2017

Pirelli World Challenge Series

SPORTING REGULATIONS

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Updated May 12th 1.23.5, 1.29.2
Updated 5th June 2017 (v17) 1.16.3, 1.23.3, 1.23.5, 1.24, 1.25, 1.29.2, 1.32, 1.33.1, 1.33.2, 2.6

The regulations set forth herein are intended to assist in the orderly conduct of race events and to further participant and spectator safety. These regulations are in no way a guarantee against injury or death to participants, spectators, or others. No expressed or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication or compliance with these regulations. All event participants compete at their own risk.

The Pirelli World Challenge Regulations complete with updates from current season Technical Bulletins, is available on the Pirelli World Challenge website.

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Competition Directors’ Introduction
2016 saw the sporting and technical rulebooks updated and increased use of electronic media. 2017 has continued with increased visual information, simplified SprintX points and language in the rules.

Marcus Haselgrove (Nov 2016)
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1.0 INTRODUCTION

The following Sporting Regulations (SR) apply to the Pirelli World Challenge series (PWC), organized by WC Vision and sanctioned by the United States Auto Club (USAC). Technical Regulations (TR) specific to cars and classes combined with but not limited to the items listed below form the General Regulations for PWC events.

- Car Homologations
- Supplementary Regulations
- Technical Bulletins / Memos
- Crew Chief / Driver Notes
- Appendix A - BOP
- Participant Bulletins
- Steward Bulletins

1.0.1 Rules Interpretation

a) Any race event conducted by WC Vision (WCV) will use these regulations issued unless otherwise specified.

b) The regulations shall be applied in a reasonable and logical manner without strained interpretations.

c) The regulations are “permissive”. Unless something is specifically stated it shall be considered forbidden.

d) On January first (1st) of each year, the PWC regulations for that year supersede all previous versions and issues.

e) The PWC Competition Board shall make the FINAL interpretation, and application of the PWC Regulations. Their binding decisions shall promote “Sportsmanship” and achieve prompt finality in competition results.

f) WCV reserves the right at any time in its absolute discretion, to amend, add or omit PWC regulations, or other materials as appropriate and designated by USAC and WCV.

WCV may also disallow any part(s), change/modify any specifications, at its sole discretion with a bulletin.

No regulation shall constitute an expressed or implied warranty of safety or fitness for a particular purpose.

All event participants assume all risks of any nature associated with their presence and/or participation in USAC sanctioned events, WCV activities or media events or attended events related to the series.

1.0.2 English Text

Interpretations of rules will use English text with the latest version of this document published ONLINE.

a) The masculine pronouns ‘he,’ ‘him,’ or ‘his’ are used generically, without actual reference to gender.

b) The word “may”, when used gives the option of doing something.

c) The word “shall” or “must”, require that it be done.

d) The word “and”, means that more than one listed item may be performed, used, etc.

e) The word “or”, means that one listed item may be performed, used, etc.

f) The word combination “and/or”, means that any, or all, of the listed items may be performed.

g) For words not defined in the regulations, the standard definition from Webster’s Dictionary shall be used.

1.1 Sanctioning Body - United States Auto Club (USAC)

Under Section 1.1 Sanctioning body the following terms apply to the words

a) A “Person” applies to a person, an entity, group of people, region/division of USAC, or any organizer

b) The word “Licensed” applies to PWC Pro Racing license, PWC / USAC credentials or a “USAC sanction”

c) The word “Series” applies to USAC, WC Vision or anyone acting on behalf of USAC or WCV

d) The Competition Director/Chief Steward have authority for the conduct of all aspects of the event. All other race officials reporting to him/them directly or indirectly.

e) Race series officials have authority for the management, administration and implementation of race event(s)

f) All Appeals of the series decisions or penalties shall be addressed to the USAC Board of Appeals (refer to SR 1.33).

g) Any "Licensed" “Person” warrants without reservation to abide by the current PWC regulations and expressly agree that determinations by USAC and/or PWC officials, are non-litigable. The licensed person renounces the right to legal recourse and will not initiate or maintain litigation of any kind against “Series”

h) A “licensed” “person” will not attempt to reverse, or modify, such “series” determinations, or to seek to recover damages. Neither will they attempt to seek relief allegedly incurred or required, because of such “Series” determinations

i) Any Individual(s) or entities initiating or that maintain litigation in violation of this provision hereby agree to reimburse USAC and/or WCV for all costs of litigation, including expenses, travel and attorneys’ fees.

j) Any “Person” involved in litigation will have USAC & PWC privileges suspended until litigation is complete.
1.2 PWC Media Rights

1.2.1 Media Retention Policy

a) WCV retains all worldwide broadcast, radio, film, and video rights to all aspects of WCV events, including all images attained from on-board cameras. Any broadcast or use of on-board camera footage of WCV events without the express written permission of WCV is prohibited. WCV’s allow teams to use on-board cameras without charge, expressly and solely images for driver training only.

b) Any commercial use without written permission from WC Vision is prohibited. Video supplied by WCV for commercial use may be provided at prevailing rates upon approval of a licensing agreement.

1.2.2 Social Media Policy

Social media includes all means of electronic communication or posting of information, content of any sort on the Internet. This includes to your own or someone else’s web blog, journal or diary, personal web site, social networking or affinity web site, web bulletin board or a chat room, whether or not associated or affiliated with USAC and/or WC Vision, LLC/Pirelli World Challenge. This specifically includes Facebook, Twitter, Instagram and YouTube.

Although forums may seem informal, individuals are solely responsible for what is posted online whether by themselves and/or allowing others the ability to post online content for them. Before creating online content, individuals should consider the risks involved. Any social media interaction or contribution that adversely affects USAC and/or WC Vision, LLC/Pirelli World Challenge, other Members, or others may result in disciplinary action against individuals, up to and including exclusion from the series.

This responsibility applies to all Drivers, Entrants, Family Members, Crew, Associates, Manufacturer or any other individual or entity who is a USAC and/or WC Vision Member and participates competitively in an event. Additionally, the responsibility applies to any and all affiliated WC Vision or USAC officers, employees, agents, representatives, and subcontractors.

Examples of inappropriate postings, statements, photographs, Video or Audio may include discriminatory remarks, harassment, and threats of violence or similar inappropriate or unlawful conduct and is prohibited. Avoid content that reasonably could be viewed as malicious, obscene, threatening or intimidating, that disparages others or that might constitute harassment or bullying.

Any mistake should be corrected immediately. Posts are "on the record" and available to the media, public, sponsors, and other business partners and subject to discovery in litigation matters. Never post online rumors, speculation or information about USAC, WC Vision, PWC and/or others until an official announcement, release or other post by official social media accounts has been made to the public and media.

It is prohibited to post as a 3rd party or represent yourself or your views as a spokesperson for USAC and/or WC Vision, LLC/Pirelli World Challenge or a fellow Member. Be clear and open about the fact that you are a Member of the series and the views are your own. This applies particularly to any blogs, interviews, documents or media releases.

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

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

The revised social media policy (2017) is not meant to discourage Members from exercising their rights to use social media. Social media plays an integral role in reaching out to and growing fan bases, engagement, marketing and promotion to all entities. It is a way to give fans direct interaction with USAC and/or WC Vision / Pirelli World Challenge, drivers, teams, tracks, and sponsors. This policy, if used correctly, will only enhance this experience for all parties involved.
1.2.3 Media Communication Contact
   a) Members should not speak to the media on behalf of WCV or USAC without "written" permission.
   b) WCV Media inquiries should be directed to: Tom Blattler – (tblattler@wcvision.com).

1.2.4 Mounting on Board Cameras
   On-board recording devices and hardware are deemed part of the car.
   a) They are subject to technical and safety inspection.
   b) They cannot be accessed without permission during live sessions or before Parc Ferme release
   c) WCV can allocate team(s) camera(s), specifying the location and view which cannot be obstructed
   d) Any personal camera footage must at the request of the stewards be provided for review.

1.2.5 Media /VIP Rides
   The series may conduct on-track activities using vehicles for media and VIP with the following requirements
   a) The Emergency (s) EV, ambulance and track safety staff should be on duty.
   b) Other on-track activities are prohibited whilst Media rides take place.
   c) A PWC Manager shall brief drivers and crews on the process and programs being followed.
   d) Each car represented in the pits requires a car chief, who has radio contact with their driver.
   e) The PWC Manager maintains radio contact with all car chiefs and race control
   f) All passengers must sign a Release Waiver specific to the media/VIP ride activity.
   g) Any occupants must wear a full-face helmet. Fireproof suits are mandatory in any race car.
   h) For any "street" car, speeds must be commensurate with the cars’ capabilities.
   i) Cars dispatched in groups will have the fastest cars first.
   j) If any incident occurs, all remaining drivers must reduce speed and proceed to the Pits or as instructed.
   k) A PWC Steward must document any on-track incidents with proper reporting and insurance cards.
   l) The PWC Stewards reserve to right to terminate or shorten Media / VIP activities
   m) All cars must be driven in a manner compatible with general safety.

1.3 Reserved for future use

1.4 WCV Events
1.4.1 2017 Schedule
The table below lists the official PWC events for 2017.

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
<th>Classes</th>
</tr>
</thead>
<tbody>
<tr>
<td>St Petersburg</td>
<td>March 10th – 12th</td>
<td>GT, GT Cup, GTS</td>
</tr>
<tr>
<td>Long Beach</td>
<td>April 7th – 9th</td>
<td>GT</td>
</tr>
<tr>
<td>Virginia International Raceway</td>
<td>April 28th – 30th</td>
<td>GT, GT Cup, GTS, TC, TCA, TCB</td>
</tr>
<tr>
<td>Canadian Tire Motorsport Park</td>
<td>May 19th – 21st</td>
<td>GT, GT Cup, GTS, TC, TCA, TCB</td>
</tr>
<tr>
<td>Lime Rock</td>
<td>May 26th – 27th</td>
<td>GT, GT Cup, GTS, TC, TCA, TCB</td>
</tr>
<tr>
<td>Road America</td>
<td>June 23rd – 25th</td>
<td>GT, GT Cup, GTS</td>
</tr>
<tr>
<td>Mid Ohio</td>
<td>July 28th – 30th</td>
<td>GT, GT Cup, GTS</td>
</tr>
<tr>
<td>Utah Motorsports Campus</td>
<td>August 11th – 13th</td>
<td>GT, GT Cup, GTS, TC, TCA, TCB</td>
</tr>
<tr>
<td>COTA</td>
<td>September 1st – 3rd</td>
<td>GT, GT Cup, GTS, TC, TCA, TCB</td>
</tr>
<tr>
<td>Sonoma</td>
<td>September 15th – 17th</td>
<td>GT, GT Cup, GTS</td>
</tr>
<tr>
<td>MRLS Laguna Seca</td>
<td>October 13th – 15th</td>
<td>TC, TCA , TCB</td>
</tr>
</tbody>
</table>
1.4.2 Courses
Course selection shall be subject to approval of USAC / WCV. Specifically, USAC / WCV may:

a) Limit the classification of events to be sanctioned at a course
b) Restrict the number of cars, which may be accepted for entry or started simultaneously.
c) Restrict the course to certain grades of drivers.
d) Disapprove any course for all PWC Events.

1.4.3 Course Description
The Supplementary Regulations shall include the following circuit information

a) Official Name, Official length of a circuit, direction of track (CW or CCW), height above sea level
b) Official length of a circuit is measured along the centerline of the circuit.

1.4.4 Event Changes
Events can only be postponed, abandoned/canceled, or rescheduled by PWC, WCV or USAC if:

a) Provision is made in the Supplementary Regulations, or
b) On the grounds of Safety, (lightning, bad weather, etc.) or,
c) Force Majeure.

WCV will make all reasonable efforts to notify all parties in event of the above, but accepts NO responsibility for such cancellation, or failure to notify. Neither PWC, WCV nor USAC shall be liable for any costs either direct or indirect arising from the cancellation of an event or part of it.

1.5 Credentials and Membership

1.5.0.1 Series Business Manager
The primary contact for all credential and licensing information is the PWC Series Business Manager Staci Langham (slangham@wcvision.com) See also SR1.34.6

1.5.1 Annual Credentials

a) All PWC credentials include an annual membership to USAC.
b) Existing USAC members please contact the Series Business Manager “Staci, slangham@wcvision.com.”
c) Only the correct current “year” credentials issued from PWC/WC Vision are permitted.
d) Although issued, credentials remain the property of WCV and its sanctioning body USAC.
e) Applicants must be at least 18 years of age; anyone age 15-17 must apply for a “Minor” credential.

f) Are required for admittance to the venue or paddock. Otherwise a ticket or credential must be purchased.
g) Are mandatory for any access to designated high-risk areas, (e.g. Pit lane).
h) Can be suspended, revoked or removed from credential holder for any violation of Regulations (ref SR 1.0).

1.5.1.1 Minor Driver License and Crew Credentials

a) An applicant over the age of 14 but who have not reached their 18th birthday are considered "Minor".
   This applies to drivers as well as crew members.
b) A “Minor” license does NOT supersede state and local rules or regulations governing minor participants.
c) Prior to on-line application please contact the Series Business Manager about your application.
d) Minors are licensed and approved on a case-by-case basis.
e) Drivers require a letter of recommendation from a major sanctioning body, race series or driving school
f) All Minor Credentials are "Provisional" for a minimum of two events and are subject to review by the stewards.

1.5.2 Assumed Names

a) Drivers must use their legal name used on their passports, driving licenses or official records.
b) Any falsification of assumed name or details may lead to immediate suspension.
c) For International FIA licenses issues by ASN that bear pseudonyms refer to SR Article 1.5.4.
1.5.3 Grades of License (Updated 2017)

a) GT3, GT Cup races with a single driver require FIA Grade C plus PWC Pro Racing driver’s license
b) GT3, GT Cup races with TWO drivers require PWC Pro Racing license + Series approval without FIA C.
c) GTS / GT4, TC, TCA, TCB requires PWC Pro Racing driver’s license.
d) Platinum rated drivers are only permitted to compete in GT3 or SprintX GT Cup. They are not permitted to compete in Sprint GT Cup, GTS/GT4, or TC.

**Note:** In addition, GT3, GT Cup drivers and GTS entries competing in SprintX races require a FIA driver’s categorization rating. Drivers do not need to hold a Grade C FIA to apply for a FIA driver rating. Drivers with established previous experience who need to complete additional events for a FIA grade C will be permitted on a case by case basis for SprintX events, and given a temporary PWC driver rating indicated by an asterisk e.g. Driver John Doe- Bronze*. (Applies to SR Article 1.5.6 also)

1.5.4 International Drivers

FIA license holders issued by a Foreign ASN must possess a letter of authority from their ASN giving permission to race in the U.S. They must also possess an International Medical Card (available from their ASN)

1.5.5 Driver License Requirements

a) USAC PWC Pro Racing Driver License application completed in full with headshot picture
b) Must have competed PWC, USAC or equivalent events in the past 12 months prior to application.
c) New applicants must complete racing resume submission via online licensing system.
d) New PWC license applicants and all FIA license applicants must have a medical examination.
e) Medical completed by a licensed physician within 90 days of application (refer to SR 1.5.6)
f) (FIA Only) Completed FIA Driver License application completed in full.
g) FIA Driver categorization (see below) for all GT, GT Cup participants along with GTS/GT4 participants in SprintX
h) FIA Grade C requires minimum of five (5) races in the previous (24) months AND be at least 16 years old.
i) FIA Grade B requires minimum of ten (10) races in the previous (24) months AND be at least 18 years old.

