this event must comply in all respects with the FIA technical regulations, and the official clarifications and interpretations of these regulations provided by the FIA. An ASN may not modify these FIA technical regulations without specific written permission from the FIA.

b) 1. Circuit race :

An event held on a closed circuit between two or more vehicles, running at the same time on the same course, in which speed or the distance covered in a given time is the determining factor.

b) 2. Drag race

An acceleration contest between two vehicles racing from a standing start over a straight, precisely measured course in which the first vehicle to cross the finish line (without penalty) achieves the better performance.

b) 3. Hill Climb :

An event in which each vehicle takes the start individually to cover the same course ending with a finish line situated at a higher altitude than the start line. The time taken to cover the distance between the start and finish lines is the determining factor for establishing the classifications.

17. International Event

An event which is open to competitors and/or drivers holding a licence issued by a country other than that in which the event takes place (subject to the special status of events in E.U. countries, dealt with in Article 18 below). For the purposes of this Code the "nationality" of a competitor or driver is that of the ASN which issued him with his FIA licence (see Article 112).

No international event may take place if it has not been listed beforehand on the International Sporting Calendar (see Appendix G), even if the event comes under Article 19.

Entry on the International Sporting Calendar is at the discretion of the FIA and must be applied for by the ASN of the country in which the event is organised. The FIA will state reasons for refusing any such entry.

Licence-holders of other countries are forbidden to take part in any international event which is not listed on the International Sporting Calendar.

18. National Event

An event is national when it is open only to competitors and to drivers holding an FIA licence issued by the ASN of the country where the said event takes place. When a national calendar exists in the country where a national event takes place, the said event must be entered on that calendar. For events taking place in E.U. countries (or comparable countries designated as such by written decision of the FIA) a national event will exceptionally be permitted to admit professional competitors or drivers holding a licence issued by any E.U. country or comparable country.

For these purposes a professional competitor or driver is one who makes a declaration to the relevant fiscal authorities of money earned by that individual through competing in motor sport and provides proof of such declaration in a form acceptable to the ASN by whom he is licensed or who otherwise satisfies the FIA of his professional status.

19. Restricted Event

A national or international event is restricted when the competitors or drivers who take part in the event have to comply with particular conditions not provided in Articles 17 and 18 above, for instance, events by invitation come under restricted events. In certain exceptional circumstances, the FIA may grant authorisation for restricted international events, which on account of their specificity may be organised as a dispensation to Appendix O of the present Code, to be entered by an ASN on the International Sporting Calendar.

20. Closed Event

An event is called "closed" when it is confined solely to members of a Club who themselves hold licences (competitor or driver) issued by the ASN of the country concerned. Such an event must be authorised by the ASN which may, in exceptional circumstances, grant its agreement to several clubs promoting

21. Rallies and Cross-Country Rallies

a) Rally of the first category (sporting event):

Road event with an imposed average speed, which is run entirely or partly on roads open to normal traffic. A "rally" consists either of a single itinerary which must be followed by all cars, or of several itineraries converging on a same rallying-point fixed beforehand and followed or not by a common itinerary.

The route may include one or several special stages, i.e. events organised on roads closed to normal traffic, and which together determine the general classification of the rally. The itineraries which are not used for special stages are called road sections. Speed must never constitute a factor determining the classification on these road sections.

Rallies of the first category must be listed on the International Sporting Calendar in the section "Regularity Events". Rallies of the first category may admit FIA "Grand Prix graded drivers". However, if a rally includes special stages on permanent or semi-permanent circuits for more than 10% of the total mileage of the rally, the participation of Grand Prix graded drivers is subject to the entry of the event on the speed events Calendar as a "Full International Event". The simultaneous entry on the rallies Calendar may be maintained if the organisers so desire.

Events partly using roads open to normal traffic, but including special stages on permanent or semi-permanent circuits for more than 20% of the total mileage of the rally,

cannot be entered in the Regularity Events section of the International Sporting Calendar, and must be considered, for all questions of procedure, as speed events.

Cars authorised in international rallies of the first category:

- The power of all cars is restricted to approximately 300 hp in all international rallies. The FIA shall, at all times and under all circumstances, take all the measures necessary for the enforcement of this power restriction.

Only the following may participate in international rallies:

- Touring cars (Group A) unless there is an indication to the contrary on the homologation form excluding certain evolutions.
- Production cars (Group N).

Unless there is an indication to the contrary on the homologation form excluding certain evolutions, Group A and N cars are permitted, during a further period of four years following the expiry of their homologation, to participate in international rallies other than those of the World Rally Championship on the following conditions :

- the FIA homologation papers are produced at administrative checking and at scrutineering.
- the cars are in conformity with the technical regulations (Appendix J) valid at the date of the expiry of their homologation and are in a sound condition to participate, at the discretion of the scrutineers.

The size of turbo restrictors used on these cars and the minimum weight must be those currently valid.

b) Rally (second category, Touring Assembly)

Events organised with the sole aim of assembling participants at a point determined beforehand.

To distinguish these from first category rallies, second category rallies must bear as a subtitle the words 'Touring Assembly'.

The itinerary(ies) of a second category rally may be compulsory, but only with simple passage controls and without any average speed being enforced on participants during the run.

One or several additional events, except speed events, can be included in the programme of a 2nd category rally, but these additional events may only take place at the point of arrival. These 2nd category rallies must not be allotted any prize money.

A second category rally is exempt from entry on the International Sporting Calendar even if the participants therein are of different nationalities, but it cannot be organised in a country without the agreement of the ASN who must approve the regulations. The regulations must be drawn up in the same spirit as those for competitions (see Chapter IV).

If the route(s) of a second category rally run(s) through the territory of one ASN only, the participants in the said rally are not obliged to have licences.

In the opposite case, the rally must conform to the prescriptions of Article 81 (International courses) and the

participants therein must possess the necessary licences (see Articles 108 to 117).

c) Cross-Country Rallies and Baja Cross-Country Rallies.

The length of each selective section must be no more than 500 km and the total length of the event must be at least 800 km. The itinerary may cross the territory of several ASNs with the agreement of the ASNs concerned.

Only cross-country vehicles (Groups T) as defined by the FIA technical regulations may be admitted, to the exclusion of any other vehicle.

A baja cross-country rally is a cross-country rally which must be run over one day (maximum distance : 800 km) or two days (maximum distance : 1200 km).

d) Marathon Cross-Country Rallies

All marathon cross-country rallies must be entered on the International Sporting Calendar. Only one marathon cross-country rally per continent may be organised each year, unless a special waiver is granted by the FIA.

The total course must be at least 10,000 km and the distance of the legs is free. The total duration may not exceed 31 days, including scrutineering and prologue.

Only cross-country vehicles (Groups T) as defined by the FIA technical regulations may be admitted, to the exclusion of any other vehicle.

22.

a) Meeting or Competition

An assembly of competitors and officials including either one or more competitions or several record attempts.

b) Parade

A parade is a display of a group of cars at a moderate speed. The following conditions must be observed:

- an official car will lead the parade and another will close it;
- these 2 official cars will be driven by experienced drivers under the control of the clerk of the course;
- overtaking is strictly forbidden;
- timing is forbidden;
- cars must not bear any racing numbers, except for cars that are historically associated with a particular racing number. Other means of identification of the cars may be used by the organisers (letters or numbers on side windows, etc.), but such identifications must be removed when the car leaves the location of the event;
- the parade(s) must be stated in the supplementary regulations and the cars taking part must be mentioned in the official programme of the event.

c) Demonstration

A demonstration is a display of a car's performance. The following conditions must be observed:

- demonstrations of more than 5 cars are controlled at all times by a safety car, driven ahead of the field by an

experienced driver under the control of the clerk of the course;

- all the marshals must be present at their posts;
- drivers must wear appropriate safety clothing (FIA approved clothing and helmets are strongly recommended). Organisers may specify minimum clothing standards;
- the cars must pass scrutineering on safety grounds;
- a precise entry list must be published after scrutineering;
- no passengers are allowed;
- overtaking is strictly forbidden unless under the instructions of marshals showing blue flags;
- timing is forbidden;
- the demonstration(s) must be stated in the supplementary regulations and the cars taking part must be mentioned in the official programme of the event;
- cars must not bear any racing numbers, except for cars that are historically associated with a particular racing number.

Other means of identification of the cars may be used by the organisers (letters or numbers on side windows, etc.), but such identifications must be removed when the car leaves the location of the event.

Parades and demonstrations cannot be organised without authorisation from the ASN of the organising country.

23. Test

An authorised competition in which each competitor may select his own time for carrying it out within a period determined by the regulations.

24. Championship, Cup, Trophy, Challenge and Series

The FIA international Championships, international Cups, international Trophies and international Challenges are the property of the FIA.

a) Championship

A championship may be a series of events or a single event. There are national championships and international championships. Only the FIA may authorise an international championship. Only the appropriate ASNs may authorise a national championship.

National championships may only be organised by the ASN or by another body with written consent from such ASN.

A maximum of one event of a national championship may be run outside its national territory, subject to the following conditions :

- that it is run in a country having a common border (provided that, in the case of a maritime border, the FIA deems the additional country to have the appropriate

geographical relationship) with the country which is organising the national championship;

- that the technical and sporting regulations of the national championship have received the approval of the FIA;
- that the course on which the event is run has been homologated and approved by the FIA, and that all the FIA regulations on safety and medical assistance are respected.

International championships may only be organised by the FIA, or by another body with written consent of the FIA. In this case, the organiser of a Championship has the same rights and duties as the organiser of an event.

b) Cup, Trophy, Challenge and Series

A Cup, Trophy, Challenge or series may comprise a number of events with the same regulations or a single event.

No international series may be organised unless the ASN proposing the series has first obtained the written approval of the FIA, which will centre around the following points in particular :

approval of the sporting and technical regulations of the series, particularly with regard to safety,

- approval of the calendar of the series,
- prior authorisation from all ASNs organising one or more event counting towards the series,
- verification that the homologation of the circuits is appropriate to the categories of vehicles admitted and respect of all the FIA regulations on safety and medical assistance,

In addition, the FIA may, at its discretion, authorise a closed-to-club national championship with more than one round outside the territory of the host ASN.

25. Organising committee

A body comprising at least 3 persons approved by the National Club holder of the sporting power (see Articles 3, 4 and 5) invested by the promoters (see Article 55) of a sporting competition with all necessary powers for the organisation of a sporting competition and the enforcement of Supplementary Regulations (see Article 27).

26. Organising permit

A document authorising the organisation of a sporting competition, issued by the ASN holder of the sporting power (see Articles 3, 4 and 5).

27. Supplementary Regulations

Compulsory official document issued by the promoters of a sporting competition (see Article 55) with the object of laying down the details of a competition.

