

2022 ERA SERIES



Sporting Regulations

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ARTICLE 1: CHAMPIONSHIP AND OFFICIALS

1.1 Championship status

National championship approved by the Belgian ASN, the Royal Automobile Club of Belgium under Visa Number S01-ERA/B22.

1.2 Championship contact details

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1.3 Championship Race-Director

Rui Miguel Ferreira de Oliveira Marques

Lic. FPAK PT22/0005

1.4 Championship Stewards

- 1.4.1 Championship Stewards officiate in conformity with the FIA International Sporting Code and can adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.
- 1.4.2 The Stewards will be appointed on a round per round basis. These stewards may vary for every round. The stewards will be announced in the Supplementary Regulations of the Event.
- 1.4.3 Any group of 3 appointed stewards will count as a quorum.

1.5 Clerk of the Course

See supplementary regulations of the Event.

ARTICLE 2: DRIVER ELIGIBILITY

2.1 The Driver

2.1.1 Must hold a national C-Circuit licence (minimum).

2.1.2 Must be aged 16 or over before the season start.

2.1.3 Must provide a letter from his/her ASN allowing them to compete in the Championship.

2.1.4 Must be registered prior to the start of the Championship.

2.1.5 A medical file must be submitted either as part of licence, or separately if not included within licence documentation. Drivers with known medical conditions (i.e. Allergies, Diabetes, etc.) must submit written information to the chief medical officer before the season starts or in the event of a mid-season change together with the announcement of the change.

2.1.6 Participants with injuries or temporary handicaps must contact the chief medical office immediately. The chief medical officer will decide if such a driver will be admitted to the upcoming round.

2.2 Registration

2.2.1 All entrants must have paid all registration fees.

2.2.2 All entrants must fill in and return the Registration form fully to the Championship Co-ordinator by July 1st 2022. The Co-ordinator reserves the right not to accept Championship registrations after this date.

2.2.3 Registration numbers will be the permanent Competition numbers for the Championship. Registration numbers will be allocated between 2 and 99. Competition number 1 will not be available but will be allocated to the winner of the prior season in the future.

2.2.4 Acceptance or rejection of the registration or parts of the registration (i.e. driver) is at the discretion of the organisers.

2.2.5 Cars accepted are only those provided by ERA and complying with the technical regulations outlined for the championship.

2.3 Outstanding payments

2.3.1 All entrants must complete any outstanding payments prior to the start of a round in order to be eligible for competition. This includes damage repairs, spare parts, fines, appeal fees etc.

2.3.2 ERA Championship reserves the right to decline an entrant from participation in the event of outstanding payments and will not be refunded for any rounds they have been excluded from.

ARTICLE 3: DRIVER SPONSORSHIP

3.1 Driver Sponsor

3.1.1 Drivers are allowed to bring their own sponsors for advertisement on the car (as described in the Participation Document) and on their own driver suit without any extra costs.

3.1.2 Extra's like entry tickets, catering, pit box decorations, etc... need to be agreed upon with the organisation and would be added to the Participation Fee.

3.1.3 The organiser reserves the right to refuse certain sponsorship that is not in line with the ethos of the series.

These sponsors are for example:

- Tobacco companies
- Alcohol companies (if the driver is underaged)
- Betting companies (if the driver is underaged)
- Tyre companies competing with the series sponsor
- Direct competitor of the series sponsors

3.1.4 All sponsorship needs to be approved by the series organiser

3.2 Championship Sponsor

3.2.1 All competing cars have mandatory reserved sponsorship slots for the organisation.

These slots are:

Both front endplates: Goodyear logo 325 mm x 60 mm

Both rear endplates: Goodyear logo 210 mm x 40 mm

Sidepod: ERA logo 400mm x 250 mm

ARTICLE 4: CHAMPIONSHIP ROUNDS

The Championship will be contested over 1 event. There will be no championship classification in the inaugural season. The event will be run on 9-10 July 2022 at Circuit Zolder, Belgium.

ARTICLE 5: CLASSIFICATION

5.1 The winner of a race is the Driver who has classified as first in the Final Results.

5.2 For each race, an overall ranking will be drawn up.

5.3 All participants who started the race will be classified in accordance with the number of laps of the circuit covered, providing that they have completed at least 75 % of the complete number of laps covered by the winner (rounded up to the nearest whole lap). Drivers who have completed the same number of laps will be classified in the order in which they last crossed the finishing line.

5.4 The race distance is the duration specified in the Supplementary Regulations for the race(s). No additional laps are added to the race distance, in the event of the Safety Car is used at any time in a race even if the Safety Car has been used at any time in a race.

5.5 All laps of the race circuit covered after starting the race will be counted to obtain the distance covered. The warm-up and slowdown laps do not count towards the distance.