Drivers wishing to compete in the Pirelli World Challenge GT3, GT Cup and GTS / GT4 sprint X must be categorized by the FIA. Drivers who are not categorized must send in a record of achievements to the FIA at the latest eight days prior to the beginning of the first Event in which he or she wishes to take part via the FIA website under [http://www.fia.com/fia-driver-categorisation](http://www.fia.com/fia-driver-categorisation)

All decisions concerning the categorizations are taken under the authority of the FIA Drivers Categorization Committee. The list of competitors allowed to take part in the Event will indicate the category attributed to each driver. The PWC Sporting Board retains the right to make any amendments to the FIA Categorization of any driver according to the criteria of the Pirelli World Challenge. Any drivers given a temporary categorization derogation will be indicated in the entry list with an asterisk.

The Stewards of the Meeting will provisionally categorize drivers who announce themselves with their record of achievements after the Event has already begun. Any such provisional categorizations will not constitute an FIA categorization. Drivers who have not been categorized will not be allowed to take part in an Event.

1.5.6 Medical Responsibility of ALL Drivers

a) Certification from a licensed physician confirming they are medically fit to drive in automobile speed events.
b) Responsible to report to WC / USAC (Medical Review Board) any condition that could affect medical fitness
c) Report changes in medical status e.g. injuries, surgery, pregnancy, cancer, cardiac or neurological issues
d) Individuals with known medical conditions require Medical Review Board approval PRIOR to competing
e) Have physical examination according to the requirements below

<table>
<thead>
<tr>
<th>FIA A, B, C License</th>
<th>Age 15-39</th>
<th>Age 40-49</th>
<th>Age 50-59</th>
<th>Age 60+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Physical Every Year</td>
<td>Five years</td>
<td>Three years</td>
<td>Two years</td>
<td>Year</td>
</tr>
</tbody>
</table>
1.5.7 Presentation of License or Medical
   a) A driver, or entrant, shall show his license or medical approval to a PWC official on demand.
   b) The driver must be able to present the original document upon request if a photocopy was shown.

1.5.8 Provisional License
   a) PWC / USAC may issue a provisional license to drivers that do not meet the printed criteria.
   b) Applicants must submit a racing resume via online licensing system and a recommendation (see below).
   c) The recommendation must be from a major series or driving school to the Series Business Manager.
   d) All Approved licenses will then remain provisional for a minimum of two events and a Stewards review.
   e) Applies to SR 1.5.3 for admittance to SprintX events.

1.5.9 Reservation of Rights
   WCV and USAC reserve the right to deny the issue of any license, and revoke any license previously issued. It will not
deny, or revoke, a license on the basis of race, creed, color, sex, or national origin.

1.5.10 Alcohol and Narcotics
   USAC enforces a strict substance abuse and alcohol policy with mandatory compliance to the full policy listed in SR
APPENDIX 5.0. The main enforceable points are below:
   a) Any Narcotics, performance/recreational drugs use is prohibited, even if prescribed.
   b) Alcoholic consumption is prohibited until all official functions have been completed.
   c) Refusal of any test(s) listed within SR APPENDIX 5.0 will result in penalties up to suspension.

1.5.11 Personal Conduct
   Every person associated with a WCV / USAC event shall:
   a) Conduct themselves to the highest standards of behavior.
   b) Represent good sportsmanship in their relationship with other crew, competitors and officials.
   c) Not act or speak in any way detrimental to the reputation of PWC, USAC or the automobile sport.
   d) Understand penalties can be given against any person for bringing the championship into disrepute.
   e) Understand offenses committed by a crew member may result in penalties against the driver and/or team.
   f) Obtain permission from PWC before entering prohibited areas. (Race control, Parc Ferme, track surface, etc.)

1.6 Transporter Parking and Paddock

1.6.1 Parking Schedule
   a) Official parking/staging times will be posted in the Official Schedule and/or Competitor packet.
   b) All “Late Arrivals” must be agreed with the PWC paddock manager or risk losing their assigned location.
   c) Team Cars or equipment are prohibited from using empty paddock spaces during paddock parking.
   d) Unloading may not occur until the time specified by the PWC paddock manager.

1.6.2 Parking Order/Layout
   a) Transporters will be parked according to the layout in the competitor packet by the PWC Paddock Manager
   b) The Layout criteria include points, garage assignments, sponsorships available space etc.
   c) Space allocated to Title Sponsors (which may include a team) supersedes regular paddock spaces
   d) Multi car team’s position will be based on its highest point’s driver
   e) Multi classed teams must communicate in writing 14 days before event if they wish to be paired. This must be
   sent to the PWC Paddock Manager and Business Manager (email is acceptable)
   f) Trucks with different dimensions to those stored on file may be parked last and in the available spaces left
   g) The PWC Paddock Manager may deem any parking location as a prime location.
   h) Parking allocation is at the sole discretion of the PWC Paddock Manager.
1.6.3 Transporter/Awning Dimensions
Teams must submit a paddock form (available from the PWC web site) for a full season or individual events.
   a) Transporters MUST display on lower RHS of the tailgate “PWC”, [car class] [Car No.] [canopy width].
   b) Canopies will be “assumed” to be curb side unless otherwise noted.
   c) Changes to Transporter/Awning dimensions must be in writing 2 weeks prior to event.
   d) Garage Style parking may be available for teams with 3 or more cars under a single awning.

<table>
<thead>
<tr>
<th>Description</th>
<th>1 Car</th>
<th>2 Cars</th>
<th>3 Cars</th>
</tr>
</thead>
<tbody>
<tr>
<td>*Max Team footprint (L x W) ft.</td>
<td>90x30</td>
<td>90x40</td>
<td>90x40</td>
</tr>
<tr>
<td>Maximum Canopy Width (ft.)</td>
<td>21</td>
<td>26</td>
<td>26</td>
</tr>
<tr>
<td>Max No. transporters (includes RV's)</td>
<td>1</td>
<td>2</td>
<td>2</td>
</tr>
</tbody>
</table>

* If space is limited, the PWC Paddock Manager may require support trailers to park outside of main paddock rows.

1.7 Rules of the Grid, Paddock, Pits & Road

1.7.1 Travel Through Paddock
   a) Pedestrian traffic has right of way over any other form of transport.
   b) Paddock speed limit is **10 mph**.
   c) Cars / Credentials maybe confiscated for unsafe travel during an event.
   d) Any person using a powered car must have a current driving license.
   e) Children under the age of ten (10) must always be accompanied by an adult.

1.7.2 Car / Paddock Appearance
   a) Team equipment (cars, toolboxes, transporters) and work areas must be of clean professional appearance.
   b) Equipment must not block the view of competing cars from the public during event hours
   c) The series reserves the right to prohibit any car from competing due to its appearance
   d) A Pirelli World Challenge (PWC) and a Manufacturer Banner flag must be displayed for each car entered
   e) PWC Flags must be ordered from: Mikey Taylor, michael@mikeytracing.com or (334) 332-8075.

1.7.3 Fuel Use / Equipment
   a) Fueling is Prohibited everywhere except OUTSIDE garages, outside awnings, or the series fuel truck/pumps.
   b) Fueling is Strictly Prohibited in pit lane.
   c) A fire bottle assistant must be present for any refueling with a charged and working fire extinguisher.
   d) Refueling outside the prescribed areas incurs penalties up to the exclusion from the event.
   e) Any fuel powered equipment must have spark arrestors and be separate from flammable sources or materials
   f) Any fixed generators must have a vertical exhaust (e.g. snorkel) venting above the car roofline.
   g) Any smoke from equipment or cooking grilles must be directed away from pedestrian or teams.
   h) **Additional regulations regarding refueling for 2018 and endurance events to be added by July 31st 2017**

1.7.4 Grills / Cooking Equipment
   Only allowed if permitted in the Supplementary Regulations and must adhere to applicable SR Article 1.7.3.

1.7.5 Pets
   Only certified animals (Guide dogs) are permitted unless others are allowed in the Supplementary Regulations. They must be restrained by leash or cage and are prohibited from the pit lane areas.
1.8 Pit Lane Regulations

a) PWC pit lane officials are the final authority in enforcing pit lane procedures. The penalties for infractions are listed in the penalty guidelines (SR Article 1.31). Only credential holding personnel are permitted in the "Hot" pit area. All credentialed personal must wear closed-toe footwear, long pants or fires suits and shirts meeting uniform regulations in SR Article 2.6 are permitted.

b) For the avoidance of doubt, the ‘Hot’ lane is that closest to the track wall and the lane closest to the pit wall is the ‘working’ lane.

c) Crew Chiefs and team managers should be aware that penalties given towards a team during any sessions for a pit lane infraction will increase in magnitude for repeat offenses.

1.8.1 Pit Assignment

a) Assigned according to championship points and listed in the official "competitor" or “crew chief” packet.

b) Pit assignments may not be changed by teams within 7 days of event.

c) Late Entries within 2 weeks of event cannot be guaranteed their place for the highest placed driver.

1.8.2 Radio Compliance

a) All cars must have licensed and WORKING pit to car radio communication capability.

b) Teams must monitor the “Race Control” frequency 15 minutes before each session they compete in and until the official end of their session or when all cars in the session are released from pit lane.

c) Any claims that race control messages are not being received will not prohibit race control actions to competitors.

d) 2017 Race Control frequency unless otherwise stated is 462.2250 MHz DPL Code 723.

1.8.3 Pre-Grid Official Sessions

a) Only the following work is permitted. All other work is prohibited.

b) A jumper battery may be plugged in until an Audible warning or message from race control is given.

c) The securing of a driver with his safety equipment including radios and cool box devices.

d) Any stalled cars may be pushed after all functioning cars leave pre-grid.

1.8.4 Traffic Flow

a) Any traffic flow in a counter direction is strictly prohibited.

b) Cars over shooting pit-boxes must either complete another lap, or be pushed backwards to their pit by the designated crew (not the entire team).

1.8.5 Pit Walls / Pit lane

a) Standing, straddling or sitting with your back facing away from the hot side of the pit lane wall is prohibited.

b) Standing on pit equipment not designed for such purpose is prohibited.

c) One uniformed crew member is permitted track side for signaling during official sessions.

d) Spectating in the signaling area is prohibited.

e) Signaling area will be closed at the start of each race until the entire grid has entered Turn1.
1.8.6 Pit Speed Limit / Pit Box
   a) Maximum of 35 miles per hour for all events.
   b) The loosening or unbuckling of seat belts and other safety equipment before a car is stationary is prohibited.
      All equipment must be fully fastened, tightened and be operational before a car is released from its pit box.
   c) Rapid entry and exit to/from a pit box is only permitted during a race and even then must be done safely.
   d) Contact with equipment, personnel or other cars during entry or exit of the pit box is prohibited. Cars
      entering/exiting must do so without unnecessarily travelling through the pit box of adjacent teams.
   e) All cars leaving their pit box must be released by a member of the team who must ensure that there is a 'safe
      release' without hindrance or blockage to other cars traveling in the hot lane.
   f) Permission from Race Control is required for any car(s) to return to the paddock during official sessions.
   g) Cars returning from the paddock must first stop in their pit box for permission to re-enter the track.
   h) Only the driver may repair the car once the car has left the Pit Lane and entered the track.

1.8.7 Hazardous Cars
   Race Control may order any car to be removed from the course to pit lane for:
   a) Insufficient speed or lap times outside of the 107%
   b) Mechanical issues, fluid spillages, bodywork damage, loss of bodywork etc.
   c) Other reasons specified from Race Control.
   d) Drivers of stopped cars may be instructed by race control to leave their car to a "safe" location.

1.8.8 Maximum Number of Crew Permitted to Work on a Car
   NOTE: Any team members standing in the working area will count as crew working on the car, as will a driver if he
   performs any work on the car. The maximum number of people allowed 'over the wall' is:
   a) Prior to car stopping, starting: 1 (Crew Chief identified by an armband)
   b) Practice, Qualifying: 5 (4 Crew members + crew chief who may only VISUALLY inspect the car).
   c) RACE Single Driver: 4 (3 Crew members + crew chief who may only VISUALLY inspect the car).
   d) RACE SprintX: 4 (3 Crew members + crew chief who may only VISUALLY inspect the car).

1.8.9 Pit Equipment
   a) Must be clearly identified with Series and car number decals. (Applies to pit carts, tuggers, etc.).
   b) Must not display conflicting tire or series decals.
   c) Must be secured safely during a session so they cannot roll or blow away (EZI-ups, pit carts etc.).
   d) Must be placed in a manner not to cause a fire obstruction or safety hazard.
   e) Battery Powered impact drivers and tools are permitted.
   f) Must not be moved over the wall into the 'working lane' until a car is stationary in the pit box.

1.8.10 Safety Jack Stands
   a) Not required when ONLY the tires/wheels are changed.
   b) Required when a car is raised and any part of anyone’s body is under any part of the car.
   c) Must be capable of supporting car in case of a failure of a manual jack or air-jack.