28. Programme

Compulsory official document prepared by the organising committee of a sporting competition (see Article 25) giving all information for acquainting the public with the details of the competition.

29. Course

The route to be followed by competitors.

30. Track

A permanent or temporary course used for competitions or record attempts.

31. Autodromes

Certain permanent tracks, especially those having raised bends, and facilitating high speeds, are called autodromes.

32. Mile and Kilometre

For all conversions of English to French measurements, and vice versa, the mile shall be taken as 1.609344 kilometres, and the kilometre shall be taken as 0.62137 miles.

33. Record

A best result obtained in particular conditions prescribed by the regulations (see hereafter Appendix D, regulations for records).

34. Local record

A record established on a permanent or temporary track approved by the ASN whatever the nationality of the competitor.

35. National record

A record established or broken in conformity with the rules established by an ASN on its territory or on the territory of another ASN with the prior authorisation of the latter. A national record is said to be a class record if it is the best result obtained in one of the classes into which the types of cars eligible for the attempt are subdivided, or an absolute record if it is the best result, not taking the classes into account.

36. International record

By International record is meant the best performance accomplished in a determined class or group (see Article 199). There are international records for automobiles, special vehicles and ground effect vehicles (see Article 199).

37. World record

A record recognised by the FIA as the best performance achieved by an automobile irrespective of category, of class, of group, or any other means of subdivision.

38. Holder of record

If the record is one established in the course of an individual attempt, the holder is the competitor to whom permission to make the attempt was granted and who made a formal application for such permission.

If the record is one established in the course of a meeting the holder is the competitor (see Article 44) in whose name the vehicle with which the performance was achieved was entered.

39. Start

The start is the moment when the order to start is given to a competitor or to several competitors starting together (see Articles 89 to 96 which give starting regulations).

40. Control line

Is a line, at the crossing of which a vehicle is timed.

41. Starting line

Is the first control line, with or without timing (see Article 90).

42.**a) Finishing line**

Is the final control line, with or without timing.

b) Parc fermé

This is the place to which the competitor is obliged to bring his car(s) as foreseen by the Supplementary Regulations.

Inside the parc fermé, only the officials assigned to surveillance may enter. No operation, checking, tuning or repair is allowed unless authorised by the same officials.

The parc fermé is compulsory in those competitions in which scrutineering is provided for.

The Supplementary Regulations of the competition shall specify the place where the parc(s) fermé(s) will be set up.

The parc fermé must be in close proximity to the finishing line/starting line, if such is provided for. At the end of the special stage covered, the area between the finishing line and the parc fermé entrance shall be placed under the parc fermé regulations.

The parc fermé shall be of adequate dimensions and well closed off to ensure that no unauthorised persons may gain access while cars are in the enclosure.

The surveillance shall be carried out by officials appointed by the organisers.

These officials are responsible for the operation of the parc fermé and only they are authorised to give orders to the competitors.

The control areas of rallies will be considered as a parc fermé. No repairs or assistance may take place within the control area.

43. Handicap

A method laid down in the Supplementary Regulations of a competition with the object of equalising as far as possible the chances of the competitors.

44. Competitor

Any person or body accepted for any competition whatsoever, and necessarily holding a competitor's licence issued by their parent ASN (see Articles 108, 110).

45. Driver

Person driving an automobile in any competition whatsoever and necessarily holding an FIA driver's licence issued by their parent ASN (see Articles 108, 110).

46. Passenger

A person, other than the driver, conveyed on an automobile and weighing with personal equipment not less than 60 kg.

47. Licence

a) A licence is a certificate of registration issued to any person or body (drivers, entrants, manufacturers, teams, race officials, organisers, circuits etc...) wishing to participate or taking part, in any capacity whatsoever, in competitions or record attempts governed by the present Code. The licence-holder is deemed to be acquainted with the texts of the present Code, and must comply with its provisions. The principle that will apply in all cases is that any applicant who qualifies for a licence within the terms of the present Code and the applicable sporting and technical rules shall be entitled to such a licence.

No one may take part in a sporting event, set or break a record, if he does not possess an FIA licence issued by his parent ASN, or an FIA licence issued by an ASN other than his parent ASN with the consent of his parent ASN (see Article 110).

A parent ASN is the ASN of the country of which the licence-holder is a national. In the case of a professional competitor or driver as defined by article 18 of the present Code, a parent ASN may also be the ASN of the E.U. country of which the licence-holder is a bonafide permanent resident.

An FIA international licence issued by an ASN is valid for international events appropriate to the level of such licence provided that they are entered on the International Sporting Calendar. No licence-holder may participate in an international event if it is not entered on the International Sporting Calendar.

The FIA licence must be renewed annually from the 1st of January of each year.

Each national Automobile Club shall issue licences in compliance with the FIA regulations.

The licence can be issued under a pseudonym, but no one may make use of two pseudonyms.

A charge may be made for the issue or the renewal of a licence.

A national Automobile Club can issue a licence to a foreigner belonging to a country not yet represented on the FIA with the FIA's prior agreement. A list of licences issued under these conditions shall be kept at the Secretariat of the FIA.

Each Club or Association must, at the time of its admission to the FIA, undertake to recognise and keep a register of licences thus issued.

The International Super Licence is drawn up and issued by the FIA to those candidates who are already holders of a national licence and who apply for it. It is compulsory for certain FIA International Championships under the conditions specified by each set of regulations. To this

effect the candidates for an FIA Super Licence must complete and sign the relevant application form. It must be renewed every year. The FIA reserves the right to refuse the issuing of a Super Licence and shall give reasons for any such refusal. The Super Licence document remains the property of the FIA which will deliver it to each holder. The suspension or withdrawal of a licence resulting from a sanction excludes its holder from the FIA Championships for the duration of such suspension or withdrawal.

b) National licences issued by an E.U. ASN or ASN of a comparable country by decision of the FIA, to professional competitors or drivers, as defined by article 18 of the present Code, will allow their holders to take part in national events taking place in E.U. countries (or comparable country by decision of the FIA) without the need for special authorisation. Such national competition licences will feature an E.U. flag.

Each E.U. ASN or ASN of a comparable country by decision of the FIA will ensure that insurance arrangements take these regulations into account.

Such a professional competitor or driver will be subject to the jurisdiction of the ASN of the country where he is competing, and to that of the ASN which issued his licence.

Any decision to suspend such a licence will be published in the FIA Official Motor Sport Bulletin.

48. Licence-holders' register

The list held by an ASN of those persons to whom this ASN has issued either a competitor's or a driver's licence.

49. Licence number

The numbers allotted annually by an ASN to the competitors or to drivers entered on its register.

50. Exclusion

Exclusion forbids the person concerned to take part in any particular competition, or in several sporting competitions of a same meeting.

51. Suspension

A person or body shall be said to be suspended when they have for a certain period been forbidden to take part in any competition either within the territory of the ASN which has pronounced the sentence of suspension or in that of any country acknowledging the authority of the FIA (see Articles 170 and 182).

52. Disqualification

A person or body shall be said to be disqualified when they have been definitively forbidden to take part in any competition whatsoever except as regards cases provided for under Articles 170 and 182.

CHAPTER III

COMPETITIONS - GENERAL CONDITIONS

53. General application of the Code

All competitions and all attempts at national, international and world records promoted in a country represented on the FIA are governed by the present Code.

Closed competitions and attempts at local records are, however, governed by the national competition rules. In those countries where no national competition rules are published, the present Code shall be enforced.

54. Competition promoted in a country not represented on the FIA

A competition shall not be promoted in a country not represented on the FIA unless a special permit has been granted by the FIA for such a competition.

55. Promotion of competitions

In every country a sporting competition may be organised :

- a) by the national automobile club holder of the sporting power (see Articles 3, 4 and 5);
- b) by an automobile club, or exceptionally by another qualified sporting group provided this club or association holds the necessary permit (see Article 61).

56. Official documents

For all sporting competitions official documents must be drawn up, among which must always figure the Supplementary Regulations (see Article 27) and a programme (see Article 28). If any condition contained in these official documents is contrary to the present Code, it shall be null and void.

57. Statement to be made on all documents concerning a competition

All Supplementary Regulations, programmes, and entry forms relating to any competition shall clearly bear the following statement : "Held under the present Code and under the National Competition Rules of ... (name of ASN concerned or of its authorised representative)". In those countries where no national competition rules are published, the statement shall be reduced to : "Held under the present Code".

58. Acquaintance with and submission to the regulations

Every person, or group of persons, organising a competition or taking part therein :

- 1) Shall be deemed to be acquainted with the statutes and regulations of the FIA, this Code and the national regulations.
- 2) Shall undertake to submit themselves without reserve to the above and to the decisions of the sporting authority and to the consequences resulting therefrom.

In case of non-compliance with these provisions, any person or group which organises a competition or takes part therein, will have the licence which has been issued to them withdrawn, and any manufacturer shall be excluded from the FIA Championships on a temporary or permanent basis. The FIA will state reasons for its decisions. If a car is found not comply with

the technical regulations, it shall be no defence to claim that no performance advantage was obtained.

59. Unauthorised competitions

Any proposed competition not organised in conformity with this Code or with the rules of the appropriate ASN shall be prohibited by that ASN.

If such a competition is included in a meeting for which a permit has been granted, the permit shall be null and void. The provisions of Article 58 are applicable to any licence-holder taking part in such competitions.

60. Postponement or cancellation of a competition

A meeting or a competition forming part of a meeting shall not be postponed or cancelled unless provision for doing so has been made in the supplementary regulations, or unless the stewards have decided to postpone them for reasons of force majeure or safety (see Article 141).

In case of cancellation or postponement for more than 24 hours, entry fees shall be returned.

CHAPTER IV

SPORTING COMPETITIONS - ORGANISATIONAL DETAILS

61. Necessary organising permit

No competition shall be held in any country affiliated to the FIA without an organising permit (see Article 26) issued by the competent sporting authority, i.e. by the ASN holding the sporting power (see Articles 3, 4 and 5).

62. Application for an organising permit

Every application for an organising permit shall be sent to the competent sporting authority (see Article 61) at least one month prior to the date of the proposed meeting, with the following information :

- 1) The names and qualifications of the persons proposed to form the organising committee (see Article 25) and the address of this committee;
- 2) A draft of the Supplementary Regulations (see Articles 27 and 65) applicable to each competition of the meeting.

In the case of the competent sporting authority having fixed a fee beforehand for the issue of an organising permit, application must be accompanied by that fee, which will be reimbursed if the permit is not granted.