1.8.11 Fire Extinguishers
   The extinguisher requirement per car has been increased from 10lbs to 20lbs.
   Teams may meet the 20lb requirement using a minimum of (2) separate 10lb ABC-type extinguishers. A single 20lb
   extinguisher is preferred. They must be available and working at all times.
   a) Each competing Car - Minimum of two (2) working 10lbs or single 20lbs ABC-type extinguisher. It must
      available at all times.
1.8.12 Pit Lane Fuel / Fueling
   a) Use and storage is Prohibited at all times. Refer also to SR Article 1.7.3
   b) Additional regulations regarding refueling for 2018 and endurance events to be added by July 31st 2017

1.8.13 Gas Cylinders
   a) Must be protected with protective regulator cages when in use at any time and not left with the valve exposed. (All series bottles are shipped with a metal screw on cover)
   b) Home-built manifolds are prohibited.
   c) Strongly recommended all high-pressure connections use the “parker” style safety lock fittings

1.8.14 Lubricants / Fluids / Spillages
   a) Addition of fluids in pit lane without prior permission of a PWC Official is prohibited.
   b) No fluid leaks can occur when the car re-enters the track.
   c) Teams are responsible for handling and cleaning all spillages in their pit.
   d) Teams must have “oil dry” or similar product and broom for any cleanup
   e) Tracks reserve the right to personally charge teams for cleanup

1.9 Reserved for future use
### 1.10 Flags & Flagging

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

<table>
<thead>
<tr>
<th>FLAG</th>
<th>Note: Any flag signal may be accompanied by additional messages from Race Control</th>
</tr>
</thead>
</table>
| ![Green Flag](image) | **GREEN**  
When displayed by the starter, signals the beginning or resumption of a session. Also shown (waved) on track following a yellow caution area to indicate passing may resume when beyond the green flag |
| ![Black/White Diagonal Flag](image) | **BLACK/WHITE DIAGONAL (Shown with Number Board)**  
Competitor warning and is used for improper driving or unsportsmanlike driving conduct. |
| ![Black Flag](image) | **BLACK (Shown with Number Board)**  
Once displayed, the competitor must stop at his Pit box within two (2) laps of being shown. On the third lap competitor will cease to be scored and further penalties may apply. |
| ![Black with Orange Circle Flag](image) | **BLACK with ORANGE CIRCLE (Shown with Number Board)**  
Mechanical problem that may endanger driver or other competitors. Competitor must report to pit lane immediately –failure to follow this instruction will result in a Black Flag shown to the competitor. |
| ![Single Yellow Flag](image) | **SINGLE YELLOW**  
Caution: Reduce Speed. Incident in area which could be covering some of the track overtaking prohibited until passing a green flag covered by flag. If waved increased caution – be prepared to stop. |
| ![Double Yellow Flag](image) | **DOUBLE YELLOW (Full Course Yellow – FCY)**  
Caution: Reduce Speed, overtaking prohibited throughout circuit. Flags displayed at all stations along with activated Yellow light system (SR 1.10.1). **FCY** may be used with or without a Safety Car. All Drivers gather in single file behind the leader or Safety Car. **FCY** shall remain until the green flag. |
| ![Red Flag](image) | **RED**  
Session Halted. Use caution and proceed immediately to pit lane or as directed by race control. Overtaking is prohibited. Car is considered under "Parc Fermé" conditions unless otherwise stated |
| ![Solid Blue or Blue with Yellow Diagonal Flag](image) | **SOLID BLUE OR BLUE WITH YELLOW DIAGONAL**  
Warning: faster/lapping cars are approaching. Use Caution. Exercise sportsmanship & allow racing room. |
| ![Yellow with Red Stripes Flag](image) | **YELLOW WITH RED STRIPES**  
Caution, the racing surface may be affected by fluids or debris and may be slippery. |
| ![White Waved at Start/Finish Flag](image) | **WHITE WAVED AT START/FINISH**  
Indicates the last lap of a competition (this flag is only advisory). If **STATIONARY** use Caution, approaching slow moving vehicle. May be replaced with a ‘LAST LAP’ board. |
| ![White with Red Diagonal at Start/Finish Flag](image) | **WHITE WITH RED DIAGONAL AT START/FINISH**  
Emergency vehicles are on course. |
| ![Black & White Checkered Flag](image) | **BLACK & WHITE CHECKERED**  
Indicates completion of a session or race. All cars shall exit the course once they have passed start/finish and received the checkered flag. |

#### 1.10.1 Onboard Yellow Light

- a) On-board confirmation that a Full Course Yellow caution exists around the circuit.
- b) System may be activated by Race Control during pace/out lap(s) for competitors’ information.
- c) Teams are responsible for the working operation of their system.
- d) The green flag takes precedence, if the on-board light does not go out immediately after a restart.
- e) Incomplete overtaking maneuvers when light comes on, requires the overtaking car to relinquish the pass.
- f) Any Pass inadvertently completed may be immediately reversed by the driver without penalty.
- g) Race control may activate the lights for a stalled car on the grid in addition to waiving yellow flags along pit wall. The lights will be turned off if the grid clears without incident. Lights will remain ON if incident remains, and “Full Course Caution” announced by race control.
1.11 Driving Conduct

1.11.1 Counter Race Direction
Any attempt to drive or tow a car at any time in a counter race direction without the specific approval of Race Control will lead to serious penalties up to immediate disqualification.

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

a) The white lines defining the edge of the track are considered to be part of the track.
b) A driver will be judged to have left the track if all four wheels of the car go beyond the white line.
c) Any kerbs installed beyond the white lines are not considered to be part of the track.
d) Any permissive use of any permanently installed curbs will be defined/explained in the Supplementary Regulations or the Driver Briefings by the Chief Steward / Race Director.
e) Pit lanes, their entries and exits, runoffs, additional paving, grass verges, etc. are expressly excluded from the racing surface.
f) Any competitor identified as having left the track (unless for reasons beyond his control) may receive a penalty from the Race Stewards which can include (but not be limited to) loss of Fastest Lap times in Practice and Qualifying, Race Time Penalty or a Drive Through Penalty.

1.11.3 Racing Room
a) It is the responsibility of all competitors to avoid physical contact, drive in a manner compatible with general safety and at a minimum, to the standard of a reasonably competent driver. Competitors must allow other competitors the right to “racing room” on the marked racing surface. “Racing room” is defined as sufficient space to allow a competitor to maintain control of his car in close quarters under racing conditions within the track limits. This distance is defined as “at least one car width”.
b) The responsibility for the decision to pass another car rests with the overtaking driver. All drivers whether overtaking or being overtaken MUST be aware of other competitors’ positions at all times. Drivers must make effective use of their rear view mirrors.
c) Any move by a driver that is reactive to a following car or cars attempting to pass, will be deemed as blocking. A warning may be given by the Stewards dependent upon the nature, repetition and severity of the blocking. If a warning is given, then any subsequent blocking moves may be penalized by the Stewards. If a driver takes a non-conventional line either along a straight or through a corner, then that driver cannot move back to the conventional or preferred line if it is to block a following car.

1.11.4 Obstructive Maneuvers
Any maneuvers liable to hinder other drivers are not permitted and may be penalized. Examples include:
- "Blocking" - A reactive move in response to a following car’s movement attempting to pass
- "Dive Bomb" - Late inside move to force a position change by contact or causing the overtaken car to leave the circuit.
- "Squeezing" - Lateral Movement to remove competitor(s) racing room on racing surface.
- "Brake check" - Deliberate deceleration outside of typical brake zone to destabilize a competitor’s cars behind.

1.11.5 Use of Lights
a) Drivers may flash headlights when preparing to pass a slower car. Automated flasher circuits are prohibited
b) During low visibility (e.g. sunset, rain) headlights and tail/rain lights must be turned on
c) Cars must have at least one working headlight and one working tail light to remain on track

1.11.6 Track Stoppages
Penalties may be levied against cars deliberately causing track stoppages
1.12 Scales, Timing & Meetings
1.12.1 Scales
a) Only measurements using the sanctioned scales will be accepted for conformity.
b) Times that scales are available for use by teams will be listed in the Supplementary Regulations.
c) Official measurement surface for car dimensions will be the flat horizontal surface of the scales pad.

1.12.2 Timing Beacons
a) Official Lap Timing will be measured from ground loops at the start finish line using “MyLaps” transponders.
b) Manual backup timing measures the 1st intersection of the vertical plane of a car at the control line
  c) Transponders not working will incur a loss of lap times and can incur further penalties.
d) Series may specify the type or model No. of a transponder if required for a particular class.

1.12.3 Mandatory Attendance Meetings
The following meetings are considered mandatory and must be attended by the staff listed below.
a) Crew Chief Meeting attended by: Crew Chief or Team Manager
b) Drivers’ Briefing attended by: Drivers (only)
c) Autograph Session attended by: Drivers
d) Anyone unable to attend must obtain prior permission from the Competition Director or the Chief Steward.
   Financial Penalties will be given using SR Article 1.31.7. A Fine of 500$ will be given for lateness or failing to
   attend the designated meeting. Repeat offences may lead to loss of track time and/or increased fines.

1.13 Driver and Car Entries
a) Only the registered car entries with their corresponding driver(s) shall be allowed on course and timed.
b) Coaching or additional drivers must be registered to the correct corresponding car.
c) Change(s) to any driver must be in writing and approved one hour before the official session.
d) Drivers may only drive a car that is permitted in one of the defined PWC classes listed below.
e) Platinum drivers refer to Article 1.5.3/d for eligibility

| FIA GT3 Homologated sports cars (GT Class) |
| RACB G3 homologated cars (GT Class)        |
| Porsche 991 GT Cup, Ferrari 458 Challenge, Lamborghini Super Trofeo (GT Cup) |
| GTS and GT4 cars balanced to PWC GTS class  |
| TC, TCA, with approved WC Homologation (TC, TCA Class) |
| TC B-spec (TCB Class)                      |

1.13.1 Multiple Drivers SprintX
a) Two (2) separate drivers with a race length of 60 minutes and a mandatory pit stop.
b) Open to GT3, GT Cup and GTS/GT4 where permitted.
c) Car should be ballasted based on the average weight of the two drivers to Appendix A.
d) Drivers must hold a FIA Grade C, unless approved by the series on a case by case basis SR Article 1.5.3.
e) FIA license holders must also hold a FIA Driver rating. Bronze, Silver, Gold or Platinum.
f) Non-FIA drivers will be given a PWC rating indicated by an asterisk next to the rating.
g) Driver pairings will determine which of the three classes they are entered in SR Article 1.13.2.
h) Additional rules apply to qualifying and race SR Article 1.16.2.

1.13.2 SprintX Drivers Eligibility

<table>
<thead>
<tr>
<th>Class</th>
<th>GT3 / GT Cup Driver pairing</th>
<th>GTS / GT4 Driver pairing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Am–Am</td>
<td>Bronze / Bronze</td>
<td>Bronze / Bronze</td>
</tr>
<tr>
<td>Pro–Am</td>
<td>Bronze + Silver, Gold, Platinum</td>
<td>Bronze + silver, gold</td>
</tr>
<tr>
<td>Pro–Pro</td>
<td>Does not contain a Bronze</td>
<td>Silver/Gold or Gold/Gold</td>
</tr>
</tbody>
</table>
1.13.3 Multiple Drivers in single driver races GTS, TC ONLY
   a) If permitted in Supplementary Regulations, each car at an event may be driven by TWO separate drivers.
   b) Qualifying requires that the two separate drivers both to qualify. Refer to SR Article 1.16.

1.13.4 Multiple Drivers Non-Compliant
   Non-compliant cars qualifying with multiple drivers will have BOTH times disallowed. The car will be positioned for both races at the back of their class.

1.13.5 Backup Entries
   a) If permitted the second car must run under separate numbers and transponders in the practice sessions.
   b) The car chosen to qualify must start the race. Refer to SR Articles 1.16 and 1.17 for starting position.

1.14 Pre-Race Testing
   a) Neither USAC and/or WCV are responsible for any accident, or injury, occurring during unsanctioned testing.
   b) Entrants/cars are prohibited from testing (7) calendar days prior at the same “racetrack” as the next PWC event, unless they officially entered an official-sanctioned event at that location with a recognized sanctioning body or a PWC series promoter test day.
   c) Teams entering an official sanctioned event (SR 1.14.b) must inform WCV in writing prior to entering.
   d) Prohibited testing incurs a minimum fine of $5000.00 and may lead to penalties up to exclusion from the event.

1.15 Official Practice
   a) During official sessions cars in all classes must be compliant with the technical regulations.
   b) Lap times will be recorded and grids can be formed if qualifying sessions are cancelled (SR 1.17.2).
   c) Mandatory data and cameras must be collecting/recording data and submitted post session as per TR Articles 10.3 and 10.4.

1.16 Qualifying
1.16.1 Single Driver Races
   a) A driver will qualify for a starting position for the first race during the timed qualifying session(s).
   b) A driver must have at least one official lap time from official practice to be able to qualify.
   c) Qualifying for the second or third race of an event will be from the fastest lap in the previous race.
   d) Pit exit will remain open from the start of the session until 1 minute before the end of the session.
   e) Cars exiting their pit box at the start of qualifying must respect SR Article 1.8.6.
   f) Drivers must qualify within 107% of the average of the top three qualifying times for their class.
   g) Drivers not within 107% must request in writing the permission to race.
   h) All requests will be reviewed and approved / denied by the Chief Steward and/or Competition Director.
   i) Qualifying sessions may be split into smaller groups or by class, or split directly in half or reduced in time.
   j) The changes will be defined in the Supplementary Regulations, or a bulletin from the Chief Steward.
   k) Note: 2017 onwards there will no longer be a Pre-Qualify grid, cars will assemble in pre-grid as they arrive.
1.16.2 Multiple Drivers, single driver races GTS, TC ONLY
   a) Follows qualifying rules per SR Article 1.16 with the following exceptions:
   b) Both drivers must qualify during the qualifying session.
   c) If the qualifying session is split into groups, the Chief Steward may place a driver in each group.
   d) The slower of the two drivers will qualify for the FIRST race.
   e) The second driver will have a separate set of marked tires which they start the second race with.
   f) The order of who starts race 1 or race 2 may not be changed during or after qualifying.
   g) Driver must complete a timed lap during qualifying unless session is RED flagged.
   h) Only the tire and driver change will be permitted, any other work is prohibited.
   i) The car base weight will be adjusted to the AVERAGE of the two drivers.
   j) The starting positions for the first and second race will be as follows.
   k) Race 1 - the qualifying position of the driver designated to start race 1.
   l) Race 2 - the qualifying position of the driver designated for race 2, minus one place.
   m) This procedure allows drivers who compete in race 1, to maintain their position earned from fastest lap.
   n) The graphic below shows examples of start position for a driver who qualifies for race 2 in either 9th or 10th place.
      In the left example is where pole is on the left show 9* is technically 10th place.
      In the right example the driver that qualified 10th for race 2 will be placed one row behind.

1.16.3 SprintX
   a) Follows qualifying rules per SR Article 1.16 with the following exceptions listed below:
   b) A Pro / Am driver pairing must qualify the “Amateur”, Sportsman driver.
   c) A Pro / Pro and Am /Am driver pairing may choose/specify the driver to qualify.
   d) The Qualifying driver must start Race 1.
   e) Qualifying for race 2 will be set by the fastest lap time achieved in race 1. The finisher of Race 1 starts race 2.
   f) A Driver Declaration form must be submitted for each car to PWC by 4pm EST Wednesday (week of event). Failure to submit the form may result in a penalty or fine up to $1000.

1.16.4 Weather Cancelled Qualifying
   a) If cancelled (not postponed) due to weather or track stoppage, no qualifying points will be awarded.
   b) The grid will then be set using Driver Points in this year’s championship. For the first event of the year, for each class, the times from the practice session will be used.