63. Issue of organising permit

In every country, the competent sporting authority shall issue, if deemed advisable, the organising permits on special forms (see Article 61) but an ordinary letter approving the Supplementary Regulations (see Articles 27 and 65) may take the place of the organising permit. The principle that will apply in all cases is that any holder of an organiser's licence who makes an application for an organising permit shall be entitled to have that permit granted if he meets the criteria set out in this Code and the applicable sporting and technical rules.

64. Respect of laws and regulations

A competition may be held either on a road or on a track, or on both, but no permit shall be granted by the competent sporting authority (see Article 61) unless the organising committee (see Article 25) undertakes to obtain the relevant permission from the competent local authorities.

Note 1 : Competitions taking place on public roads open to normal traffic must conform to the Road Traffic Regulations of the country in which they take place. Penalties for violations of this regulation will be left to the discretion of the stewards.

Note 2 : Competitions organised on an autodrome, shall be subject to all the rules of the present Code, but may also be subject to supplementary regulations governing the driving of racing cars on autodromes and specially established for that purpose.

ASNs may grant permanent organising permits to owners of an autodrome, provided the application for such a permit is accompanied by an official certificate of the measurement of the record line (see Articles 237 and 239 of Appendix E) and that no alteration to that line is made without the approval of the ASN.

Publication of the regulations :

The regulations of the various FIA Championship events should reach the FIA Secretariat at least one month prior to the closing date for entries, except as regards rallies for which the time limit is two months.

65. Main information to be included in Supplementary Regulations

- a) Nomination of the organiser(s) (see Article 55);
- b) The name, nature and definition of the proposed competition(s) (see Articles 17 to 21);
- c) A statement that the meeting is to be held under the present Code and under national rules if they exist;
- d) Composition of the organising committee (see Article 25) and address of that committee;
- e) Place and date of the meeting;
- f) A full description of the proposed competition (length and direction of the course, classes and categories of vehicles admitted, fuel, restriction in the number of competitors, if such limitation exists, etc.);
- g) All useful information concerning entries (address where they are to be sent, dates and hours of opening and closing, amount of fee, if such exists (see Articles 70 and 71);
- h) All relevant information concerning insurance;
- i) The dates, times and nature of starts, with indication of handicaps, if any;
- j) Reminder of clauses of the present Code, especially as regards compulsory licences (see Articles 44, 45 and 108), signals (see Appendix H), protection against fire (see Article 128);
- k) Manner in which arrivals will be checked, and in which classification shall be established;
- l) A detailed list of prizes assigned to each sporting competition;
- m) A reminder of the clauses of the present Code concerning protests (see Articles 172, 173, 174);

n) The names of the stewards of the meeting and of the clerk of the course.

66. Amendments to Supplementary Regulations

No amendments shall be made to the Supplementary Regulations after the beginning of the period for receiving entries, unless unanimous agreement is given by all competitors already entered, or by decision of the stewards of the meeting for reasons of force majeure or safety (see Article 141).

67. Main information to be included in the programme

- a) A statement that the meeting is to be held under the present Code and under the national rules if such exist;
- b) Place and date of the meeting;
- c) A short description and the time table of the proposed competitions;
- d) Names of competitors and drivers with the numbers allocated for their cars (if pseudonyms are used, they must appear between inverted commas).
- e) The handicap, if any.
- f) A detailed list of prizes assigned to each competition.
- g) The names of the stewards of the meeting and of the clerk of the course.

68. Entries

An entry is a contract between a competitor and the organising committee (see Article 25). It can be signed by both parties or result from an exchange of correspondence. It compels the competitor to take part in the competition in which they have accepted to run, except in case of duly established force majeure. It binds the organising committee to fulfil, towards the competitor, all the particular conditions of the entry, with the only reservation that the competitor has made every effort to take part faithfully in the competition concerned.

69. Respect of entries

Any contention between a competitor and the organising committee regarding an entry shall be judged by the sporting authority (see Article 25), having approved the organising committee, without prejudice to the right of appeal in the case of a foreign competitor. If the judgment cannot be pronounced before the date of the competition concerned, any competitor who, having been entered, or any driver who, having accepted to take part in that competition, does not run, then they will be immediately suspended internationally (temporary withdrawal of their licence), unless they pay a deposit, the amount of which shall be fixed in each country by the competent sporting authority. The payment of the deposit does not imply that a competitor or a driver may substitute one competition for another (see Article 124).

70. Receipt of entries

Once the competent sporting authority has issued a permit for a meeting the organisers may receive entries. Final entries shall be made in writing on the proper form supplied by the organising committee which shall provide for a statement of the name and address of the entrant and of the drivers nominated, if

necessary, together with licence numbers of the entrant and drivers.

The Supplementary Regulations may, however, provide for an additional period of time for the nomination of drivers.

If an entry fee is provided for in the Supplementary Regulations (see Article 65g), any entry not accompanied by this fee shall be null and void.

Competitors and drivers who wish to take part in an international competition organised abroad can only do so with the approval of their own ASN.

This authorisation shall be given by the ASN concerned in such form as they might deem convenient, by stamping the entry form, issuing the competitor and/or driver a special permit for a specific event, or a more general permit (for one or several countries, for a given period or for the whole period of validity of the licence concerned).

Should an organiser accept the entry of a foreign competitor and/or driver who has no authorisation from the ASN which issued them with their licence or licences, that organiser would be committing an infringement which, when known to the FIA, would entail such fine as the FIA may deem to impose.

Authorisations granted by ASNs to take part in events abroad :

It should be noted that authorisations may only be given by ASNs to their licence-holders for declared races entered on the FIA International Sporting Calendar.

71. Closing of entries

Dates and times for the closing of entries must be mentioned in Supplementary Regulations (see Article 65g). As regards international competitions, closing of entries must take place at least 7 days prior to the date fixed for the meeting. For other competitions, the time limit may be reduced to 3 days, but never less.

72. Entry made by facsimile

Entries may be made by facsimile or by any other electronic means of communication provided it is dispatched before the time limit fixed for the closing of entries and that it is confirmed by a letter mailed at the same time accompanied, if need be, by the entry fee.

The time of sending shown on the electronic communication (e.g. facsimile, email, etc) will be used as conclusive evidence.

73. Entry containing a false statement

Any entry which contains a false statement shall be considered null and void and the entrant may be judged guilty of improper conduct and moreover the entry fee may be forfeited.

74. Refusal of entry

In the case of an entry for an international competition being refused by the organising committee, the latter must notify the applicant of such refusal within 8 days of receipt of the entry and not less than 5 days before the competition stating the grounds for such a refusal. As regards other competitions, the national

regulations may provide other terms as far as the notification of a refusal is concerned.

75. Conditional entries

Supplementary Regulations may provide that entries shall be accepted under certain well specified conditions as for instance in the case of a limitation in the number of starters, when a vacancy occurs among the other competitors entered. A conditional entry must be notified to the interested party by letter or telegram sent off at the latest on the day following the closing of entries, but the competitor entered conditionally is not subject to the conditions of Article 124.

76. Publishing of entries

The organisers shall not enter on the programme or publish as entered the name of any competitor or driver in respect of whom they have not received a duly authorised entry form or nomination. Competitors entered conditionally (see Article 75) shall be designated as such when entries are published.

77. Acceptances

Unless it has already been provided for in the Supplementary Regulations, should the number of entries received exceed the maximum number of competitors laid down in the Supplementary Regulations, those to be accepted shall be selected either according to the order of receipt of their entries, or by means of a ballot, or by another means determined by the ASN competitions committee.

78. Nomination of reserves

Should any competitor be eliminated in accordance with Article 77, they may be accepted as a reserve provided that the prior agreement of the organising committee has been obtained.

79. Entry of an automobile

One and the same automobile shall not be entered more than once in the same competition. In exceptional circumstances, an ASN may, on its territory, depart from this rule by authorising two entries of the same car in the same event, so long as it is driven only once by the same driver.

80. Official list of competitors

The organising committee must send to the ASN, and make available to each competitor, the official list of competitors taking part in the competition at least 48 hours before the beginning of the meeting.

CHAPTER V

COURSES - ROADS AND TRACKS

81. International courses

When the course of a competition traverses the territory of several countries, the organisers of this competition must first obtain through their own national Automobile Club the consent of each national Automobile Club of the countries traversed.

The national Automobile Clubs of the countries through which the course of the event runs will retain the sporting control over the whole of the course within the limits of their territory, it being understood however that the final approval of the results of the event will be granted by the national automobile club to whom the organisers are answerable (see Article 55).

82. Road courses

The selection of any road for a course shall be approved by the ASN and with the request for such approval a detailed itinerary giving the exact distances to be covered shall be submitted.

83. Measurement of road distances

For competitions other than record attempts, distances up to 5 kilometres shall be measured straight along the centreline of the road by a qualified surveyor. Distances over 5 kilometres shall be determined by the official road markings or by means of an official map to a scale not less than 1 :250,000.

84. International licence for a track or an autodrome

Application must be made by an ASN, to the FIA, for an international licence for a permanent or temporary track, if a record attempt is envisaged.

The FIA may license a track for a record attempt or for a series of record attempts.

The FIA, after consulting with the competent national sporting authority (see Articles 3, 4 and 5), may refuse to grant or may withdraw a licence but shall state reasons for any such withdrawal or refusal.

85. National licence for a track

An ASN may similarly grant a national licence for a track on the conditions laid down in Article 84, but a track only so licensed may not be used for attempts at international or world records.

86. Information to be given on licence for tracks

A track licence granted by the FIA shall state the length of the track and whether it is approved for attempts at international or world records.

A track licence granted by an ASN shall state the length of the track and whether it is approved for attempts at national records.

The licence for the track will also contain the special track rules, which competitors are expected to know and are required to obey.

87. Conditions to be fulfilled for both permanent and temporary tracks

The conditions to be fulfilled in the case of both permanent and temporary tracks are as periodically laid down by the FIA. (For such conditions see Appendix E).

88. Display of a track licence

A track licence, so long as it is in force, shall be displayed in a prominent position at the track.

CHAPTER VI

STARTS AND HEATS

89. Start :

a) The start is the moment when the order to start is given to a competitor or to several competitors starting together. If timing is employed, this will commence at the start.

There are two sorts of starts :

- 1) The rolling start;
- 2) The standing start.

b) A competitor shall be deemed to have started at the moment when the order to start is given. Under no circumstances whatsoever shall this signal be repeated (see also Article 93).

c) For all competitions other than record attempts, the Supplementary Regulations shall define the nature of the start (see Articles 91 and 92).

90. Starting line :

a) In all record attempts and in competitions with a rolling start, the starting line is the one which, when crossed, starts the timing of the vehicle(s).

b) In competitions with a standing start, the starting line is the line in relation to which the position of each vehicle (and if necessary of each driver) is fixed, prior to the start.