1.16.5 Tires
   a) Only official sanctioned tires in accordance with the car’s technical specification are permitted.
   b) Cars must start qualifying using their officially marked set of tires for the series.
   c) For a different driver for each race (SR 1.16.2) there will be a marked set for each driver (2 sets).
   d) **NOTE:** Starting 2017 all official tire marking will be handled by Pirelli at the Pirelli trailer.
   e) Teams failing to have tires marked will not be permitted to commence the qualifying session.
   f) It is the responsibility of the teams to ensure they have the required tires marked before qualifying.
   g) Wet / Rain Tires. The use of rain tires is the decision of the crew chief of each team. Rain tires will not be marked.
   h) If "rain" tires are used in qualifying, and the crew chief chooses to start the car in the race on "dry" tires the marked qualifying set of slick tires must be fitted.
   i) Starting January 1st 2017 the rule of being able to replace “one” (1) tire after qualifying without a penalty has been revised to the use of Joker tires. Refer to SR Article 1.16.5.1.
1.16.5.1 Joker Tires

After Qualifying it is permitted to change a tire or tires with a “Joker” Tire(s) with the following conditions:

a) Each car entered in a Series (Sprint or SprintX ) on a full season basis has an allocation of four joker tires per season for that championship. These can be used singularly or together to replace any tires which have been damaged or are otherwise unusable.

b) Race-by-race entrants will be allocated one joker tire per event entered, in that championship up to a maximum of four joker tires per season.

c) The use of a joker tire or tires will only be authorized after consultation with the Competition Director. A request must be made in writing, and must include the Class and entry No. of the car. It must also reference which damaged tire(s) wish to be replaced. Once approval is given a form will be given to the team to take to Pirelli. Pirelli will allocate a marked tire and sign the form. This signed form must then be returned to the competition office. Unsigned or unreturned forms will be treated as a changing.

d) SprintX entries are assigned to the car regardless of the driver which requests it

1.16.6 Mandatory Seals

a) All mandatory seals, engine, and restrictor(s) shall be intact prior to the start of qualifying or race sessions. (also see TR 2.3).

b) It is the teams’ responsibility to ensure that all official seals are in place, intact and recorded prior to qualifying. Any broken or incorrect seals to those recorded by officials will result in penalties.

1.16.7 Work Permitted During Qualifying

Once a car has left the pit box to begin qualifying, the following conditions apply:

a) The adjustment of tire pressures is permitted.

b) The cleaning of windshields, mirrors, light lenses and door numbers is permitted.

c) The changing of the marked set of tires to the 2nd marked set of tires in a multi driver sprint entry is permitted.

d) Removal or addition of any parts or liquids is prohibited.

e) Downloading of data, cameras or a physical connection to electronic devices is prohibited.

f) Officials may allow a car to be raised for inspection following reports of leaking fluids or loose bodywork.

g) Anything not listed above is prohibited.

1.16.8 Removing Cars During Qualifying

a) Cars suffering major mechanical issues (e.g. blown engine) may request permission to return to paddock.

b) Permission must first be given to the team from race control prior to the team and car leaving pit lane.

c) The car must then go directly to the PWC Technical Area where it will be checked prior to release.

1.16.9 Additional Penalties in Qualifying

<table>
<thead>
<tr>
<th>Description</th>
<th>Minimum Penalty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exceeding track limits</td>
<td>1) Warning 2) Loss of current lap time</td>
</tr>
<tr>
<td>Blocking</td>
<td>Loss of fastest lap time</td>
</tr>
<tr>
<td>Causing a Red Flag</td>
<td>Loss of fastest lap time or greater penalty</td>
</tr>
<tr>
<td>Change &gt;1 qualifying Tire</td>
<td>Loss of all Qualify times* (*Exception Jokers SR 1.16.5.1)</td>
</tr>
<tr>
<td>Broken Engine Seal</td>
<td>Loss of all Qualify times</td>
</tr>
</tbody>
</table>
1.17 Starting Position

a) Car/driver combinations will be positioned in the order of their fastest qualifying time.
b) Ties in qualifying times shall be resolved as follows:
   The second-fastest lap of each of the cars involved shall break the tie, then the third the fourth etc.
   In the event of a tie in all laps the decision is on who set the fastest lap first in the session.
c) Unless specified in a bulletin the places and/or positions of any non-starters will be left EMPTY.
d) Cars placed at the rear of the grid for changes or penalties will be applied in the following order below:
e) 1st The voluntarily change of an engine or tire(s) that are not “Jokers”, gridded by their fastest qualifying lap.
f) 2nd Cars without a qualifying time due to non-technical infractions, gridded by fastest official practice time.
g) 3rd Cars penalized due to technical infractions, gridded by their fastest qualifying lap.

1.17.1 Pole Position

Unless specified in a bulletin “Pole” will ALWAYS be on the same side as the inside of the first turn e.g. if the first turn is to the left then pole will be on the left.

1.17.2 Race Maximum Time

a) Race length shall be scheduled by times below, or in accordance with the Supplementary Regulations.
b) Official timing for rolling starts will commence at the end of the Formation Lap(s) irrespective of the flag.
c) If a start is waved off or becomes a full course yellow the official timing will still commence and continue.
d) If the conclusion of a timed competition falls too close to reasonably call the chief steward may request the field completes an additional lap. A radio message will be given to all teams.
e) Under exceptional circumstances, the Chief Steward may stop timing to resolve competition issues.

<table>
<thead>
<tr>
<th>Race Type</th>
<th>Race Length</th>
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<tbody>
<tr>
<td>GT, GTA, GT-Cup, GTS</td>
<td>50 Minutes</td>
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<tr>
<td>TC, TCA, TCB</td>
<td>40 Minutes</td>
</tr>
<tr>
<td>SprintX</td>
<td>60 Minutes</td>
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</tbody>
</table>

1.18 Race Pre-Grid

a) Pre-Grid opens approximately 60 minutes and closes 30 minutes before the scheduled race start.
b) Cars will be arranged in accordance with the grid for the race. Cars must not arrive before the announced opening time.
c) Late cars that arrive after pre-grid closure and before cars transit to the grid will start from the back of their respective class.
d) Cars arriving after pit lane opens must start the race from pit lane at the pit out time loop. They may not start until after the “last starting car” has passed pit lane exit when the race commences. At some circuits, access restrictions may dictate that cars failing to leave pre-grid by a certain time may not be permitted to race.
e) The Chief Steward or Competition Director may permit lateness if a car was held by a technical official.
f) The Chief Steward or Competition Director may permit lateness if a weather change is likely to affect tire choice during pre-grid or formation laps. If this occurs the starting procedure may be changed to a single file rolling start.
g) Whenever possible a Steward’s bulletin outlining the specific procedure for an event will be issued.

1.19 Presentation Lap

a) Used where access from the Pre-Grid area to the Pit Lane involves entering the race track (e.g. Sonoma).
b) Cars will follow the pace car or drive at less than 45 mph. NO passengers, tire warming, or overtaking are permitted.
c) Cars may be directed to pit lane or the “Front Straight”.
d) On arrival to the front straight drivers must SLOW to walking pace as they proceed to their start position.
1.20 Formation Lap

a) The Supplementary Regulations or Stewards’ Bulletin will define if there are ONE or TWO formation laps.

b) All races will have a countdown from 5 minutes, with boards being displayed at 5, 3 and 1 minute.

c) The series announcer, or other VIP, will command drivers to “**start your engines**”.

d) When PWC officials verify all engines are started, they will signal drivers to begin the Formation Lap.

e) Cars must pull away below the pit speed limit (No Burn Outs) respectful of the number of staff present.

f) Tire warm up is permitted on the Formation Lap after turn 1.

g) Cars unable to commence the Formation Lap in their correct position will start the race from the Pit Lane. They may not start until after the “last starting car” has passed pit lane exit when the race commences.

h) Cars falling behind but continuing during the Formation Lap must drop back to the rear of the class. Failure to forfeit to the rear of the class will involve a penalty directly after the start.

1.21 Starting Procedure

1.21.1 Start Method PWC Races

a) The start methods for the classes will be as the table shown below (unless amended by a Stewards’ Bulletin)

b) To be considered a “starting car”, a car must have received the start lights or a green flag or have joined the race from the pit lane before the race is 50% complete. The final decision on whether a car is considered to be a starter shall be made by the Chief Steward.

<table>
<thead>
<tr>
<th>CLASS</th>
<th>Race 1</th>
<th>Race 2</th>
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</thead>
<tbody>
<tr>
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<td>Rolling</td>
</tr>
<tr>
<td>SprintX</td>
<td>Rolling</td>
<td>Rolling</td>
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<tr>
<td>GTS</td>
<td>Rolling</td>
<td>Standing</td>
</tr>
<tr>
<td>TC, TCA, TCB</td>
<td>Rolling</td>
<td>Standing</td>
</tr>
</tbody>
</table>

1.21.2 Standing Start

a) As the cars finish the Formation Lap they must slow down and stop in their assigned starting positions.

b) Once stopped in their grid positions, cars must not move until the race start signal is given.

c) A false start occurs when a driver under Starter’s orders gains an unfair advantage.

d) An advantage is defined by being in an incorrect position on the grid, or moving forward from his prescribed position before the race start signal (Red lights out).

1.21.3 Standing Start Procedure

a) Starts will be signaled using a series of panels of RED and YELLOW lights along the side of the grid.

b) YELLOW lights illuminate on the light boards along the starting grid as the cars stop in their grid position.

c) When the grid is set the 5 second board will be displayed. After 5 seconds the yellow lights will be switched off and the RED lights will be switched on.

d) Between 2-4 seconds later the RED lights will be switched off which is the signal for the race start.

e) In the event of a power failure or malfunction of the lights, the race will be started by the waving of the green flag.

1.21.4 Standing Start Time

Timing and Scoring shall commence as the race start signal is given.
1.21.5 Rolling Start Procedure
   a) Competitors shall commence the Formation Lap in the same procedure as for a standing start race.
   b) The field will be in double file order unless instructed by Race Control to be a single file line up.
   c) The pace car will set the speed until it enters the pit lane.
   d) Cars must enter the main straight in formation at a constant speed of **50mph-55mph**.
   e) The start of the race will be signaled by either the waving of a Green Flag or the extinguishing of a panel of red lights. The method of signaling will be specified in the Drivers’ Briefing.
   f) The front row may be briefed by the Race Director or a designated series official prior to the start.
   g) Moving out of line, passing, brake checking or other manipulating of the field prior to the Green is prohibited.
   h) A penalty will be issued from Race Control for manipulation or movement at the start.
   i) Any changes to the start procedure will be defined in a bulletin from the Chief Steward.

1.21.6 Rolling Start Time
   The timing and scoring shall commence when the leading car crosses the starting line.

1.22 Aborted/Delayed Starts

1.22.1 Aborted Standing Starts
   a) May be aborted/delayed for incidents on the Formation Lap or cars with problems when in their grid position.
   b) Drivers should indicate a problem with their car by flashing headlights and waving their arm.
   c) Cars causing the delay must start from pit lane if able to do so.
   d) Issues during start light sequence will cause the start to be under local yellow for the front straight.
   e) The Chief Steward may choose to restart the standing start race at the next lap or commence a restart in single file as per SR 1.24.2.
   f) For aborted/delayed starts, the race clock will still be started by Timing & Scoring at the appointed time.
   g) For longer delays, an ENGINES OFF board will be displayed. Drivers will remain in their cars.
   h) For longer delays the same regulations as a red flag as per SR 1.25 apply.
   i) After the delay is resolved, a ONE-MINUTE board will be shown. Drivers must then start their engines and the field will then be dispatched in grid order. The standing starts will then follow the same rules as SR 1.21.2.

1.22.2 Aborted Rolling Starts
   a) Can be aborted due to an incident(s) during the Formation Lap or if cars fail to adopt the correct start formation; also if the Stewards consider that there has been manipulation of the start procedure.
   b) If the Start is aborted, the Green Flag will not be waved, or the red lights will not extinguished. Cars will undertake a further Formation Lap for a double file start.
   c) The race clock will still be started by Timing & Scoring.
   d) A Safety Car may be deployed indicating an immediate conversion to Full Course Yellow.
1.23 SprintX Pit Stop – Revised April 8th 2017

1.23.1 SprintX Mandatory Pit stop.
   a) All applicable Pit Lane regulations apply. See SR Article 1.8.
   b) Cars must have their engines switched off whilst stationary during a pit stop.
   c) Booms or overhead devices that aid the airline to the far side of the car are prohibited.
   d) If repair work is required, crew members up to the maximum in SR article 1.8.8 are permitted. Teams changing more than one tire can effect their start position in the following race (SR 1.17/e)
   e) Only the exiting driver may assist the entering driver. Drivers cannot work on the car.
   f) Drivers cannot carry or hold any object for one of the crew members in the working area.
   g) Data must not be downloaded during the driver change.

1.23.2 SprintX Pit Window
   a) At the lap preceding the 25 minutes race time, an advisory ‘Pit Window Open’ board will be displayed at the Start Finish line.
   b) The Pit Window duration for driver changes will be 10 minutes.
   c) Race control will confirm ‘Pit Window Open’ and its duration on the radio.
   d) After the 10-minute Pit Window, a ‘Pit Window Closed’ board will be displayed.
   e) Drivers must have passed through the Pit Entry timing loop before the ‘Pit Window Closed’ board is displayed.
   f) Minimum penalty for exceeding the Pit Window will be a Drive Through Penalty.

1.23.3 Full Course Yellow (FCY) During Pit Window
   a) If a FCY occurs immediately before the Pit Window, Race Control may elect to delay the Pit Window; if so then a new Pit Window will be communicated together with its duration.
   b) Should a FCY occur during a Pit Window then the Full Course Yellow will be continued until all cars have completed their compulsory pit stops.

1.23.4 Red Flag During Pit Window
   a) For a stopped race, positions including the fastest lap times will be declared from the last completed lap of the race before the red flag.
   b) The series will try wherever possible to not call conclusion to the race at that time.

1.23.5 SprintX Minimum Driver Change Time
   a) The minimum time from the Pit In to Pit Out timing loops will be known as the “Driver Change Time”.
   b) The minimum Driver Change Time for the Pro/Pro class will be 60 seconds
   b) The minimum Drive Change Time for Pro/Am and Am/Am classes will be 90 seconds.
   c) Any car noted by Timing and Scoring to have recorded a Driver Change Time below its required minimum Driver Change Time may be penalized. The decision of the Chief Timekeeper, as a Judge of Fact, will be final.
   d) A car may only leave its working area when it is ready to re-join the track and when safely released by a crew member. The car must proceed down the pit lane respecting the pit lane speed limit and without impeding any other competing cars (except under force majeure).

1.23.6 Pit Stop Gantry Camera
   a) A camera may be mandated in the Supplementary Regulations to monitor pit stops from overhead.
   b) If a camera is specified, all media rights in SR Article 1.2 apply. The team has responsibility to ensure the camera is recording during qualifying/race sessions.
1.24 Safety Car

a) Race Control will inform all competitors via radio if the safety car is to be deployed.

b) The Safety Car will be dispatched under Full Course Yellow.

c) Any cars between the Safety Car and the overall leader may be repositioned during a wave by. See SR Article 1.24.1.

d) Passing of the Safety Car is prohibited unless signaled by the Safety Car driver or Race Control.

e) The Safety Car may lead cars through the pit lane if the track on the front straight is blocked.

f) The command “ONE TO GO” or “SAFETY CAR IN THIS LAP” will inform competitors of the pending restart.

g) The Safety Car Lights and onboard yellow lights will be turned OFF at approximately 75% of this lap.

h) Overtaking is prohibited during this lap even when the Safety Car exits the course to pit lane.

i) Competitors will proceed with a single file restart. Racing will resume as per SR Article 1.24.2 below.

j) Each lap completed once the safety car is deployed will count as one race lap.