Supplementary Regulations (see Article 27) shall define the relative positions of all vehicles and the method by which these positions are determined.

Start from the pits :

Starting line before the pits : Once the starting signal is given, a driver will be considered as having completed one lap, the first time they pass the starting line.

Starting line after the pits : Once the starting signal is given, a driver will be considered as having completed one lap, the second time they pass the line.

91. Rolling start

A rolling start occurs when the vehicle is moving at the moment when the timing begins.

For a rolling start, competitors may be led by a starter in a pace car until the starting signal is given. Thereafter, the event will be considered to have started when the leading vehicle - other than the pace car - crosses the starting line.

92. Standing start

A standing start occurs when the vehicle is stationary at the moment when the order to start is given.

a) For a record attempt with a standing start, the vehicle must be stationary with that part which operates the timing not more than 10 cm behind the starting line. The engine of the vehicle shall be running before the start.

b) For all other competitions with a standing start, the Supplementary Regulations shall stipulate whether, before the starting signal is given, the engine shall be running or stopped.

c) For vehicles starting singly or in line abreast :

If timing is done by automatic timing machines, the vehicle or vehicles shall be placed before the start as defined above for record attempts with a standing start;

If timing is done by means of a watch or with a timing apparatus not triggered automatically, the vehicle or vehicles shall be placed before the start with that part of the front wheels touching the ground placed on the starting line.

d) Whatever the starting positions relative to the starting line the Supplementary Regulations lay down for the vehicles, the timing shall begin when the signal to start is given. From then on, if the race is on a closed circuit, as from the end of the first lap each vehicle, will be timed as it crosses the check line drawn in front of the timekeepers post, unless the Supplementary Regulations dictate otherwise.

e) After final publication of the starting grid, the places of any non-starters shall be left empty, the other competitors retaining their published positions on the grid.

93. Starter's orders

Competitors and vehicles are under the orders of the starter from the moment the flag is raised until the moment the flag is dropped.

The movements of the flag may be accompanied or replaced by any other conventional signal.

Any competitor not coming under starter's orders with his car in time shall be deemed to be a non-starter. In any international speed event with a lined-up start, the starter shall be the clerk of the course or the race director.

94. Penalty for false start

A false start occurs when, before the appropriate signal is given, a competitor under the starter's orders moves forward from the prescribed position.

In the case of a grouped start, any driver who makes a false start shall be penalised by the addition of one minute to the time taken by them to complete the course of the race. This penalty shall be immediately notified to their pit.

In the case of a single start without automatic timing, any competitor having made a false start shall be penalised by one second added to the time taken by them to complete the prescribed course.

If laid down in the Supplementary Regulations, the stewards of the meeting shall have the power to increase the above-mentioned penalties, and/or apply other penalties (e.g. stop/go, drive through, etc), but only within the limits previously fixed in the Supplementary Regulations.

95. Start line judges

One or several judges may be appointed by the organising committee of a race to supervise the starts. Start line judges shall

immediately indicate to the clerk of the course any false starts which may have occurred.

96. Heats

A competition may be started in heats, the composition of which must be determined by the organising committee and be published in the programme. The composition of these heats may be modified if required, but only by the stewards.

97. Dead Heats

In the case of a dead heat the competitors shall either share the prize allotted to their place in the classification, and the following available prize or prizes, or, if all the competitors agree, the stewards may authorise a further competition restricted to the competitors concerned, and impose conditions therefor, but in no case whatsoever shall the first competition be re-run (see Article 178).

CHAPTER VII

RECORDS - GENERAL CONDITIONS

98. Jurisdiction

An ASN shall adjudicate upon all claims to records made within its territory.

The FIA shall adjudicate upon all claims to international or world records, which claims shall be submitted to it by the appropriate ASN.

99. Vehicles eligible to establish records

Each one of the international records may be established only by a land vehicle in compliance with Article 13 (see Article 199).

100. Records recognised

The only records recognised shall be local records (see Article 34), national records (see Article 35), international class records (see Article 36), world records (see Article 37) and the outright world land speed record.

One same record may be recognised in several of the above-mentioned categories.

No distinction is made between records on the track and records on the road.

101. Automobile records restricted to their own class

An automobile having established or broken a record in its own class may thereby break the world record, but cannot beat the same record in any superior class.

102. Periods and distances recognised

Only such periods and distances for national records, for international class records and for world records as are laid down in Appendix D shall be recognised.

An ASN is permitted to recognise any kind of local record.

No competition against the clock under the name of 'Kilometre Speed Trial' or 'Mile Speed Trial' or any similar appellation shall be authorised unless all the conditions laid down

in these Regulations for attempts at records over these distances are fully observed.

103. Records established during a race

No record made during a race shall be recognised.

104. Attempts at records

Conditions under which record attempts shall be made are mentioned in detail in Appendix D.

105. Conditions for the recognition of international or world records

An international record or a world record cannot be recognised unless the attempt has taken place in a country represented on the FIA, or by way of exception, in a country not represented but with the special permit mentioned in Article 54.

The performance must represent, in comparison with the old record, an improvement of at least 1 per cent of the average speed expressed in miles per hour or kilometres per hour.

In no case may an international record or a world record be recognised unless the attempt has taken place on a course approved by the FIA.

106. Registration of records

Each ASN shall keep a register of all records established or broken within its territory and shall on request issue certificates of national or local records for which a fee will be payable to the ASN.

The FIA will keep a register of international records in each class and a register of world records and will on request issue certificates of those records for which a fee will be payable to the FIA.

The amount of fees payable to the ASN or to the FIA will be fixed each year by the FIA.

107. Publication of records

Pending the formal recognition of a claim to a record, the result of an attempt may not be advertised (see Article 131) unless the following words are added, in easily readable characters "Subject to confirmation". Disregard of this rule shall automatically entail the non-recognition of a claim to a record without prejudice to any further penalty that may be inflicted by the competitions committee of the appropriate ASN.

CHAPTER VIII

COMPETITORS AND DRIVERS

108. Registration of competitors and drivers

Any person wishing to qualify as a competitor or as a driver, as defined in Articles 44 and 45, shall make a formal application for a licence to the ASN of the country of which they are a citizen (see Article 47).

If the driver enters the car, then they are also the competitor and must hold the two corresponding licences (see Article 109).

109. Issuing of licences

Certificates of registration drawn up in accordance with a model approved by the FIA, bearing the name of the ASN and termed either 'Track licence', 'Competitor's licence' or 'Driver's licence' may be issued by the ASN (see Article 113).

Three different kinds of FIA international licences have been established (see Appendix A) i.e. :

- track licence;
- competitor's licence;
- driver's licence.

Each ASN is authorised to issue these licences as specified under Article 110. An ASN may also issue national licences, the model of which may be chosen by that ASN. It may use for that purpose the FIA licences by adding an inscription which will restrict the validity to its country only, or to a specific category of sporting event.

110. Right of issuing licences

Each ASN shall be entitled to issue licences

- 1) to its nationals;
- 2) to the nationals of other countries represented on the FIA, in compliance with the following statutory conditions :
 - a) that their parent ASN gives its prior agreement to the issuing which may only take place once a year and in special cases;
 - b) that they can produce for their parent ASN (the country of their passport) a permanent proof of residence in the other country;
 - c) that their parent ASN has recovered the licence originally issued.

No person authorised by their parent ASN to apply for a licence from some other ASN shall hold a licence from their parent ASN valid for the current year.

Exceptionally bona fide students at an ASN recognised competition driving school may take part in up to two national events organised by that school on the strict condition that they have the agreement of both their parent ASN and the host ASN. In such cases their original licence must be lodged with the host ASN who will then issue a suitable licence for the event. This licence will be exchanged for their original licence at the conclusion of the event(s).

If for very special reasons however, a licence-holder wishes to change the nationality of his licence during the current year, he would only be able to do so after having obtained his parent ASN's consent and once his old licence has been taken back by his parent ASN.

An ASN may also grant a licence to a foreigner belonging to a country not yet represented on the FIA but only on condition that the FIA is immediately informed of the intention to do so, in which case the FIA will at once state if there is any reason why such a licence should not be granted. An ASN shall advise the FIA of any refusal on its part to comply with a request of this nature.

111. A person having a licence of a different ASN from that of his parent ASN will be able to take part with this licence in national

events taking place on the territory of his parent ASN, according to the conditions set by the parent ASN.

112. Nationality of a competitor or driver

As far as the application of this Code is concerned, every competitor or driver who has obtained their licence from an ASN takes the nationality of that ASN for the period of validity of that licence. All drivers, irrespective of the nationality of their licence, participating in any FIA World Championship event, shall retain the nationality of their passport in all official documents, meetings, information bulletins and prize-giving ceremonies.

113. Refusal of licence

An ASN or the FIA may refuse to issue a licence to an applicant who does not meet the national or international criteria applicable to the licence applied for. The reasons for any such refusal shall be stated.

114. Period during which a licence is valid

Licences shall expire on the 31st of December each year.

115. Fee chargeable for a licence

A fee may be charged by an ASN for the issuing of a licence, and that fee shall be fixed each year by the ASN with the approval of the FIA.

116. Validity of licence

A competitor's or driver's licence issued by an ASN shall be valid in all countries represented on the FIA and shall entitle the holder to enter or drive in all competitions organised under the control of the ASN which issued the licence, and also in all competitions appearing on the International Sporting Calendar, subject to the conditions mentioned in Articles 70 and 74 concerning the approval of the ASN.

Moreover, for restricted competitions, the licence-holder must observe the special conditions contained in the Supplementary Regulations.

117. Production of licence

A competitor or a driver at a meeting shall produce their licence, signed by the holder, on the request of a duly authorised official of that meeting.

118. Withdrawal of licence

Any person who shall enter for, drive in, officiate at, or in any manner whatsoever take part in a prohibited competition will be suspended by the ASN which has issued them with their licence.

Provided that the prohibited competition has been or is to be held outside the jurisdiction of such ASN, the two ASNs concerned shall agree as to the duration of the penalty and should they fail to so agree the matter shall be referred to the FIA for a reasoned decision.

119. Medical surveillance

Every driver participating in full or simple international events must be able to show on request a medical certificate of aptitude in accordance with the requirements of Chapter II of Appendix "L" to the Code.

120. Pseudonym

If a licence is requested under a pseudonym, special application shall be made to the ASN concerned.

In such cases a licence will be issued in the assumed name if approved.

The licence-holder, for so long as they are registered under a pseudonym, shall not take part in any competition under any other name.

An alteration of a pseudonym shall necessitate the same procedure being followed as for the original name.

A person registered under a pseudonym shall not revert to the use of their own name until they have obtained a new licence under their own name from the ASN.

121. Change of driver

In a competition other than an attempt at a record, a change of driver shall be permitted only if the Supplementary Regulations make provision to that effect (see Article 27). After publication of the programme, such change shall require the approval of one of the stewards of the meeting (see Article 141).

122. Identification numbers

During a competition each vehicle shall carry prominently displayed, one or more numbers or marks in conformity with the Supplementary Regulations (see Article 27).

123. Joint responsibility of competitor and driver

The entrant (see Articles 68 and 69) shall be responsible for all acts or omissions on the part of their driver, mechanic, or passengers, but each of these shall be equally responsible for any breach of this Code or of the national rules of the ASN concerned.

124. Unauthorised substitution of one competition for another

Any competitor having entered themselves or any driver having undertaken to drive in any international or national competition who does not take part in that competition and takes part in another competition on the same day at some other place shall be suspended (temporary withdrawal of licence) as from the beginning of the latter competition, for such time as the ASN concerned may deem fit.

If the two competitions take place in different countries, the two ASNs concerned shall agree as to the penalty to be imposed and should the ASNs fail to agree, the matter shall be referred to the FIA whose decision thereon will be final.

125. Entries in international events

Competitors are reminded that only those events appearing on the International Sporting Calendar published in the FIA Year Book or in FIA Bulletins are officially recognised.

Any competitor participating in a non-officially recognised event will be subject to the sanctions provided for in the present Code.

CHAPTER IX

VEHICLES

126. Classification of vehicles

For all competitions other than record attempts, vehicles will be classified on the one hand by categories of vehicle (racing cars, sports cars, grand touring and touring cars) and on the other hand according to the engine cylinder capacity (see Appendix B, Article 199 and Appendix J, Article 251).

For record attempts, a distinction is made between cars with electric ignition, cars with compression ignition, turbine propelled cars (see Appendix B, Article 199, the classification by engine cylinder capacity of vehicles making an attempt at a record).

127. Dangerous construction

The stewards of the meeting may exclude a vehicle whose construction is deemed to be dangerous (see Articles 141 and 145).

128. Protection against fire

In all vehicles which take part in competitions, there must be some form of protection between the engine and the driver's seat, suitable and sufficient, in the event of fire, for preventing the passage of flames.

129. Suspension or disqualification of automobiles :

a) Suspension or disqualification of a particular automobile :

An ASN or the FIA may suspend, exclude or disqualify from one or more competitions a particular automobile as a result of a breach of this Code or of the national competition rules by the entrant or the driver or the manufacturer or their authorised representative.

An ASN may suspend or disqualify a particular automobile as a result of a breach of this Code or of the National Competition Rules by the entrant or the driver or the manufacturer or his accredited representative.

The suspension, if international, or the disqualification must be reported by the ASN to the FIA who will notify all other ASNs. These other ASNs must bar the vehicle in question from all competitions governed by them during the period of the sentence.

If the sentence of an ASN is declared against a vehicle belonging to another ASN, such sentence is subject to appeal to the FIA whose judgment shall be final.

b) Suspension or disqualification of an automobile make :

An ASN may suspend a make of vehicle within its own territory for breach of this Code or of the national competition rules by the manufacturer or by their authorised representative.

If the ASN wishes this penalty to apply internationally or if it desires to disqualify the make in question, it must apply to the President of the FIA who will nominate an arbitration committee to decide upon the claim for suspension or disqualification.

The arbitration committee will consist of two members of the FIA who will name a third member by mutual agreement.

If these two members of the FIA cannot agree to the third member, such third member will be also nominated by the President of the FIA.

The arbitration committee will immediately report its findings to the FIA.

Should the arbitration committee decide against the ASN which requested that the penalty be international, that ASN may appeal to the International Court of Appeal.

If the arbitration committee judges in favour of the penalty being made to apply internationally, its decision will at once be communicated by the FIA to all ASNs, who must bar the make of automobile from all competitions held under their jurisdiction during the period of the penalty.

The judgment of the arbitration committee may be appealed against by the make penalised before the FIA through the ASN of the country to which the make belongs under the conditions laid down in Article 180 and subsequent Articles.

If the ASN of the country to which the make belongs is the ASN which has requested that the penalty which it has imposed be made international, that ASN cannot refuse to forward the appeal to the FIA.

130. Advertising on cars

Advertising on cars is free. The ASNs must specify the special conditions applicable to the events organised under their control. The Supplementary Regulations of an event must mention these special conditions as well as any legal or administrative regulations in force in the country of the event.

131. False advertising

Any competitor or firm advertising the results of a competition or record attempt shall state the exact conditions of the performance referred to, the nature of the competition or record, the category, class, etc. of the vehicle and the position or the result obtained.

Any omission or addition calculated to raise doubts in the public mind may entail the infliction of a penalty on the person responsible for publishing the advertising.

No advertising regarding the winning of a FIA Championship, FIA Cup, FIA Trophy or FIA Challenge may be made before the termination of the last event of this Championship, Cup, Trophy or Challenge unless it includes the words : "subject to the official publication of the results by the FIA".

This rule also applies to a victory in an event of a FIA Championship, FIA Cup, FIA Trophy or FIA Challenge.

The FIA logo specific to the Championship, Cup, Trophy or Challenge concerned must be included in this advertising.

Any breach of this rule may entail a penalty imposed by the FIA on any competitor, automobile manufacturer, driver, ASN or company responsible for publishing the advertising.

Any protest or dispute as to the name to be given to a vehicle containing parts supplied by different makers will be submitted to a jury appointed by the ASN, if these makers are all

established in the country of the ASN, or by the FIA if they belong to different countries. In the latter case the jury will include a representative of each country concerned and as many members not belonging to the countries concerned as there are representatives of those countries.

CHAPTER X

OFFICIALS

132. List of officials

The term 'official' comprises the following persons, who may have assistants :

- the stewards of the meeting;
- the clerk of the course;
- the secretary of the meeting;
- timekeepers;
- scrutineers;
- assistant scrutineers;
- pit observers;
- track or road marshals;
- flag marshals;
- finish line judges;
- judges of fact;
- handicappers;
- starters.

133. Right of supervision

Apart from the officials referred to in Article 132, each ASN may confer on the members of its competitions committee the right to supervise personally any of its own nationals in any competition held in any country whatsoever and governed by these Regulations, as well as the right to uphold, if needed, their interests vis-à-vis the organisers of competitions.

134. Necessary officials

At a meeting there shall be at least three stewards of the meeting and a clerk of the course and in the case of competitions decided wholly or partly by time, one or more timekeepers.

The stewards officiate as a body under the authority of a chairman expressly designated in the Supplementary Regulations. The chairman of the panel of the stewards of the meeting is, in particular, responsible for planning the meetings and ensuring that arrangements are respected. They are also responsible for establishing agendas and drawing up the minutes of meetings.

In the event of a split ballot, the chairman shall have the casting vote.

The clerk of the course shall remain in close contact with the chairman of the panel throughout the meeting in order to ensure the smooth running of the event.

135. Nomination of officials

A least one of the stewards of the meeting shall be nominated by the ASN promoting it or granting a permit therefore.

The other officials shall be nominated by the organisers, subject to the approval of the ASN concerned.

136. Qualifications required

The timekeepers, scrutineers, assistant scrutineers and handicappers shall be selected from among those persons qualified for these tasks and included on their ASN's annual lists to this effect. They must have no connection with any trade or industry which benefits in a direct or indirect way from the results of the competition (For other details concerning qualifications required of officials referred to in this Article, see Appendix F).

137. Plurality of duties

At a meeting one and the same person may, if so nominated by the organisers, undertake several of the duties referred to in Article 136 provided they are qualified for each of the said duties.

138. Demarcation of duties

An official shall not, at any meeting, perform any duties other than those for which they were appointed. They shall not be eligible to compete in any competition at any meeting at which they are acting as an official.

139. Remuneration of officials

The stewards of the meeting shall act in an honorary capacity. Other officials may be remunerated for their services in accordance with a scale drawn up by each ASN.

140. Duties of the stewards of the meeting

As a general rule the stewards of the meeting will not be in any way responsible for its organisation and shall not have any executive duties in connection therewith.

It follows, therefore, that in the carrying out of their duties, they do not incur any responsibility except to the National Sporting Authority under whose regulations they are acting.

As an exception to this, applicable only when a meeting is promoted directly by an ASN, the stewards of such a meeting may combine their duties with those of the organisers.

The stewards of the meeting shall sign and send to the ASN 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. In a meeting comprising several competitions, there may be different stewards of the meeting for each competition.

141. Authority of the stewards of the meeting

The stewards of the meeting shall have supreme authority for the enforcement of the present Code, of national and Supplementary Regulations and of programmes. They shall settle any claim which might arise during a meeting, subject to the right of appeal provided in the present Code (see Chapter XIII).

- They shall decide what penalty to enforce in the event of a breach of the regulations.
- In exceptional circumstances, they may amend the Supplementary Regulations (see Article 66).
- In the event of heats, they may alter the composition or the number of heats (see Article 96).
- In the event of dead heats, they may authorise a new start (see Article 97).
- They may authorise a change of drivers (see Article 121).
- They may accept or refuse any correction proposed by a judge of fact (see Article 149g).
- They may inflict penalties or fines (see Article 154).
- They may pronounce exclusions (see Article 158).
- They may amend the classification (see Article 168).
- They may prohibit from competing any driver or any vehicle which they consider to be dangerous or which is reported to them by the clerk of the course as being dangerous (see Article 127).
- They may exclude from any one competition or for the duration of the meeting any entrant or driver whom they consider as, or who is reported to them by the clerk of the course or by the organising committee as being ineligible to take part, or whom they consider as being guilty of improper conduct or unfair practice.
- Furthermore, they may order the removal from the course and its precincts of any entrant or driver who refuses to obey the order of a responsible official.
- They may postpone a competition in the event of force majeure or for serious safety reasons.
- They may modify the programme as to the position of the starting and finishing lines, or in any other manner, if requested to do so by the clerk of the course or the organiser in the interests of competitor and public safety.
- In the event of the absence of one or several of the stewards of the meeting, they may appoint one, or, if necessary, several substitutes, especially when the presence of three stewards is indispensable.
- They may take the decision to stop a race.
- In addition, for events in the FIA Formula One World Championship, matters may be submitted to them by the race director so that they may impose the sanctions listed above.

142. Duties of the clerk of the course

The clerk of the course may also be the secretary of the meeting and may have various assistants.

In the case of a meeting comprising several competitions there may be a different clerk of the course for each competition.

The clerk of the course is responsible for conducting the meeting in accordance with the official programme.