1.24.1 Wave By

a) A wave by may be organized only if deemed appropriate by the Chief Steward. This can occur if the Safety Car picks up the “overall” leader, which causes a split of a slower class or classes from their leader(s).

b) The slower class or classes may be directed by Race Control to move out of line to either the left or right.

c) The faster class will drive through and assemble in line in order behind the last car in the faster class.

d) Prior to the restarts the leader of the slower class must keep a 50-yard gap to the next class.

1.24.2 Race Restart

A race restart will follow the same procedure as a rolling start with the following amendments:

a) Cars will be in single (not double) file configuration.

b) Race Control will give the command instruction to the Safety Car as per SR Article 1.24.f.

c) Once the Safety lights go out the responsibility for the pace of (50 –55mph) lies with the front row.

d) Racing can only commence after the GREEN flag is waved. See flags SR Article 1.10.

e) When the green flag is waved, racing resumes throughout the field.

1.25 Red Flag

1.25.1 DRY Conditions

a) Wherever possible the Safety Car will be deployed to lead the cars in race order into the ‘hot’ side of the pit lane where they will stop. If the Safety Car is not deployed then drivers must immediately proceed to the pit lane themselves. The race time clock will be stopped at the time that the red flag is displayed.

b) Drivers may open a door but not leave the car unless given permission by Race Control. Contact by any team member with the cars is prohibited (any contact will invoke a Drive Thru Penalty as a minimum).

c) Damaged cars that are brought to pit lane may be worked on but may only rejoin the restarted race from the pit lane and after the cars on track have passed the pit exit.

d) The race will be deemed ‘suspended’ whilst the Competition Director and the Chief Steward consider whether the race can be resumed and for what length of time.

e) If the race can be resumed the Chief Steward will announce the method of the restart, the time of the restart and the remaining race duration. The cars will be lined up in the pit lane in the order that they crossed the main timing line at the end of the lap before the Red Flag was shown.

f) If a race is stopped at any time before the full duration has been achieved and the race is not restarted then the race result will be declared based upon the penultimate passing of the Finish Line by the leader and all following cars.
1.25.2 WET Conditions  

a) If the weather conditions are severe, Race Control will deploy the Safety Car and then bring all cars into the pits. Cars will stop in their pit boxes. The race will be deemed ‘suspended’.

b) If 49% or less of the race is completed a 5-minute period will be given where teams may change to Wet tires.

c) After the “5-minute” period, cars will be called to “pit out” one by one by PWC Officials. Any car not ready to take up its position will forfeit that position and start at the back.

d) The order will be from positions at the Start/Finish line on the lap preceding the Red Flag.

e) If 50% or more of the race is completed the race will be declared complete and not restarted.

f) If a race is stopped at any time before the full duration has been achieved and the race is not restarted then the race result will be declared based upon the penultimate passing of the Finish Line by the leader and all following cars.

g) The Stewards will NOT designate any session, including the race, as a “rain session” or “wet session”.

1.26 Final Lap  

One lap before the expiration of the time specified for the competition at the leader’s pace, a White Flag and/or a ‘LAST LAP’ board will be shown to the leader and following competitors indicating the final lap. Both signals are advisory.

1.27 Checkered Flag  

The checkered flag will be shown to the overall leader of the race indicating the winner and end of the race. Once past the checkered flag cars stop racing and there shall be no post-race contact. Should the white flag not be shown or shown incorrectly, the checkered flag will still be shown at the designated time.

Finishing positions will be determined according to the number of laps completed regardless of whether a car is running at the finish. Cars completing the same number of laps will be ranked according to the time taken to complete those laps. A competitor must complete 50% of the leader’s laps in his class to be considered a finisher of the race. In the case of an odd number of lead laps, lead laps-1 will be used for the 50%. In the case of even number of lead laps, pit-in or finish line crossing will be used for the 50%. Should the Checkered Flag be shown later than the designated time, the results of the race will still be calculated at the designated time.

1.27.1 Dead Heat  

A dead heat will occur if two cars achieve identical times with less than 1/1000th of a second difference. In a dead heat situation, competitors concerned shall share the prizes allotted to the tied position, and the following positions, so that the number of tied cars is equal to the number of prize positions shared.

1.27.2 Parc Fermé  

Following the race, all requested cars must go directly from the race track to the secured Parc Fermé area. There will be no admittance to Parc Fermé by any team personnel unless specifically requested by a PWC official. Cars are deemed to be under Parc Fermé conditions from the moment they take the checkered flag.
1.28 Post-Race Ceremonies

1.28.1 Podium Clothing

1.28.2 Trophies

1.28.3 Prize Money
1.29 Points Drivers and Manufacturers

PWC shall award Driver and Manufacturer points, based on the finishing position for drivers and their respective manufacturers. A driver must be classified as a starter and complete more than 50% of the leader’s laps in their class to score Championship points (per SR 1.27). Invitational cars in any class will not score points.

1.29.1 Driver Championship Points

Points for non SprintX races will be awarded for each race. They are based on the final OFFICIAL results. Any reduction in points from penalties will be listed applied or listed separately. The points breakdown is shown below.

SprintX race points will be applied equally to both drivers of the car based on its final OFFICIAL finish position by class and driver categorization. Teams may change the driver pairing within their class in the SprintX championship but each driver(s) changing classes (for example a pro driver in Pro/Pro moves to Pro/am will be considered as a NEW entry for the class they moved to. This is to prevent drivers moving classes and partnering with another driver to statistically gain an advantage.

Note: All competitors are eligible for overall points. Overall points earned by a competitor are not subject to any driver sub classification. It will be taken from the official Race results for the top 20 positions. These points count towards the overall championship regardless of the class entered

Sprint events (GT/GTS classes): All entries will be scored combined/overall. In addition, AM entries (sub classification) will also earn points on a separate tally specific to the AM championship.

SprintX events (GT/GT cup/GTS): All entries will be scored combined/overall. In addition, PRO/AM and AM/AM entries (sub classifications) will earn points on a separate tally specific to the PRO/AM and AM/AM championship.

<table>
<thead>
<tr>
<th>Position</th>
<th>Points</th>
</tr>
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<tbody>
<tr>
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<td>25 pts</td>
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1.29.2 Points and Award classifications by class: Revised 12May17 – removed combined for GT_Cup and GTS

**GT:**

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<th>GT Overall – Combined Sprint &amp; SprintX points</th>
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**Sprint Events**

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*Am displace Pro overall

**SprintX Events**

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*Pro/Am, Am/Am displace Pro/Pro overall

**GT Cup:**

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**Sprint Events**

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*Am-Am displace Pro-Am overall

**GTS:**

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*Am displace Pro overall

**SprintX Events**

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<td>GTS Am-Am</td>
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*Am-Am displaces Pro-Am overall

**TC, TCA, TCB:**

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<th>1st</th>
<th>2nd</th>
<th>3rd</th>
</tr>
</thead>
<tbody>
<tr>
<td>TC Overall</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TCA Overall</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TCB Overall</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Points awarded overall based on final results after any penalties. Touring car classes do not require FIA driver classifications or currently compete in SprintX events.

1.29.3 Additional Points / Awards

1.29.3.1 Driver Qualify Points

a) The highest qualifier for each overall class (i.e. pole position) in Sprint events will receive an additional ONE (1) point. In a sprintX events the additional point is given equally to the driver pairing. This is to prevent uneven points in a driver pairing.

b) For Race 2 the highest qualifiers are achieved by the fastest race laps achieved in each class during RACE 1. For SprintX these points will also be applied equally to the driver pairing as defined in SR Article 1.29.3.1.
1.29.3.2 Most Improved Position
   a) Podium award (only) given for the driver who advances the most positions from their starting position.
   b) Drivers whose starting position moved through penalties, engine or tire changes, etc. are **NOT** eligible. In SprintX this applies to the car regardless of which driver caused the penalty.

1.29.4 SprintX Points Awarded
   Driver points will be awarded equally for the finish position at the completion of a race.

1.29.5 Manufacturer Championship Points
   a) Only manufacturer’s council members are eligible to earn Manufacturer Points.
   b) Manufacturer’s points are earned from DRIVERS finishing positions.
   c) Points are awarded and combined overall for both Sprint and SprintX events.
   d) Manufacturers’ points are earned by the highest placed overall finishing driver for that particular manufacturer. In a multiclass race, points are awarded for each class.
   e) ANY positional penalties or change in points from a driver for a race will be applied to the manufacturer points earned for that race.

   In the points table below if manufacturer “A” finishes 1st and 2nd then manufacturer “B” finishes 3rd. Manufacturer B will earn 7 points.

<table>
<thead>
<tr>
<th>Position</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>10 pts</td>
</tr>
<tr>
<td>2nd</td>
<td>8 pts</td>
</tr>
<tr>
<td>3rd</td>
<td>7 pts</td>
</tr>
<tr>
<td>4th</td>
<td>6 pts</td>
</tr>
<tr>
<td>5th</td>
<td>5 pts</td>
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<tr>
<td>6th</td>
<td>4 pts</td>
</tr>
<tr>
<td>7th</td>
<td>3 pts</td>
</tr>
<tr>
<td>8th</td>
<td>2 pts</td>
</tr>
<tr>
<td>9th</td>
<td>1 pts</td>
</tr>
</tbody>
</table>

1.29.6 Manufacturer Qualifying Points
   Manufacturer council members will additionally earn ONE (1) point if their make obtains the fastest official qualifying time (“POLE position”) in each class, when results are final.

1.29.7 Team Championship Points
   a) To be eligible for “Team Championship” points, the team name **must** be listed on the Entry Form. The Teams **must** also display the team association through a logo, emblem, and team name decal on the car of significant size. Any announcement during an event or in the media when referencing a “team” will only be in reference to the team listed on the entry form.
   b) The team points for each race come from the highest finishing position car registered to the team. Follows same points structure as the driver points.
   c) There will be no additional team points for POLE position.

1.29.8 Championship Points Tie
   Any Ties in the final driver, team, or manufacturer, point standings will be resolved as follows:
   a) Highest No. of first-place finishes then, if necessary, highest No. second places, and so on.
   b) PWC reserves the absolute and final authority to settle any questions, or disputes, regarding point awards.
1.30 Disciplinary Actions

1.30.1 Breach of Rules
Additional to other penalties listed within these regulations, the following actions shall be deemed a breach of regulations:
a) Violation or non-compliance of Tech Regulations, disallowing inspections, or disassembly by a PWC official.
b) Participation in any proceeding or action, detrimental to the interests of the PWC series, WCV and/or USAC.
c) Involvement in officiating whilst holding commercial interests in series or promotion of events.
d) Public criticism or use of profane language or gestures in a public environment, or through radio communications. This applies to any series officials, drivers, crew, fans sponsors etc.
e) Any form of bribery (or attempt) connected with the competition, either through offering or acceptance.
f) Unsportsmanlike conduct, reckless or dangerous driving, or violating the terms of probation or suspension.
g) Interference, obstruction or physical abuse towards any series official, participants, or attendees of event.
h) Initiation of physical abuse toward any person.

1.31 Penalties

1.31.1 Penalties
a) Can be applied to any participant, member, official, entrant or USAC staff in violation of the rules or sanctions.
b) Investigations to collect, or hear evidence for judgement of the rule(s) breached, will be by PWC Officials.
c) Penalties can be imposed by the Competition Director, Chief Steward or Race Director.

1.31.2 Car Repair Order
a) Given by the Technical Manager for minor items that are not safety critical or could aid on track perform. An example would be a “U-clamp” exhaust bracket failing ride height that needs orientating.
b) A summary of the work requiring rectification and the time line will be written in the penalty.
c) Rectifications not completed correctly or outside the timeline will be subject to more severe penalties.

1.31.3 Drive Through and Stop/Go (Timed) Penalty
a) Given by Race Control to a car to come to pit lane for a Drive Through or Stop/Go (Timed) penalty.
b) Must be served under green (Not Yellow) flag conditions and within three (3) laps of being given.
c) Penalties given under caution must be taken within 3 laps AFTER green flag racing resumes.
d) If the penalty is not served by the 3rd lap, timing will cease on the 3rd lap; and a black flag is then shown to the competitor.
e) When there are less than 3 laps remaining, the Drive Through Penalty will become a Post-Race Time Penalty.
f) Post-race penalty will be ten (10) seconds plus the published Pit Lane Delta time in seconds.
g) “Pit Lane Delta” is defined as the time from the Pit-In to Pit-Out timing loops.
h) Pit Lane Delta will be confirmed in the Event Competitor Packet or by bulletin(s) from the Chief Steward.

1.31.4 Grid Place Penalty
Penalty of a specified number of places rearward at the next PWC race the driver participates in.

1.31.5 Race Time Penalty
Penalty of the addition of an amount of time to the driver’s overall completed race time.

1.31.6 Loss of Points
Loss of some or all points to a driver or team (SprintX). Also effects accrued manufacturer points SR Article 1.29.5.
1.31.7 Fines/ Loss Prize Money
WCV may prohibit the issue of any prize or bonus payment along with the additional fines listed below:

a) Up to $10,000 per offence by the Competition Director or the Chief Steward for penalties given during a sanctioned event.
b) Up to $250,000, by the WCV Board of Directors against an entrant, driver, or participant for severe conduct detrimental to the Organization, or the Organization’s clients, or partners.
c) Competition privileges for driver and/or entrant are suspended until FULL payment is received for all fines.
d) Racing in any other WCV or USAC sanctioned session when under suspension is prohibited.
e) Any attempt to create a new “entrant” to avoid payment of previous fines is prohibited.
f) All fines and forfeited protest fees shall be remitted to WCV. Appeal fees shall be remitted to USAC.

1.31.8 Formal Reprimand
A documented reprimand to a driver’s competition license (typically regarding driver behavior).

1.31.9 Probation
Notification of Probation of USAC competition privileges. Infractions during probation will result in suspension of one or more races. The Penalty shall be in writing and given to the person penalized with a copy on file with PWC/USAC.

1.31.10 Suspension

a) Suspension of USAC competition privileges and competitors license to a maximum of a twelve (12) months.
b) The Penalty shall be in writing and given to the person penalized with a copy on file with PWC/USAC.
c) Licenses not immediately forfeited will extend Suspension by the No. of days until received by series.

1.31.11 Disqualification

a) Applies to any Competitor, Team or Manufacturer for technical or driver infractions.
b) It can also include loss of all points, trophies and prize money and any additional awards.
c) Disqualification will be written on the amended official results.
d) Awards and prize money will be adjusted by the series accordingly.