In particular they shall :

- generally keep order, in conjunction with such military and police authorities as have undertaken to police a meeting and who are more immediately responsible for public safety;
- ensure that all officials are at their posts and report the absence of any of them to the stewards of the meeting;
- ensure that all officials are provided with the necessary information to enable them to carry out their duties;
- control competitors and their automobiles and prevent any excluded, suspended or disqualified competitor or driver from taking part in a competition for which they are not eligible;
- ensure that each automobile, and if necessary, each competitor, carries the proper identification numbers in accordance with those in the programme;
- ensure that each automobile is driven by the proper driver and marshal the automobiles in such categories and classes as are required.
- bring the automobiles up to the starting line in the right order and if necessary give the start;
- convey to the stewards of the meeting any proposal to modify the programme or regarding the improper conduct of, breach of rule by, or protest on the part of a competitor;
- receive these protests and transmit them immediately to the stewards, who shall take the necessary action thereon;
- collect the reports of the timekeepers, scrutineers, assistant scrutineers, track or road marshals, together with such other official information as may be necessary for the determination of the results;
- prepare, or ask the secretary of the meeting to prepare the data for the closing report referred to in Article 140 regarding the competition(s) for which they were responsible for the stewards' consideration and approval.

143. Duties of the secretary of the meeting

The secretary of the meeting shall be responsible for the organisation of the meeting, and all announcements required in connection therewith.

They shall ensure that the various officials are familiar with their duties and provided with the necessary equipment. If necessary, they shall second the clerk of the course in the preparation of the closing report for each competition (see Article 142 in fine).

144. Duties of timekeepers

The principal duties of timekeepers shall be :

- at the beginning of the meeting, to report to the clerk of the course, who will give them the necessary instructions;
- to start the competition, whenever instructed to do so by the clerk of the course;
- to use for timing only such apparatus as is approved by the ASN, or, if for the purpose of records it is necessary to take times accurate to within 1/100th of a second, approved by the FIA;
- to declare the time taken by each competitor to complete the course;
- to prepare and sign according to their individual responsibility their reports and to send them, accompanied by all necessary documents, to the clerk of the course in the case of a meeting, or to the ASN in the case of an attempt at a record or a test;
- to send, on request, their original time sheets either to the stewards of the meeting or to the ASN;
- not to communicate any times or results except to the stewards of the meeting and the clerk of the course except when otherwise instructed by the officials.

145. Duties of scrutineers

Scrutineers are entrusted with all checking relating to the mechanical components of automobiles. They shall :

- carry out these checks either before the meeting if requested by the ASN or the organising committee or during the meeting if requested by the clerk of the course;
- use such checking instruments as may be specified or approved by the ASN;
- not communicate any official information to any person except to the ASN, the organising committee, the stewards of the meeting and the clerk of the course;
- prepare and sign, under their own responsibility, their reports, and hand them to the authority among those mentioned above who instructed them to draw them up.

146. Duties of assistant scrutineers

Assistant scrutineers are entrusted with the checking of the weight of automobiles, dimensions of their bodywork and its accessories, and also of all documents relating to competitors and drivers (licences, driver's licences, insurance, etc). The duties of assistant scrutineers may be entrusted to the scrutineers. Assistant scrutineers shall :

- exercise their functions either before the meeting if requested by the ASN or by the organising committee, or during the meeting if requested by the clerk of the course;
- use such checking instruments as may be specified or approved by the ASN;
- not communicate any official information to any person except to the ASN, the organising committee, the stewards of the meeting and the clerk of the course;
- prepare and sign, under their own responsibility, their reports and hand them to the authority among those mentioned above who instructed them to draw them up.

147. Duties of pit observers

Pit observers shall control all replenishment of vehicles during a competition and enforce the relevant prescriptions in the Supplementary Regulations.

They are under the orders of the clerk of the course to whom they must immediately report any infringement committed by a competitor or by a driver.

At the end of each competition, they must give their report to the clerk of the course, either verbally or in writing, in accordance with instructions received.

148. Duties of road observers and flag marshals

The track or road marshals shall occupy, along the course, posts assigned to them by the stewards of the meeting or the organising committee. As soon as a meeting begins, each track or road marshal is under the orders of the clerk of the course to whom they shall immediately report by any means at their disposal (telephone, signals, courier etc.) all incidents or accidents which might occur along the section for which they are responsible.

Flag marshals are specifically entrusted with flag signalling (see Appendix H). They may also be track or road marshals.

At the end of each competition, all track or road marshals must give the clerk of the course a written report on the incidents or accidents recorded by them.

During competitions, and unless otherwise instructed by the clerk of the course, track or road marshals shall, as far as possible, inform the central bureau of information concerning the order in which competitors have passed their post. This shall be effected lap by lap in the case of a closed circuit.

149. Duties of judges

a) Start line judges (see Article 95).

b) Finish line judges

In a competition where a decision has to be given as to the order in which competitors cross a finish line, a finish line judge shall be nominated to give such a decision.

c) Judges of fact

In a competition where a decision has to be given whether or not a competitor has touched or crossed a given line, or upon any other fact of the same type which has been laid down in the Supplementary Regulations for the competition, one or several judges of fact shall be nominated to be responsible for one or several of these decisions.

The judges of fact on these points must be named and their names displayed on the official notice board.

d) Assistant judges

Each of the above judges may have an assistant judge appointed to assist them, or in the case of absolute necessity to replace them, but in the event of disagreement the final decision shall be given by the judges of fact themselves.

e) Video or electronic systems

The stewards may use any video or electronic systems to assist them in reaching a decision. The stewards may overrule judges of fact.

f) Protests

No protest against the decisions of a finish line judge or of a judge of fact shall be admitted concerning a question which they have been officially appointed to decide.

The decisions of these judges are final, but they shall not in themselves constitute the official classification because they have taken no account of the conditions under which the competitors have completed the course.

g) Mistakes

If any judge considers that they have made a mistake they may correct it, subject to this correction being accepted by the stewards of the meeting.

h) Facts to be judged

The Supplementary Regulations for the competition must indicate which facts are to be judged by the judges of fact (see c) above).

i) Reports

At the close of the meeting each judge shall send to the clerk of the course a report of their declarations.

150. Duties of handicappers

The handicappers shall, after entries have closed, prepare the handicaps in accordance with the requirements of the Supplementary Regulations. They shall state if any handicap in a competition is to be increased as a result of a performance achieved in a previous competition.

CHAPTER XI

PENALTIES

151. Breach of rules

Any of the following offences in addition to any offences specifically referred to previously, shall be deemed to be a breach of these rules :

- a) All bribery or attempt, directly or indirectly, to bribe any person having official duties in relation to a competition or being employed in any manner in connection with a competition and the acceptance of, or offer to accept, any bribe by such an official or employee.
- b) Any action having as its object the entry or participation in a competition of an automobile known to be ineligible therefor.
- c) Any fraudulent conduct or any act prejudicial to the interests of any competition or to the interests of motor sport generally.

152. Penalties

Any breach of this Code or the Appendices thereto, of the national rules or their appendices, or of any Supplementary Regulations committed by any organiser, official, competitor, driver, or other person or organisation may be penalised or fined.

Penalties or fines may be inflicted by the stewards of the meeting and ASNs as indicated in the following articles.

The decision of the stewards becomes immediately binding notwithstanding an appeal if it concerns questions of safety or of irregularity of entry by a competitor entering an event or when, in the course of the same event, a further breach is committed justifying the exclusion of the same competitor.

Nevertheless, as a safeguard, if a competitor appeals, excluding the cases cited above, the penalty will be suspended, in particular to determine the application of any handicap rule having an influence on participation in a later event, without however the competitor and the driver being able to take part in the prize-giving or the podium ceremony, nor can they appear in the official classification of the event, in any place other than that resulting from the application of the penalty, unless they have won their appeal before the appeal courts and their rights have then been re-established.

Penalties of driving through or stopping in pit lanes are not susceptible to appeal.

In matters relating to the fight against doping, the sanctions mentioned in the anti-doping regulations set out in Chapter II, Article 4 of Appendix L to this Code shall be applied.

As well as this and independently of the prescriptions of the following Articles, the FIA may, upon the proposal and report of the FIA observer or the joint report of the two international stewards of the meeting designated by the FIA, directly inflict a penalty which will take the place of any penalty which the stewards of the meeting may have pronounced on any one of the above-mentioned parties. In this case, the ASN concerned cannot refuse to appeal to the International Court of Appeal on behalf of the party concerned.

Also, the stewards in the FIA Championships may decide the following penalties applicable to the competitors or to the drivers : suspension for one or more events, fine, withdrawal of Championship points. Points should not be deducted separately from drivers and competitors, save in exceptional circumstances. These penalties may, where applicable, be cumulated or applied with suspension of sentence.

153. Scale of penalties

Penalties may be inflicted as follows in order of increasing severity :

- reprimand (blame);
- fines;
- time penalty;
- exclusion;
- suspension;
- disqualification.

Time penalty means a penalty expressed in minutes and/or seconds.

Any one of the above penalties can only be inflicted after an enquiry has been held and, in case of one of the last three, the concerned party must be summoned to give them the opportunity of presenting their defence.

For the FIA Formula One World Championship and the FIA World Rally Championship, a penalty consisting of the withdrawal of points over the whole of the Championship may be imposed.

154. Fines

A fine may be inflicted on any competitor, and also on any driver, assistant or passenger, who does not comply with the requirements of any Regulations or with any instruction of the officials of the meeting (see Article 132).

The infliction of a fine may be ordered by an ASN or by the stewards of the meeting. However when these fines are inflicted by the stewards they may not exceed a certain sum which will be set each year by the FIA. Furthermore they will have to be inflicted in accordance with a collective decision of all the stewards and not by only one of them.

155. Maximum fine given by the stewards of the meeting :

Until further notice, published here or in the Official Bulletin, the maximum fine that shall be inflicted is 50,000 US dollars.

156. Liability to pay fines

An entrant shall be responsible for the payment of any fine inflicted on their drivers, assistants, passengers, etc.

157. Time limit for payment of fines

Fines shall be paid within 48 hours of their notification.

Any delay in making payment may entail suspension during the period a fine remains unpaid.

The proceeds from fines will be used for the promotion and the organisation of Championship events. This same text will be applied for national fines.

Fines inflicted during an FIA Championship event must be paid to the FIA.

158. Exclusion

A sentence of exclusion may be pronounced by the stewards of the meeting under the conditions provided for in Article 141. The person so sentenced shall thereby be excluded from taking part in one or more competitions at a meeting. In all cases, exclusion shall entail the loss of the entry fee which shall accrue to the organisers.

159. Suspension

Save as provided in Articles 152 and 184, a sentence of suspension may be pronounced only by an ASN, and shall be reserved for grave offences.