1.31.12 Multiple Penalties
Penalties may be combined (e.g. suspension, disqualification) or issued separately (e.g. grid penalty).

1.31.13 Publication of Penalty

a) WCV shall have the right to publicize any penalties listing the person(s) or bodies involved.
b) References in the notice shall have no right of action against WCV, USAC or 3rd parties publishing such notice.
1.32 Protests and Other Actions

The right to protest lies solely with the Entrant or Competitor who is a party to a dispute about an act or omission of another Competitor in an event in which they have taken part. The right to Protest is only available to the 1st party directly affected by a 2nd party; the right to Protest a 3rd party is not permitted.

1.32.1 Lodging Protests

Every protest must be in writing on the official Protest form with grounds for protest, signed by the party making the protest, and accompanied by the payment of $500 (either credit card, cash or cheque payable to USAC).

Protests related to the Sporting Regulations must be lodged with the Chief Steward within 30 minutes of the chequered flag at the conclusion of the relevant session. Protest forms are available from the Chief Steward and the Series Business Manager.

Protests related to the Technical Regulations must be lodged with the Competition Director within 30 minutes of the chequered flag at the conclusion of the relevant session.

The Chief Steward / Competition Director may extend the time limit in exceptional cases where evidence pertinent to the protest was not available within the time limit.

Any video footage accompanying the protest must be unedited. WCV/USAC officials are not obliged to review any video evidence compiled by a third party.

1.32.2 Protests related to the Sporting Regulations

The Protest Hearing for Sporting matters must take place as soon as practicable and all parties given notice of the hearing. They are entitled to call witnesses, but must state their case in person and not through a third party. In the absence of any of the parties, or in the absence of their witnesses, the Chief Steward may reach a decision, providing he is satisfied that any party concerned is aware of the time and place of the hearing.

Competitors must remain available at an event until any protest period relating to their event or appeal period in any matter in which they are involved has elapsed, failing which, any judicial action against or relating to that competitor may be heard in their absence.

If a decision cannot be given at the conclusion of the hearing, all parties must be advised of the time and place at which the decision will be given.

1.32.3 Protests related to the Technical Regulations

All technical protests against the eligibility of any car, or part of a car must cite the alleged Technical Regulation(s) violated. It is expected that protests will be reasonable, logical, and based on sound evidence, thus well-founded. Illogical or unfounded protests on cars may be denied.

A Protest against another competitor’s car must be of the same class (e.g. TC, GTS etc.). In addition to the protest, before any disassembly occurs, a cash bond must be posted with the Competition Director as determined by the Competition Director in his sole discretion to be sufficient to cover the total expenses of disassembly, inspection, and reassembly. Disassembly inspections must be completed as specified unless fully, or partially, withdrawn by the protestor. The protestor is not entitled to be present when the disassembly and inspection takes place.

a) Bonds will be held in escrow by USAC.
b) If it is decided that an inspection, and/or disassembly shall be conducted. It will be under the supervision and control of a PWC official.
c) If upon inspection the item(s) conform to the technical regulations, the protestor shall forfeit the bond.
d) If upon inspection the item(s) DO NOT conform to the technical regulations. The protesters bond will be returned, and penalties deemed appropriate by the Competition Board will be given to the infringed entrant/competitor.

NOTE: Any distribution of awards shall be provisional until all protests are passed or settled.
1.33 Appeals

Any Appeal process will not be handled at the circuit but through the President of USAC and the delegated Court of Appeal.

1.33.1 Appeals to the Court of Appeal

A right of appeal against a decision of the Chief Steward, or Competition Director, to the Court of Appeal can only be made by a person or body who was a direct party (not third party) in the proceedings in which the decision appealed against was made. The only grounds for lodging an Appeal against the decision of the Chief Steward or the Competition Director are that a gross miscarriage of justice has occurred or that a penalty is wholly inappropriate for the breach of regulations.

1.33.2 Notice of Intention to Appeal.

A written Notice of Intention to Appeal against a decision of the Chief Steward or the Competition Director, accompanied by the correct fee $1,500.00 (a minimum of $750.00 of which will be retained by USAC) must be lodged with the Competition Director within 30 minutes of the time of the first communication of the decision. All forms are available from the Chief Steward and the Series Business Manager.

If the party (parties) concerned does not attend an initial hearing or does not receive a decision arising from a Protest, the decision must be sent to them by first class mail, and any Notice of Intention to Appeal, together with fee, must be received by the Competition Director not later than seven days after the date of posting. A copy of such Notice of Intention to Appeal must also be lodged with USAC at the same time.

An appeal may be withdrawn without penalty only with the approval of the USAC President.

1.33.3 Confirmation of Appeal.

Within 3 hours of the Notice of Intention to Appeal, written Confirmation of the Appeal, signed by both the Appellant and the Entrant (if appropriate), must be submitted to the Competition Director. This Confirmation must specify the Grounds of Appeal and the arguments in support.

The Competition Director will refer the matter to the President of USAC who will advise within 72 hours as to whether the Appeal is considered to meet with either of the permitted grounds of Appeal (1.33.1). If the Appeal is considered not to comply or is withdrawn, it will lapse and the Appeal fee will be forfeited. If the Appeal is considered to meet either of the specified criteria, the President will arrange for the Court of Appeal to be convened.

The USAC President shall solely determine whether an appeal shall be heard by the Court of Appeal, the decision whether to hear an appeal and any decisions by the Court of Appeal shall be final, binding and not subject to further appeal or legal process. The President may request a bond for costs involved with holding the hearing.

1.33.4 Effect of Giving Notice of Appeal.

The lodging of an Appeal against a decision of the Chief Steward or the Competition Director, or the giving of Notice of Intention to Appeal against a decision of the Chief Steward or the Competition Director, does not suspend any penalty that may have been applied or endorsed, during the event out of which the decision has arisen. Thus, no Competitor may continue to compete ‘under appeal’. After the conclusion of the event out of which a decision has arisen, if Notice of Intention to Appeal against a decision of the Chief Steward or the Competition Director has been given, the operation of any sentence or decision will be suspended until the disposal of the Appeal by the Competition Board. If a sentence of suspension is upheld, the Competitor concerned will be excluded from the results of any competition in which he has competed pending the hearing of the Appeal. In coming to a judgement, the Court of Appeal can consider any benefit the Appellant may have gained through appealing.

1.33.5 Time Limits

The Court of Appeal has authority to extend the time limits for admission of appeals in such circumstances as are considered, at its sole discretion, to be appropriate in the interests of justice.

1.33.6 Convening the Court of Appeal

The USAC President, or his designee, shall appoint the Court of Appeal which shall consist of a chairman plus at least two additional members. No member of the appeal board shall have taken part as a competitor, or official, in the event which the board will render a decision on, or shall have been directly interested, or involved, in the matters under consideration. The appointment of the board, and written notice to the appellant, or appellants, shall occur within three (3) days (or such other time as designated by the President of USAC) of the decision to hear the appeal. USAC will notify all included parties, including the Competition Director, of the time and place and contact details/phone number for the appeal hearing.
1.33.7 Appeal Hearing
The court shall here the Appeal within two (2) weeks from the given notice. USAC may specify shorter timeframes where necessary for the prompt adjudication of the matter and a conclusion of controversies.
The Court will determine what witnesses and evidence it will hear at its discretion. The parties may present their information to the committee directly, via their team representative, or in written documents. The Court of Appeal may hear such evidence in such manner as it deems appropriate, relevant, and necessary under the circumstances. Cross-examination shall not be permitted. The Competition Director shall be heard by the Board of Appeals under all circumstances.

1.33.8 Appeal Judgement
After consideration of material, deemed relevant, the Court of Appeal shall meet privately, reach its decision, and prepare a written opinion. It may decide that the penalty, or other decision appealed against should be nullified, mitigated, affirmed, increased, or that a different penalty should be imposed, but shall not order a competition to be rerun. The Court shall order the return, or forfeiture, of appeal fees. The Court shall direct the disposition of protest fees and equipment examination bonds, if any, in those cases where the original Court’s decision is nullified.

1.33.9 Appeal Publication and Decision
USAC and WCV reserves the right to publish any details including names from the Court of Appeal decisions. Persons, entrants, or organizations referred to in each said decision shall have no right, or action, against any person publishing such notice, and shall agree that said decision shall be final and binding. A copy of the final decision shall be sent to all parties of the appeal after the decision becomes final. Any penalties imposed by the Court of Appeal shall be effective immediately as stated in its decision. Penalties involving time, disqualification, suspension, or loss of points shall be made effective from the date of the conclusion of the event involved. Where the Court of Appeal upholds or amends (but does not nullify) any penalty imposed by the Competition Director or Chief Steward then the penalty shall be effective from the date of its initial imposition and not the date of the decision of the Court of Appeal.

1.34 Officials
The main duty of the Senior Officials is to direct the control of the event. The Senior Officials are listed below:

<table>
<thead>
<tr>
<th>Competition Director</th>
<th>Chief of Timing &amp; Scoring</th>
</tr>
</thead>
<tbody>
<tr>
<td>Race Director</td>
<td>PWC Press Officer</td>
</tr>
<tr>
<td>Chief Steward</td>
<td>Registrar</td>
</tr>
<tr>
<td>Driver Steward</td>
<td>Series Starter</td>
</tr>
<tr>
<td>Series Manager</td>
<td>Technical Manager</td>
</tr>
<tr>
<td></td>
<td>Series Technical Manager(s)</td>
</tr>
</tbody>
</table>

a) Officials may have assistants, also termed “officials,” to whom any of their duties may be delegated.
b) Officials cannot have conflict of business interests with organizers, promotors etc. that affect their impartialness
c) Officials may not compete in any competitions during an event(s) they are officiating with exception to pace car duties, charity laps parade laps.

1.34.1 Competition Director
a) Director of the overall competition program, including: car eligibility, equalization, technical and regulations.
b) Consults with Chief Steward on race operations, safety, and appropriate rules administration (e.g. penalties).
c) Assistants to Competition Directors may be appointed to perform all or some of these duties as appropriate.
1.34.2 Chief Steward
   a) Responsible for the general conduct of all aspects of competitions at an event which he is assigned.
   b) Use informational “resources” available to him to ensure that regulations are being adhered to.
   c) Resources include, car data, video, photos, verbal and/or written reports from officials, witness’s etc.
   d) May appoint assistants and designees as needed.

1.34.3 Race Director
   a) Works in permanent consultation with the Chief Steward on competition matters
   b) Works in conjunction with Driver Steward regarding race discipline and driving standards.

1.34.4 Driver Stewards
   a) Responsible for monitoring the driving standards of drivers during all official sessions.
   b) Responsible for reporting driving infractions or misconduct to the Race and/or Competition Director.

1.34.5 Technical Manager
   a) Enforces the technical and safety regulations at inspection and in pit lane.
   b) Perform or designate duties to other inspectors to perform car inspections and/or disassembly.
   c) Prohibit a car “deemed unsafe” from entering on track.
   d) Documents infractions with a suggested penalty for the Competition Director or designee to then apply.
   e) Use informational resources available to assist inspections (e.g. Homologations, data, video, photos etc.).

1.34.6 Series Manager
   a) The Series Manager(s) is the liaison between competitors, USAC and series vendors.
   b) Responsible for overseeing the operations of series Staff and volunteers related to the classes on race weekends.
   c) Works with Competition Director to disseminate, via electronic communication, event schedules, supplemental regulations, and any other pertinent information concerning race weekend activities.
   d) Responsible for certifying and processing all event entries.

1.34.7 Chief Timing & Scoring
   a) Maintains and distribute records of official times, lap and qualifying records, lap charts, and race results for all events.
   b) Maintains records of entries, listing drivers’ full names, names of sponsors, Car details with car number and registered transponder linked to car.
   c) Produces Official (FINAL) results once authorized by the Chief Steward. Grids or results will not be considered official unless signed by the Chief of Timing and Scoring.
   d) Maintains direct and uninterrupted communication with the Chief Steward and the Starter whenever cars are on course.

1.34.8 Press & Media Officer
   a) Responsible for coordinating all official press related media, and publicity activities at PWC events.
   b) Manage press conferences and official press liaison to track promoters, sponsors, etc.

1.34.9 Registrar
   a) Responsible for certifying and processing all event entries.

1.34.10 Starter
   a) Operates under supervision of Chief Steward at the Start Finish tower and or line
   b) All competing drivers shall follow the orders of the Starter and the flag he is using to communicate.
2.0 ADMINISTRATION

The Pirelli World Challenge series is organized and administered by WC Vision in conjunction with USAC (also refer to SR Article 1.1).

2.1 Event Criteria

a) Only events sanctioned through USAC and/or its designee will be permitted.
b) “USAC” Logos, names, etc. shall ONLY be associated to the sanctioned event. All other use is prohibited.
c) Any event sanctioned by USAC must be insured for Event Liability and Participant Accident coverage.
d) Emergency and Medical requirements below shall always be provided, or the event may be halted or cancelled.
e) Medical services, staff and equipment shall always be as specified in the Sanction Agreement.
f) Fire services staff and equipment shall always be as specified in the Sanction Agreement.
g) Pre-arranged Major Incident Plan shall always be as specified to deal with major emergencies.

2.2 Event Entry Requirements

a) All questions regarding registration should be emailed to the Business Manager.
b) Submit all required entries via the online registration system, including payment for each event*.
c) *Prepaid Season entries must be submitted via the online registration system with payment.
d) WC Vision may specify the maximum number of entries for any course per SR Article 1.4.2.
e) Limited entry events are published via the Limited Entry Procedure policy posted on the Pirelli World Challenge website as well as published in the supplementary and/or a bulletin stating the maximum No. entries.
f) Accepted entries shall constitute a contract, binding an entrant to take part in the competition entered.
g) Any breach shall be a direct breach of contract with WC Vision.
h) Falsification of information voids an entry, forfeits the entry fee and may be deemed a breach.
i) WCV/USAC reserve the right to deny entry to any entrant(s) who have outstanding payments (debts, bad checks, unpaid fines/penalties, etc.).
j) WCV/USAC reserve the right to deny entry to any entrant(s) that have been found guilty of unsportsmanlike conduct, associations, or affiliations on or off the track to the detriment of PWC/WCV/USAC.
k) WCV/USAC reserve the right to deny entry to any entrant(s) under suspension or disqualified from PWC or other race series nationally or internationally.
l) The withdrawal of an entry for any reason must be sent in writing via email to the Series Business Manager.
m) WCV’s refund policy can be found at: http://files.world-challenge.com/registration/2017-Refund-Policy.pdf

2.2.1 Debts, Outstanding Payments

a) Outstanding or late payments will suspend competition privileges, until paid and funds are cleared in full.
b) Bad checks will incur a minimum service charge of $50 plus any additional fines and/or interest accrued.
c) Repetitive late payments will require entrant to pay only with cashier’s checks or cash.