A sentence of suspension, for as long as it remains in force, shall entail the loss of any right to take part in any capacity whatsoever in any competition held within the territory of the ASN which has pronounced such sentence or within the territories of any country in which the authority of the FIA is recognised, according to whether such suspension is national or international (see Article 161) (except cases provided for in Articles 170 and 183).

Suspension shall also render null and void any previous entry made for any competition which may take place during the term of such suspension and shall also entail the forfeiture of the fee payable for any such entry.

160. Withdrawal of licence :

a) National suspension

Any entrant or driver who is suspended nationally shall hand back their licence to their ASN which will clearly mark thereon by means of a heavy stamp the words "Not valid for... (name of country)".

At the expiry of the period of national suspension, the marked licence will be exchanged for a clean licence.

b) International suspension

Any entrant or driver who is suspended internationally shall hand back their licence to their ASN which shall not return it to them until the period of international suspension has expired.

In both the above cases, any delay in handing back the licence shall be added to the term of suspension.

161. Effects of suspension

A sentence of suspension pronounced by an ASN shall apply only within the territory of that ASN.

If, however, the ASN wishes the sentence of suspension to be recognised internationally, it shall notify its wish without delay to the Secretariat of the FIA and the latter will inform all other ASNs. The sentence of suspension shall be noted by each ASN immediately, and the consequent restriction will thereby come into force.

162. Disqualification

A sentence of disqualification shall entail the permanent loss for the person disqualified of any right to take part in any capacity whatsoever in any competition, except in cases provided for under Articles 170 and 183.

A sentence of disqualification can be pronounced only by an ASN, and will be reserved for offences of exceptional gravity. It shall render null and void any previous entry made by the person disqualified and shall entail the forfeiture of entry fees.

163. Effects of disqualification

A sentence of disqualification shall always be international in nature.

It shall be notified to all the ASNs, and be registered by them according to the conditions of international suspension laid down in Article 161.

164. Notifications of penalties to International Sporting Federations

A suspension, when applicable internationally, and a disqualification will be communicated to those International Federations designated by the FIA which have agreed to apply, on a reciprocal basis, the penalties inflicted by the FIA.

Any suspension or disqualification made known to the FIA by these Federations will be enforced to the same extent by the FIA.

165. Statement of reasons for suspension or disqualification

In notifying sentences of suspension or disqualification to the person upon whom sentence is passed and to the Secretariat of the FIA, it shall be necessary for an ASN to give its reasons for inflicting such penalty, but under no circumstances shall these reasons be published.

166. Suspension or disqualification of an automobile

A sentence of suspension or disqualification may be pronounced on either a particular automobile or on a make of automobile under the conditions prescribed in Article 129.

167. Loss of awards

Any competitor excluded, suspended or disqualified during a competition will lose the right to obtain any of the awards assigned to the said competition.

168. Amendment to the classification and awards

In such cases as are provided for in Article 167, the stewards of the meeting shall declare the resulting amendment in the placings and awards, and they shall decide whether the next competitor should be moved up in the classification.

169. Publication of penalties

The FIA, or any ASN concerned shall have the right to publish or to have published a declaration stating that it has penalised any person, automobile, or make of automobile.

Without prejudice to any right to appeal any decision persons referred to in such declaration shall have no right of legal action against the FIA, or the ASN, or against any person publishing the said declaration.

170. Remission of sentence

An ASN shall have the right to remit the unexpired period of a sentence of suspension or to lift a disqualification under the conditions which it may determine.

CHAPTER XII

PROTESTS

171. Right to protest

The right to protest lies only with a competitor; nevertheless, an official acting in his official capacity may even in the absence of a protest take such official action as the case warrants.

A competitor wishing to protest against more than one fellow competitor must lodge as many protests as there are competitors involved in the action concerned.

172. Lodging of protest

Every protest shall be in writing and accompanied by a fee, the amount of which shall be set annually by the ASN. This fee may only be returned if the protest is upheld.

173. To whom addressed

Protests arising out of a competition shall be addressed to the clerk of the course or their assistant if such exists. In the absence of the clerk of the course or of their assistant such protests should be addressed to any of the stewards of the meeting.

174. Protest time limit :

a) A protest against the entry of a competitor or driver, or against the length of the course must be lodged, at the latest, two hours after the closing time for the official scrutineering of the vehicles.

Should scrutineering take place in another country than that of the organiser any official from the ASN of this other country is entitled to accept the protest and forward it as soon as possible to the stewards of the meeting, together with their justified opinion if they deem it necessary.

b) Protests against a handicap or make up of a heat must be lodged at the latest one hour before the start of the competition.

c) A protest against a decision of a scrutineer or weighing official shall be lodged by the competitor in question immediately after such decision has been made.

d) Protests against any error or irregularity occurring during a competition, referring to the non-compliance of vehicles with the regulations and concerning the classification established at the end of the event shall, except in circumstances which the stewards of the meeting consider as physically impossible, be made within thirty minutes of the official publication of the results.

Competitors shall be advised in advance of the place and time of such a publication either by the Supplementary Regulations or one of their appendices or by the programme. Should it be impossible for the organisers to publish the official results as stated, they shall issue, at the time and place fixed, accurate details concerning the measures they intend to take regarding the classification.

e) The stewards of the meeting shall treat all protests referred to above as urgent and the Race Director shall be heard.

In the case of a split vote amongst the stewards of the meeting, the chairman of the stewards shall have the casting vote.

175. Hearing

The hearing of the protester and of all parties concerned by the protest shall take place as soon as possible after the protest has been lodged. The concerned parties shall be summoned to appear at the hearing, and may be accompanied by witnesses. The stewards of the meeting must ensure that the summons has been personally received by all persons concerned.

In the absence of any concerned party or of their witnesses, judgment may be made by default.

If judgment cannot be given immediately after the hearing of the parties concerned, they must be advised of the place and time at which the decision will be given.

176. Inadmissible protest

Protests against decisions made by the finish line judges and judges of fact in the exercise of their duties, as laid down in Article 149, will not be admitted.

A single protest against more than one competitor will not be accepted.

177. Publication of the awards and prize-giving

The prize-giving shall not begin until at least half an hour has elapsed after the official publication of the results.

A prize won by a competitor against whom a protest has been lodged must be withheld until a decision has been reached on the subject of the protest.

Moreover in the event of any protest being lodged whose outcome might modify the classification of the competition, the organisers shall only publish a provisional classification and shall withhold all prizes until final decision concerning the protest (including appeals as laid down in Chapter XIII) has been reached.

However when a protest may affect only part of the classification, such part as is not affected by the protest may be published definitively, and the corresponding prizes distributed.

178. Judgment

All parties concerned shall be bound by the decision reached, subject to the conditions of appeal laid down in this Code but neither the stewards of the meeting nor the ASN shall have the right to order that a competition be re-run (see Article 97).

179. Protest without foundation

If the protest is rejected or if it is withdrawn after being brought, no part of the protest fee shall be returned.

If judged partially founded, the fee may be returned in part, and in its entirety if the protest is upheld.

Moreover, if it is proved that the author of the protest has acted in bad faith, the ASN may inflict upon them one of the penalties laid down in this Code.

179b). Right of review

If, in events forming part of a FIA Championship, a new element is discovered, whether or not the stewards of the meeting have already given a ruling, these stewards of the meeting or, failing this, those designated by the FIA, must meet on a date agreed amongst themselves, summoning the party or parties concerned to hear any relevant explanations and to judge in the light of the facts and elements brought before them.

The right of appeal against this new decision is confined to the party or parties concerned in accordance with the final paragraph of Article 180 and the following Articles of this Code.

Should the first decision already have been the subject of an appeal before the National Court of Appeal or before the International Court of Appeal, or successively before both of these courts, the case shall be lawfully submitted to them for the possible revision of their previous decision.

The period during which an appeal in review may be brought expires on 30 November of the current year.

CHAPTER XIII

APPEALS

180. Jurisdiction

Each ASN through its national court of appeal, as defined in Article 181, constitutes for its own licence-holders the final court of judgment empowered to settle any dispute which may have arisen between its own licence-holders on its own territory in connection with national motor sport.

For any dispute involving either a foreign licence-holder or one of the persons mentioned in the first paragraph of Article 152, of foreign nationality, the National Court of Appeal constitutes a court whose decisions may be appealed against before the International Court of Appeal.

The competent sporting tribunal for an appeal formulated within the framework of an event that is run over the territory of several countries shall be that of the ASN that requested the registration of the event on the international calendar. In events forming part of the FIA World Championships, the FIA GT Championship and the FIA F3000 International Championship, any appeal against the decisions of the stewards of the meeting formulated even by just one of the parties concerned, shall be brought directly before the International Court of Appeal, for which appeal the ASNs cannot refuse to give their assistance and agreement.

181. National Court of Appeal

Each ASN shall nominate, or have nominated by its competitions committee, a certain number of persons who may or may not be members of the ASN concerned, who will constitute the national court of appeal.

No members of this court of appeal may sit on a case if they have been involved in any way as competitors, drivers or officials in the competition under consideration, or if they have participated in any earlier decision concerning or have been involved, directly or indirectly, in the matter under consideration.

182. National Appeal procedure

Competitors whatever their nationality shall have the right to appeal against a sentence or other decision pronounced on them by the stewards of the meeting before the ASN of the country in which that decision has been given. They must however, under pain of forfeiture of their right to appeal, notify the stewards of the meeting in writing within one hour of the publication of the decision of their intention to appeal.

The right to bring an appeal to an ASN expires two days after the date of the notification of the decision of the stewards of the event on condition that the intention of appealing has been notified in writing to the stewards of the event within one hour of the decision (see previous paragraph). This appeal may be brought by fax or by any other electronic means of communication with confirmation of receipt. Confirmation by a letter of the same date accompanied by the necessary fee (see Article 183) is required. The ASN must give its decision within a maximum of 30 days.

All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.

183. Form of national appeal

Every notice of appeal shall be in writing and signed by the appellant or by their authorised agent.

The confirmation of an appeal to an ASN must be accompanied by such fee as shall be specified annually by that

ASN. This fee becomes due from the moment the appellant notifies the stewards of the intention of appealing, as specified in Article 182, and remains payable even if the appellant does not follow up the declared intention to appeal.

If the appeal is rejected or if it is withdrawn after being brought, no part of the protest fee shall be returned.

If judged partially founded, the fee may be returned in part, and in its entirety if the protest is upheld.

Moreover, if it is proved that the author of the appeal has acted in bad faith, the ASN may inflict upon them one of the penalties laid down in this Code.