2.2.2 Refunds / Transfers

a) Any refund request must be in writing/email to the Series Business Manager.
b) Season prepaid entries unable to attend up to three (3) events will be eligible for a 50% refund of the rate paid.
c) Refunds require a request in writing no later than 15 days prior to the event entrant is unable to attend.
d) The Prepaid season entries are NON-transferable.
e) Pay per Race refunds for an entry must be in writing/email the Series Business Manager 30 days prior to that event to be eligible for 100% refund or transfer to the next event entry. Between 1-30 days prior to that event to be eligible for a 50% refund.
f) Once a wheel is turned, including entering pit lane for official practice 1, no refund will be given.
2.2.3 Driver/Team Sponsor Packages
Priority entry into St Petersburg (SPGP) and Long Beach (LBGP) will be given to teams who purchased a sponsorship funding package and Pre-paid the first (3) three events by the St. Pete deadline. These event payments will not be refundable.

2.2.4 Prize Money Payment
a) Payments will not be made until results are FINAL.
b) A federal W-9 tax form must be filed with PWC by drivers and/or teams before prize money will be paid. Prize money payment information will be completed at the time of online car registration.
c) Teams may be invoiced if the earned prize money is insufficient to cover the debts, penalties, etc.
d) Contingency prize money will be paid via PWC or the contingency sponsor. Details for each contingency will be listed on the website.

2.3 Car Registration
All cars must be registered by the entrant submitting the Car Registration via the online registration website. Registered competitors will receive all emails bulletins, series decals and patches, together with the car number which must be used for the year. Car registration questions should be directed to the Series Business Manager.

2.4 Number Registration
a) Each car registration must include a request for a number.
b) Eligible numbers are 002-009, 02-09, 2-199.
c) The numbers 1, 01 or 001 remain reserved for the previous season Drivers’ Champion of that class.
d) The numbers 0, 00 and 000 will only be available for series use.
e) The following “Priority” is used for remaining numbers.
   Firstly teams that re-register their 2016 car number/car and prepay for a full season by 01/03/2017.
   Secondly teams that register the car and prepay for a full season by 01/03/2017.

NOTE:
a) Teams that register the car, purchase the sponsorship funding package, and prepay the first 3 events by 01/03/2017 will have the same priority as full season entries. These 3 events are not refundable
b) For Teams not purchasing a prepaid season or sponsorship funding package, numbers will be assigned after 01/03/2017 on a time stamp basis from when they were received and paid.

2.5 Car Decal Identification (See TR Article 10.8)
a) Cars and transporters must be compliant with mandatory decals in the reserved area. Examples are shown in the technical regulations under TR Article 10.8 & 10.9.
b) Unless provided by the series all decals remain the responsibility of the entrant.
c) WCV reserve the right to disallow decals, patches emblems that are of direct conflict with the series.
d) Any advertising and symbols displayed must be in good taste, and outside the “reserved” areas.
e) Decals may not be trimmed and must remain scaled in the same aspect ratio.
f) Cars unable to display mandatory decals in their location must contact WCV for an approved alternative.
g) Each missing decal carries up to $750 fine and/or penalties involving loss of championship points.

2.5.1 Reserved Areas
a) Right Hand side of windshield for the drivers’ LAST name and Car No.
b) Top of windshield official series windshield Decal.
c) 42” rearward of the front wheel arch and 42” down from the bottom of the window for series Sponsor Stack.
d) Examples of the reserved area are show in TR 10.8 and TR 10.9.
2.5.2 Car Numbers
   a) Required on all four sides and the windshield of the car. Black numbers must be used on the doors.
   b) Required Font name is “Dom Casual”. Numbers must be the same size and stroke supplied by the series.
   c) Front & rear numbering should be (8”) high (1.5”) stroke in a contrasting color.
   d) Windshield numbers must be perforated white (8”) high with (1.5”) stroke commencing within 3” of “A Pillar”.

2.5.3 Drivers Name
   a) The LAST name must be displayed on the lower right corner of the windshield and the rear side windows.
   b) Cars without rear windows shall use the B-Pillar or other pre-approved location
   c) The 1st letter of the last name should be capitalized with the remainder in lower case.
   d) Required Font is Helvetica Bold font 3” high inch color White.

2.6 Clothing Identification Information
   During official sessions, all team members in pit lane must wear clothing conforming to series guidelines listed in the clothing and decal guide. Drivers’ suits should be compliant and “zipped up” on podium and media interviews. Teams must also submit a photograph or drawing of their driver and crew clothing to the series for approval to enter the competition. **PWC reserves the right to remove a competitor from any podium ceremonies and apply additional penalties if not compliant with the series guidelines.**
3.0 APPENDIX Series Awards

At each event the series presents podium awards for victories in each class. Additional awards to the podium may be given from the series for: Best Standing Start, Hard Charger (most improved position) or from promoters and sponsors. The Series also presents annual awards to class winners both in drivers and manufacturers at the end of each season. Various other specialty awards and prizes will also be presented. A summary of the main awards are below.

3.0.1 Manufacturers’ Champions
   Annual awards honoring the manufacturer(s) that accumulated the highest championship points in each class.

3.0.2 Drivers’ Champions
   Annual awards honoring the driver(s) having the highest championship point total in each class for the season.

3.0.3 Team Champions
   Annual awards honor the team(s) having the highest championship points total in each class for the season. The team points for each race come from the highest finishing position car registered to the team. There is no limit to the number of cars registered to a team but each entry must state the team name on the event entry form to be eligible per SR Article 1.29.6.

3.0.4 Rookie of the Year
   a) Rookie of the Year honors the rookie(s) with the most Drivers’ Championship points in the GTS, TC, TCA and TCB class at the end of the season.
   b) The Rookie program is to recognize drivers that are early in their racing careers and competing in a class/level significantly above previous experience. Eligibility is subject to approval by PWC, who will consider ALL previous racing experience. Any driver wishing to be considered for ROOKIE status MUST submit a racing resume or competition activity to the Series Business Manager before being considered.
   c) To be eligible for Rookie status, a driver may have competed in no more than Five (5) Pirelli World Challenge races (in any category) in a single previous season and no more than Seven (7) Pirelli World Challenge races in their career. They must also have not podiumed in other championships of a similar level of the class they are applying for rookie status for.

3.0.5 Crew of the Year
   a) Honors the crew/team that receives the most votes from their peers in their respective class.
   b) In case of a tie, WCV will determine the winner of this award from the teams nominated.

3.0.6 Jim Cook Memorial Trophy
   a) Honors James Edwin Cook (1939-1985) for sportsmanship and significant promotional contributions to PWC
   b) Award may be given to a driver or team.

3.0.7 Zimmermann Cup
   a) Honors Jerome Zimmermann (1967-2003) for exemplary performance, and passion to motor sports
   b) Award may be given to crew member, or crew

3.0.8 Sportsman Cup
   a) Recognizes the highest year end points achieved by an amateur GT driver.
   b) Along with the cup, a B.R.M championship chronograph will go to the champion.

3.0.9 SprintX Sportsman Cup
   a) Recognizes the highest year end points by a Gentleman(s) in SprintX.
   b) The team accumulating the highest year end points will be awarded the SprintX Championship cup.
APPENDIX 4.0 Credential Release

4.1 Credential Release pg1

APPLICATION. I hereby apply for a Pirelli World Challenge license from the United States Auto Club, Inc. (USAC) and WC Vision (WCV) of the type specified on this license. I certify that the information supplied by me on this license is true and correct and may be relied upon by USAC and WCV. I understand that a license is subject to the Official Competition Regulations of the Pirelli World Challenge Series. If my application is approved by USAC/WCV I agree to be bound by such Official Competition Rules and agree that decisions by Pirelli World Challenge Officials and/or interpretation of rules will be governed exclusively by the administrative review and appeal procedure set forth in such rules.

CERTIFICATIONS. I certify that I am 18 years of age or older. (In consideration of the acceptance by USAC and WCV of this application an applicant who has achieved the age of 18 but has not achieved the age of majority in the state where the applicant resides, must have a parent or natural guardian sign this application, authorization, release and waiver of liability.) I certify that I am not an employee of USAC. I certify that I will assume all responsibility for all charges, premiums and taxes, if any, payable on any funds that I may receive as a result of my competitive activities, including without limitation, social security taxes, unemployment insurance taxes, compensation insurance, income taxes and withholding taxes.

ACKNOWLEDGMENT. I hereby acknowledge and agree that I have no right, property or interest in any radio or television broadcast, motion pictures, still photographs, tape, or sound reproductions taken, made, transmitted, reproduced, or used for any WC Vision, LLC/Pirelli World Challenge and USAC sanctioned event, including practice, qualifications, the race, awards ceremonies or other event associated with the racing event, and also including but not limited to pictures and sound of me alone or with other persons, with or without racing.

ACKNOWLEDGEMENT: I hereby acknowledge that USAC and WC Vision, LLC/Pirelli World Challenge may use my name, image, likeness, and my voice in connection with the Promotor’s race event (“Event”). I hereby consent as follows:

I am aware that the Promotor will provide advertising, broadcasting, and promotional services in connection with the Event.

I hereby irrevocably grant to the Promotor, and those acting with its authority, the unrestricted, absolute, perpetual, and worldwide right and license to use my name, image, likeness, and/or sound of my voice as recorded on audio, video, or other medium (referred to collectively as "Recordings") in connection with my presence and/or participation at the Event.

I acknowledge that I will not receive financial compensation of any type associated with the taking or publication of these Recordings and that publication of the Recordings confers to me no rights of ownership or royalties. I understand that my image may be reproduced, edited, copied, exhibited, published, broadcast, or distributed and waive the right to inspect or approve the finished product wherein my likeness appears.

I, and on behalf of my executors, administrators, heirs, next of kin, successors andassigns, hereby release and hold harmless Promotor and its parents, subsidiaries, affiliated companies, successors and assigns, and their respective officers, directors, employees, agents and representatives, without limitation, from and against any and all claims, losses, damages or actions whatsoever, including attorneys’ fees, from any reasonable expectation of privacy of confidentiality with the Recordings and from liability for any claims by me or any third party in connection with my presence or participation at the Event.

AUTHORIZATION FOR PUBLICITY USAGE. I agree that USAC and WC Vision, LLC/Pirelli World Challenge, or its assigns, on a non-exclusive basis, may use my name and pictures, including pictures of my racing equipment and pictures taken at any Pirelli World Challenge and USAC sanctioned event for publicity purposes.

I hereby grant to Filmmaker and WC Vision, LLC/Pirelli World Challenge and USAC Racing and their respective parents, affiliates, subsidiaries, licensees and assigns: (a) the right (but not the obligation) to film, photograph and otherwise visually and audio/visually record me and to record my voice, conversations, sounds and performances, and any pre-existing materials furnished by me (“Pre-existing Materials”) in and in connection with the Footage; (b) all rights of every kind and character whatsoever (including without limitation copyrights) in and to the results and proceeds of my appearance in the Footage including, without limitation, all film, photographs and video and audio recordings produced by USAC Racing and/or Filmmaker in connection therewith (collectively "Recordings"), any and all performances, stories, statements or actions made by me, whether written, spoken, sung, or otherwise uttered or expressed by me, or information given by me, captured on any such Recordings (collectively the "Results and Proceeds").
4.2 Credential Release pg2

ANNUAL RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK & INDEMNITY AGREEMENT* (This is the Basic Annual Waiver used by most racetracks and sanctioning bodies)

In consideration of being granted a license and in consideration of being permitted to enter for any purpose any "restricted area" (herein defined as including but not limited to the racing surface, pit areas, infield, garage areas, and all walkways, roadways, concession areas and other areas appurtenant to any area where any activity related to the competitive racing event shall take place)

RELEASE AND WAIVER OF LIABILITY: I, for myself, my heirs, next of kin, personal representatives and assigns, hereby release, waive, discharge and covenant not to sue the United States Auto Club, Inc. (USAC), its successors and assigns, the race organizer presenting USAC sanctioned events, the owners and lessees of premises on which USAC sanctioned events, including car owners, drivers, mechanics, pit crews, and any persons in any restricted area, promoters, sponsors, advertisers, manufacturers of all racing equipment upon the premises, and the officers, directors, officials, representatives, agents and employees of each of them (all of whom for the purposes herein are referred to as "releasees") from all liability, loss, claims, demands, possible causes of action, court costs, attorneys' fees and other expenses arising from any lawsuit that may otherwise accrue from any loss, damage or injury (including death) to my person or property in any way resulting from, or arising in connection with, or related to, any sanctioned event, and whether arising while engaged in competition or in practice or preparation therefore, or while upon, entering or departing from said premises, from any cause whatsoever including without limitation, the failure of anyone to enforce rules and regulations, failure to make inspections, or the negligence of releasees or other persons.

ASSUMPTION OF RISK. I know the risk to myself and property, both from known risk and unanticipated risk, while in or upon the restricted area or while participating or assisting in a sanctioned event, and I do so willingly, voluntarily and in reliance, not upon the property, equipment, facilities and existing conditions furnished by others, but upon my own judgment and ability, and I thereby assume all risk of loss, damage or injury (including death) to myself and my property from any cause whatsoever and whether or not attributable to the negligence of releasees or other persons.

INDEMNITY AGREEMENT. I hereby agree to indemnify and hold harmless the releasees and each of them from any loss, liability, damage or cost they may incur due to the presence of the undersigned in or upon the restricted area, whether caused by the negligence of releasees or other persons.
APPENDIX 5.0 Substance Abuse Policy

The United States Auto Club "(USAC)" and WC Vision strives to maintain the integrity of the Club and its Events (Event as defined in the USAC and PWC Regulations). USAC and WC Vision are concerned about the problem of substance abuse in America's society and, more particularly, the threat that this may create for the safety of our racing participants. The use of illegal drugs at any time, or the use of alcohol during an Event, and even the proper use of certain medications during an Event, may endanger the internal and external perception of the Club. Such conduct cannot be permitted by USAC or WC Vision.

With the above in mind, this Substance Abuse Policy ("Policy") has been adopted. It applies to drivers, mechanics and crew members (hereinafter "Competitor" or "Competitors"), as well as to USAC and WC Vision/Pirelli World Challenge officials (hereinafter "Official" or "Officials"). It may also be applied to other participants in an Event as USAC deems appropriate in its sole discretion.

5.1.1 Prohibited Acts and Substances

A. Prohibited Substances

For the purpose of this Policy, "prohibited substances" are substances that are determined by USAC and WC Vision, in its sole discretion, to adversely affect the integrity of the Club or well-being of Competitors or Officials, or others, or the performance of a Competitor or Official in connection with an Event. "Prohibited substances" include, but are not limited to, illegal drugs such as marijuana, cocaine, and hallucinogens. Furthermore, for purposes of the foregoing, the definition of "prohibited substances" also includes, without limitation, paraphernalia associated with illegal drug use and mind-altering and/or addictive substances, which are not sold as drugs or medicines, but are used or marketed for their mind or behavior-altering effect. USAC and WC Vision may make a determination that any particular substance is a prohibited substance at any time, in its sole discretion. Competitors and Officials are prohibited from using, possessing, purchasing, selling, manufacturing and/or participating in the distribution of prohibited substances, regardless of the amount, at any time.