184. Missions of the International Court of Appeal

The International Court of Appeal shall be entrusted with judging definitively any dispute or conflict resulting from the application of the Statutes or of the rules decreed by the FIA, with settling any dispute of a sporting nature arising between Members of the FIA, and with hearing any litigation of a sporting nature which may be submitted to it by the President of the FIA. It will also hear :

1. Appeals from decisions of the ASNs or their judicial bodies, subject always to the provisions set out in the first paragraph of Article 180 of this Code. Appeals by organisers, competitors, drivers or other licence-holders may be brought only by the ASNs to which they belong.
2. Appeals from decisions of the stewards of the meeting where the parties concerned have jointly decided to submit the appeal not to the National Court of Appeal of the country of the event but directly to the International Court of Appeal with the assistance and agreement of their respective ASNs.
3. Appeals from decisions of the stewards of the meeting brought by at least one of the parties concerned in the context of an event of the FIA World Championships, the FIA GT Championship or the FIA F3000 International Championship, in pursuance of the final paragraph of Article 180 of this Code.
4. Appeals brought by ASNs on behalf of organisers, competitors, drivers, other licence-holders or any other person or organisation which has been the subject of a sanction pronounced by the World Motor Sport Council.

185. International Appeal

An international appeal may be brought :

1. By the FIA from a decision of the stewards of the meeting in accordance with the provisions of the second paragraph of Article 180 concerning events forming part of the FIA World Championships and F3000 International Championship, and from the decisions of the National Courts of Appeal; this appeal may be brought as a principal appeal or as an incidental appeal, and must be notified to the parties concerned.
2. By the ASN on behalf of its competitors or licence-holders, from the decisions of the stewards of the meeting and the National Courts of Appeal in accordance with the provisions of Article 184.

All appeals brought by an ASN must be in writing, signed by a duly qualified representative of the ASN and accompanied

by such fee as shall be decided annually by the FIA (€4600 for the current year).

If the appeal is rejected or if it is withdrawn after being brought, no part of the appeal fee shall be returned. If judged partially founded, the fee may be returned in part, and in its entirety if the appeal is upheld.

If the International Court of Appeal considers the appeal to be frivolous, the appellant may be sentenced to a fine of a maximum of €153'000.-in addition to any other fee.

186. Time limit for international appeals

The FIA is subject to a time limit of 7 days counting from the time it receives notification of the above-mentioned decisions, or receives notification of the appeal or of the grounds of appeal of one or more parties against the same decisions, so that it may prepare its principal or incidental appeal and without having to pay or deposit a fee.

The time limit for forwarding an appeal to the FIA expires seven days after the publication of the decision by the ASN or the stewards of the meeting on condition that the stewards of the meeting are notified in writing, and within one hour of the publication of the decision, of the intention to appeal, and that this notification is accompanied by the necessary fee (see Article 185). This appeal may be brought by fax or by any other electronic means of communication with confirmation of receipt. Confirmation by a letter of the same date is required. The fee (see Article 185) will be retained by the FIA if the intention to appeal is not confirmed in accordance with the provisions of this paragraph.

187. Notice of hearing of International appeal

All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.

Independently of the parties to the appeal, the International Court of Appeal may hear any competitor in a World Championship of the FIA who so requests, and who could be directly and significantly affected by the decision to be taken.

188. Constitution of the International Court of Appeal

Composition: The International Court of Appeal shall comprise a maximum of 18 Titular Members of different nationalities to whom is added an equal number of Deputy Members of the same nationalities as the Titular Members. They must constitute a body of international competence, both sporting and legal. They shall be elected for 3 years. One third of the Titular Members and their Deputies shall be elected every year by the General Assembly.

Only one member may sit for each country. Members belonging to the countries concerned by the appeals will not sit. At least three members of the Court must be present for any decision to be rendered valid.

No member of the World Motor Sport Council or of the Sporting Commissions of the FIA may be appointed as a member of the International Court of Appeal, and vice-versa.

Convening Notice: The Court shall be convened by the Secretary General of the International Court of Appeal on receipt of a valid request from a Club, Association or Federation being a member or associate member of the FIA, or by the FIA itself.

Presidency: The Court of Appeal shall elect its President at every session.

Hearing : The International Court of Appeal, for each case submitted to it, will meet in a courtroom to which may be admitted, solely for cases of a sporting nature, and according to the space available, those journalists who have made a written application to the Secretariat of the FIA. If the number of applications exceeds the capacity of the courtroom, journalists will be allowed to follow the proceedings, broadcast live in a room separate from the courtroom, by means of a closed circuit television system, but the recording of sound or pictures remains prohibited.

189. Judgment

The court of appeal, national or international, may decide that the penalty or other decision appealed against should be waived, and, if necessary the penalty mitigated or increased, but it shall not be empowered to order any competition to be re-run. Judgements of the Court of Appeal shall be reasoned.

190. Return of appeals fees. Costs

In giving a decision on the appeals brought before them, the National Courts of Appeal or the International Court of Appeal shall decide, according to the decision, to award the costs which shall be calculated by the secretariats to the level of the expenses occasioned by the preparation of the case and the meeting of the courts. The costs shall be constituted by these expenses alone, to the exclusion of the expenses or defence fees incurred by the parties.

191. Publication of judgment

The FIA, or any ASN, shall have the right to publish or have published the outcome of an appeal and to state the names of all the parties involved.

Without prejudice to any right of appeal the persons referred to in such notices shall have no right of action against the FIA or the ASN concerned or against any person publishing the said notice.

191bis

For the avoidance of doubt, nothing in the Code shall prevent any party from pursuing any right of action which it may have before any Court or Tribunal, subject always to any obligations it may have accepted elsewhere first to pursue other remedies or alternative dispute resolution mechanisms.

CHAPTER XIV

ENFORCEMENT OF THE CODE

192. National interpretation of rules

Each ASN holder of the sporting power (see Articles 5 and 10) shall be empowered to decide any matter raised within its territory and concerning the interpretation of this Code or its

national rules subject to the conditions of international appeal laid down in Chapter XIII, provided that these interpretations do not contradict an interpretation or clarification already given by the FIA.

193. Executive authority of an ASN

Each ASN holder of the sporting power (see Articles 5 and 10) shall appoint a competitions committee and shall delegate to this committee functions and powers conferred on the ASN by this Code.

Nevertheless, an ASN holder of the sporting power may reserve the right to approve certain decisions of its competitions committee concerning the drawing up of an annual national calendar of sporting events.

194. Alterations to this Code

The FIA reserves the right to alter this Code at any time and periodically to revise the Appendices thereto.

195. Notices

Any communications required under this Code to be made by an ASN to the FIA, shall be addressed to the headquarters of the FIA or to such other address as may be duly notified from time to time.

196. Date of operation

This Code came into force and was operative as from January 1st 1980.

197. International interpretation of the Code

The present Code has been drafted in French and English. It may be published in other languages. In the event of a dispute concerning its interpretation by the FIA or by the International Court of Appeal, the French text alone shall be considered as the official text.

CHAPTER XV

STABILISATION OF THE FIA'S DECISIONS

The FIA imposes the following rules:

198. The FIA will announce annually, after the Spring meeting of the FIA, its Championships for the next year and the events counting towards these Championships. If, subsequently, any event withdraws it will lose its international status for the year in question.

199. The FIA will announce in October any changes to Appendix J. Changes concerning the manufacturing of cars and excluding those concerning Formula 1, 3000 and 3, will become effective as from the 1st of January of the second year following the announcement.

Changes concerning Formula 1, 3000 and 3 will become effective as from the 1st of January of the third year following the announcement. Changes made for safety reasons may come into force without notice.

200. The FIA will announce any rules not falling within the scope of Championships or Appendix J annually during June. These rules will become effective on a specified date which will not be before the following 1st of January.

201. No FIA regulations will be issued at any times other than those specified.

CHAPTER XVI

COMMERCIAL QUESTION LINKED TO AUTOMOBILE SPORT

202. Without previous written agreement from the FIA, no organiser or group of organisers whose event(s) is(are) part of an FIA Championship, Trophy or Cup may indicate or induce the belief that the said Championship, Trophy or Cup is subsidised or financially supported, either directly or indirectly, by a commercial company or organisation.

203. The right to associate the name of a commercial company, organisation or brand with an FIA Championship, Trophy or Cup is, therefore, exclusively reserved for the FIA.

204. Deleted

CHAPTER XVII

RULES ON COMPETITION NUMBERS AND ADVERTISING ON CARS

205. The figures of the competition numbers shall be black on a white rectangular background. For light coloured cars, there will be a black line 5 cm wide all around the white rectangular background.

206. The figures shall be of the classic type as shown below :
1 2 3 4 5 6 7 8 9 0

207. Numbers shall be displayed :

a) On the front doors or level with the cockpit on both sides of the car.

b) On the bonnet of the car, legible from the front.

On single-seaters and all historical cars :

a) The minimum height of the figures shall be 23 cm with a stroke of 4 cm wide.

b) The white background shall be at least 45 cm wide and 33 cm high.

On all other cars :

a) The minimum height of the figures shall be 28 cm with a stroke of 5 cm wide.

b) The white background shall be at least 50 cm wide and 38 cm high.

208. On both front wings an illustration of the national flag(s) of the driver(s) as well as the name(s) of the latter shall be displayed. Minimum height of both flag(s) and name(s) shall be 4 cm.

The background shall at all places extend at least 5 cm beyond the outline of the figures.

209. Above or below the white background, an area 12 cm in height and equal in width to the background shall be left at the disposal of the organisers, who may use it for advertising purposes. On cars on which such an area is not available (some single-seaters for example), the competitor shall keep free of any

advertising an equivalent surface in the immediate vicinity of the white background.

Except when the ASN decides to the contrary, advertising on the remaining parts of the bodywork is free.

210. Neither the competition number nor the advertising must protrude beyond the bodywork.

211. Windscreen and windows shall bear no advertising, with the exception of a maximum 10 cm high strip on the upper part of the windscreen, and, provided that this does not interfere with the visibility of the driver, an 8 cm high strip on the rear window.

N.B. Points 209, 210 and 211 do not apply to historical cars.

212. Advertising on historical cars will be confined to a maximum of one space of 50 x 14 cm along the top and one along the bottom of three of the competition numbers (there being a maximum of 4 numbers per car). Should there be no room to insert the allowed advertising above and below the racing number, it may be placed adjacent to, but touching, the number background. One of the 2 spaces attached to each competition number may be reserved for the advertising of the organiser. The competitors may not therefore refuse this advertising. The entrant/driver's name may appear once on each side, max. dimensions 10 x 40 cm per side. One bona fide club badge may appear on each side, max. dimensions 10 x 10 cm. Advertising liveries may be retained if original to that particular chassis number.