5.1.2 Proper and Improper Use of Prescription and Over-the-Counter Medications/Substances

USAC and WC Vision recognize that there are many prescription and over-the-counter medications that serve essential or beneficial purposes for the health and well-being of Competitors and Officials, and nothing in this Policy is intended to discourage the proper use of these medications. Just as importantly, however, it must be recognized that there are some medications that, even when properly used, may adversely affect a participant's fitness to be involved in a racing event or events. For example, many types of cough medicines contain codeine, which is a potent narcotic that may result in drowsiness or diminished alertness.

Misuse and the illegal use, acquisition or distribution of a prescription or over-the-counter medication or any mind-altering or addictive substance by an individual is prohibited and, for these purposes, is deemed to be the use of such a medication in a manner which is inconsistent with the instructions provided by the manufacturer, pharmacist and/or the prescribing physician. In addition, illegal use, acquisition, or distribution of any prescription drug, over-the-counter medication, or any mind-altering and/or addictive substance is strictly prohibited at any time. For example, it is a violation of this Policy for an individual to use a prescription or over-the-counter medication in a manner that is not consistent with the intended and medically-prescribed use. To the extent that USAC and WC Vision in their sole discretion determines that the use of any prescribed medication or other substance, including properly prescribed prescription drugs and properly used over-the-counter medications, causes an individual to have a diminished or impaired ability to perform his or her duties on the day of an Event, those substances shall be deemed to be prohibited substances for purposes of this Policy.

5.1.3 Alcohol

No Official or Competitor may consume alcohol in the hours prior to or during an Event involving on track activity, nor may any Official or Competitor be under the influence of alcohol at any Event. "Under the influence," for purposes of this Policy means that in the sole judgment of USAC and WC Vision the Official or Competitor has an impaired ability due to alcohol consumption to conduct himself or herself as USAC and WC Vision would expect at an Event. Nothing in this paragraph shall preclude USAC and WC Vision from determining that a Competitor or an Official with any alcohol usage, however minimal, is physically unfit for driving, participating, or officiating in an Event. An alcohol test by breathalyzer, blood test, or other scientifically-acceptable method may be performed if deemed appropriate by USAC at its sole discretion. In connection with the foregoing, USAC and WC Vision may take such action as it deems appropriate.
5.2.1 Targeted Testing for Reasonable Suspicion of Drug/Alcohol Use

USAC and WC Vision may require a Competitor or Official to submit to a test or tests, including without limitation, urine, blood, saliva, hair, breath tests, and/or any other scientifically-acceptable method of testing when USAC and Pirelli World Challenge has reasonable suspicion that the Competitor or Official has violated any part of this Policy or that he/she has diminished ability to perform due to the use of any prohibited substance or alcohol. Examples of the conditions, observations and/or reports that may result in "reasonable suspicion" include, but are not limited to, the following:

a) When a Competitor or Official is found or observed in possession of illegal drugs or drug paraphernalia at any time;

b) Observation of signs, symptoms and/or behaviors that may be associated with the use of prohibited substances or alcohol including, but not limited to:
   1) Direct observation of an individual engaged in drug-related or alcohol-related activity.
   2) Discovery or presence of prohibited substances or alcohol in an individual's possession.
   3) Odor or residual odor associated with prohibited substances or alcohol.
   4) Statements made by an individual that may indicate that he/she uses prohibited substances or alcohol.
   5) Red or droopy eyes, dilated or constricted pupils.
   6) Slurred speech, stumbling, or hyperactivity.
   7) Needle marks or other physical evidence that an individual has used a prohibited substance.
   8) Unexplained disappearances from an Event.
   9) Nose constantly runs, appears red, or persistent sniffing.
   10) Unexplained tardiness, absences, or missed appointments;
   11) Chronic forgetfulness or broken promises.
   12) Involvement in an accident during an Event.
   13) Inability to concentrate, remember, or maintain attention.
   14) Mental confusion, paranoia, or expression of abnormal or threatening statements.
   15) Violent tendencies, loss of temper, or irritability.
   16) Unexplained or excessive negligence or carelessness.
   17) Extreme, unusual, or unexplained personality change, or unusual, irrational or erratic behavior.
   18) Deteriorating personal hygiene or appearance.
   19) Pattern of abnormal conduct.
   20) Repeated failure to follow instructions or operating procedures.
   21) Violation of USAC and WC Vision safety policies or failure to follow safe practices.
   22) Display of any item that reflects that the individual may be in violation of this Policy.
   23) Evidence that an individual has tampered with or not cooperated with a prior drug or alcohol test.

c) An arrest or conviction for driving under the influence of alcohol or drugs, or a drug/alcohol related arrest/conviction.

d) Receipt of a report from a source deemed credible or reliable by USAC and Pirelli World Challenge that a Competitor or Official is under the influence of drugs or alcohol on the day of an Event, or, at any time, that an individual is in violation of this Policy.

e) An examination or test, as provided by the USAC and Pirelli World Challenge Rules, which shows evidence of use of a prohibited substance or alcohol abuse or of adulteration or manipulation of the specimen.

f) Aroma of an alcoholic beverage or prohibited substance on or about the breath or body of a Competitor or Official consistent with use of a prohibited substance or alcohol.

g) Following an incident in which careless acts were observed in connection with an Event.

5.2.2. Testing: Scheduled and Random

At its sole discretion, USAC and WC Vision may require Competitors or Officials to submit to an annual and/or random testing for the use of a prohibited substance and/or alcohol. Selection of individuals for random testing shall be done by USAC and WC Vision, at their sole discretion.

5.2.3 Authorization for Testing and Release

If, upon request by USAC and WC Vision, a Competitor or Official refuses to promptly execute the authorization for testing and release form enclosed with this Policy and deliver it to USAC and WC Vision by the time designated by USAC and WC Vision for receipt, that Competitor or Official will not be issued an USAC/PWC Competitor's or Official's license and/or membership and, if already issued, the USAC/PWC license and/or membership will be suspended until the Competitor or Official executes the above mentioned authorization and release and delivers it USAC and WC Vision.
If USAC and WC Vision directs a Competitor or Official to submit to a test to determine whether he/she is in violation of this Policy, that Competitor or Official must consent to and promptly and fully participate in and cooperate with the test in accordance with the instructions of USAC and WC Vision. If that Competitor or Official refuses to promptly consent and/or fully participate in and cooperate with such a test or tests within the time period designated by USAC and WC Vision, USAC and WC Vision may eject the Competitor or Official from the racing premises or take such other action as may be appropriate, and that Competitor or Official will also be subject to disciplinary action.

5.2.4 Screening
Annual random testing will be formal. While random or targeted testing may be formal, USAC and WC Vision may conduct random or targeted screening by USAC and WC Vision approved medical staff to determine if formal testing is appropriate.

5.2.5 Collection and Transport of Specimen(s) as to Formal Testing
USAC and WC Vision may designate specific USAC and WC Vision representatives or USAC and WC Vision may designate others to be in charge of collection of specimen(s) to be tested. Such designated individuals shall:

a) Ensure that the specimen(s) are from the Competitor or Official in question (including, where necessary, observation of the collection of the specimen(s)).

b) Ensure that the specimen(s) are collected within the time period designated. Normally, collection shall be made within one (1) hour or less of the notification of the Competitor or Official that testing will be conducted, unless a different time is designated by an Official based on the circumstances.

c) Ensure that the specimen(s) have not been adulterated or manipulated by promptly measuring the temperature of the specimen(s). Where results indicate that the sample is inappropriate for testing, USAC and WC Vision may require the Competitor or Official to provide additional specimen(s) as necessary.

d) Label, secure, and transport the specimen(s) to USAC and WC Vision's designated testing facility in such a manner as to ensure that the specimen(s) are not misplaced, tampered with, or relabeled.

e) Provide a form to be completed by the Competitor or Official in question that identifies all prescription and over-the-counter medications consumed by the Competitor or Official in the preceding three months.

5.2.6 Facility for Formal Testing
All testing will be performed at a facility or facilities selected by USAC and WC Vision at its sole discretion.

5.2.7 Technological Aspects of Testing
The USAC and WC Vision-designated testing facility will determine whether and in what amount a particular specimen tests positive with respect to a prohibited substance and/or alcohol, and whether the specimen has been adulterated or manipulated. The testing facility will transmit the results to USAC and WC Vision Director of Competition and to any designated third party medical review facility.

5.2.8 Procedures if a Test Shows the Presence of Prohibited Substances or Alcohol
A. With Respect to Prohibited Substances Other Than Alcohol:

1) Upon being notified that a Competitor or Official has tested "true positive" for a prohibited substance, USAC and WC Vision's Director of Competition or his/her designee may suspend that Competitor's or Official's USAC/PWC license and/or membership for an indefinite period and/or take such other disciplinary action deemed appropriate under the circumstances.

2) If that Competitor or Official wishes to return to racing or officiating during or after the suspension period, that Competitor or Official must submit to a re-test or re-tests. This will be done at a time and place and under conditions specified by USAC, at the Competitor's or Official's expense, which expense will include laboratory fees and all other direct and indirect costs incurred by USAC and WC Vision in connection with each test. If and when a Competitor's or Official's test shows no evidence of a prohibited substance, that Competitor or Official may be allowed to return to racing or officiating, but only if he/she is not otherwise ineligible. Furthermore, if the Competitor or Official does return to racing or officiating, he/she shall be subject to future tests for any substance, drug or alcohol, at such times and places as may be determined by USAC, at its sole discretion, and at the expense of the Competitor or Official.
B. With Respect to Alcohol:

1) Upon being notified that a Competitor or Official has been determined to have consumed alcohol in violation of this Policy, the USAC and WC Vision Director of Competition or his/her designee may suspend that Competitor's or Official's USAC license and/or membership for an indefinite period and/or take such other disciplinary action deemed appropriate under the circumstances.

2) If a Competitor or Official does return to racing or officiating during or after the suspension period, he/she shall be subject to future tests for any substance, drug or alcohol, at such times and places as may be determined by USAC and WC Vision, at its sole discretion, and at the expense of the Competitor or Official.

C. Testing Results

USAC and WC Vision may publish the results of any test or tests conducted pursuant to this Policy and the circumstances giving rise to such test to such third parties as USAC and WC Vision, in its sole discretion, deems reasonable under the circumstances. The Competitor or Official shall have no claim or cause of action of any kind against USAC and WC Vison, LLC/WC Vision or any director, officer, employee or agent of USAC and WC Vision, LLC/WC Vision with respect to such publication. It is the intent of USAC and WC Vision, and USAC and WC Vision will endeavor to, treat the results of any test or tests as confidential as warranted by the circumstances.

5.2.9 Falsification or Withholding Information

Any Competitor or Official who attempts to or does falsify, alter, or otherwise tamper with, adulterate or manipulate any specimen or any aspect of a test performed under this Policy will be subject to disciplinary action that USAC and WC Vision in its sole discretion deems appropriate. A specimen that is identified as having been adulterated or manipulated shall be treated in the same manner as a "true positive" test result for a prohibited substance other than alcohol, with all of the consequences of such a positive test, including those provided in Paragraph 9.A. 1 and 2, above.

5.2.10. Disciplinary Action for Prohibited Acts without Evidence from Testing of Prohibited Substances or Alcohol

If USAC and WC Vision determines that a Competitor or Official has engaged in any such prohibited act, USAC may eject the Competitor or Official from the premises or take such other action as deemed appropriate by USAC and WC Vision in its sole discretion, and that Competitor or Official shall also be subject to disciplinary action that USAC and WC Vision in its sole discretion deems appropriate.

5.2.11. Treatment for Drugs/Alcohol

USAC and WC Vision do not provide drug or alcohol rehabilitation programs. However, USAC and WC Vision strongly encourage self-help and treatment for those who may have a drug or alcohol abuse problem. Many worthy programs, both public and private, are available for the treatment of drug and alcohol abuse. USAC and WC Vision will continue its efforts to support a drug-free America and a society in which alcohol is not abused.

5.2.12. Applicability of the USAC and WC Vision Rules

This Policy, as it may be amended from time to time, is a supplement to the provisions of the USAC and WC Vision Rules, and will be interpreted and applied by USAC and WC Vision. This Policy is binding upon all USAC members in the same manner and to the same extent as are the provisions of the USAC and WC Vision Rules.

Listing of Prohibited Substances

- Amphetamines
- Ephedrine Class
- Narcotics
- Benzodiazepines
- Barbiturates
- Amphetamine Ephedrine Class
- Narcotics
- Benzodiazepines
- Barbiturates
- Methamphetamine Psuedoephedrine
- Codeine Diazepam
- Butabarbital
- MDMA Phenyipropiophenolamine
- Dihydrocodeine Lorazepam Pentobarbital
- MDEA Fentanyl Oxazepam Phenobarbital
- MDA Hydromorphone Temazepam
- Secobarbital
- PMA Hydrocodone
- Meperidine
- Other: Methadone Specimen Validity:
- Marijuana Morphine
- Nitrites
- Cocaine/Crack
- Oxycodeone Chromates
- Meprobamate/Carisoprodol
- Proproxyphe Specific Gravity
- Methylphenidate Sufentanil
- Zolpidem
I have read the United States Auto Club (USAC) Substance Abuse Policy. I hereby give my consent to USAC, WC Vision and its designated agents to collect blood, urine, saliva, hair, and breath specimens from me; and to screen and/or test those specimens for the presence of alcohol and/or any prohibited substance under USAC's Substance Abuse Policy; and to conduct such other tests as USAC and WC Vision deems necessary from time to time to determine my fitness to participate in or at an Event, all as set forth in the USAC Substance Abuse Policy as it may be amended from time to time. In addition, I give my permission to any doctor, nurse, technician, laboratory, or health facility which administers drug or alcohol tests or screens to release the results of any tests of examinations to USAC and WC Vision.

I recognize that the USAC Substance Abuse Policy has been adopted and is administered by USAC to promote the integrity of USAC-sanctioned racing. Accordingly, I ALSO HEREBY RELEASE, DISCHARGE, COVENANT NOT TO SUE AND AGREE TO HOLD HARMLESS USAC, WC Vision, LLC/Pirelli World Challenge, its officers, employees, representatives, agents, and testing facilities, as well as any individual or company in any way affiliated with USAC, WC Vision, LLC/Pirelli World Challenge and any other persons or entities against whom I might have a claim, from and/or for claims, damages, losses, or expenses of any kind, whether caused by negligence or otherwise, arising out of the implementation of the USAC Substance Abuse Policy, or any act or omission in connection therewith, including and without limitation the testing of specimens and the publication of the test results and circumstances giving rise to such test or tests to any third party or parties by USAC, WC Vision or said drug testing facilities, as well as the officers, employees, and agents of each of them, or any other persons or entities.

I have read and agree to the Annual Release and Waiver of Liability