ARTICLE 6: AWARDS

6.1 All awards are provided by the promoter

6.2 Per round:

Trophies for 1st, 2nd and 3rd placed drivers

6.4 Title to all Trophies

If provisional results or championship tables being revised after any presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the organisers in good condition within 7 days.

6.5 Bonuses

The organisers reserve the right to provide additional awards before and during the Championship.

In order to qualify for any awards and/or bonuses, competitors must ensure that they comply with all Championship regulations or specific regulations issued concerning the additional awards/bonuses.

ARTICLE 7: CHAMPIONSHIP MEETINGS AND RACE PROCEDURES

7.1. Entries

7.1.1 Any withdrawal of Entry or Driver changes must be notified to the Meeting Organisers in writing.

7.1.2 No refunds will be offered against Championship Registration Fees or Race Entry Fees, regardless of circumstance.

7.1.3 Driver change during season: an official registration change form must be completed by all parties involved confirming that all costs have been satisfied and Championship Coordinator consent given before a change of team for a Registered Driver may take place. Driver retains competition number.

7.2. Driver Briefings

Drivers will be notified of the times and locations for all driver briefings in the Pre-Event Information for all meetings. Competitors must attend all driver briefings (with their Team Manager and/or Representative if that competitor is under 18).

7.3. Qualifying

Each individual race will have its own qualifying session. Timings and qualification allocations will be included in Pre-Event Information. Events with only one race will have one qualifying. Events with two races will have two separate qualifying sessions. The classification of Qualifying One determines the starting order for Race One. The classification of Qualifying Two determines the starting order for Race Two.

7.3.1 Lap times are non-transferable between qualifying sessions.

7.3.2 Charging of vehicles is not permitted between qualifying sessions. In case of lack of participation in Qualifying 1, charging may be permitted for Qualifying 2 with permission from the Chief Scrutineer.

7.3.3 Should any qualifying session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run the session; the decision of the Clerk of the Course shall be final. Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

7.3.4 Each driver shall complete a minimum of 1 timed lap in the car to be raced and in the correct session, in order to qualify.

7.3.5 Grids

7.3.5.1 Grid positions will be determined from the fastest lap recorded by drivers during the official qualifying session for that race.

7.3.5.2 Should two or more drivers have set identical times, priority will be given to the driver who set it at the earliest point in the official qualifying session.

7.3.5.3 Drivers who qualify out of session will have preference over drivers who qualify in the correct session but have their qualifying times disallowed.

7.3.5.4 Any driver or vehicle whose best qualifying lap exceeds 110% of the pole position time in their class may not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous testing session, the Stewards may permit the car to start the race at the back of the starting grid.

7.3.5.5 Any Driver who withdraws from a race must inform the Clerk of the Course/Championship Co-ordinator at the earliest opportunity and, in any event, no later than 30 minutes before the start of the race. If one or more cars are withdrawn the grid may be closed up if sufficient time is allowed to do so. Not doing so may result in a penalty for a future race.

7.4. Races

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race.

7.4.2 A driver must finish the race to be eligible to receive a trophy. In the event of a DNF during a race, the driver will not be eligible for awards.

7.5. Starts

7.5.1 All cars will be released to form up on the grid prior to the start in the formation as specified on the grid sheet.

7.5.2 The start will be a Standing Start. The minimum countdown procedures/audible warning sequence shall be:

| | |
|---|------------------------------------|
| Pitlane open | T-15 min |
| Pitlane closed | T-10 min |
| 5-min board | T-5 min |
| 3-min board | T-3 min |
| 1-min board | T-1 min |
| 15-sec board | T-0:15min |
| Green flag / light at starting bridge/tower | start of formation light |
| Last car in position: | green flag at the back of the grid |
| All red lights on | |
| All red lights out | start of the race |

7.5.3 Any cars removed from the grid after the formation lap or driven into the pits on the formation lap shall be held in the pitlane and may start the race after the last car has passed the start line or pitlane exit, whichever is the later to take the start from the Pitlane Exit.

7.5.4 Any driver unable to start the Green Flag Lap or start are required to indicate their situation to marshals by raising their hand. Marshals will relay to Event Organiser and Clerk of the Course as soon as the situation becomes apparent. In addition, any driver unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

7.5.5. In the event of any starting lights failure, the Starter will revert to using the national flag.

7.5.6 It is not permitted to cool the radiators or brakes of a car on the grid unless it is specifically authorised by the Chief Scrutineer. In the event of this permission being given, the use of any such device must be consistent with the requirements set forth in the 2022 ERA Championship Technical Regulations.

7.6. Safety Car

Safety Car regulations according to art. 2.10 appendix H ISC (international sporting code).

7.7. Red flag

7.7.1 Should the need arise to stop any race or qualifying session, RED LIGHTS will be switched on at the startline and RED FLAGS will be displayed at the startline and at all Marshals Signalling Points around the circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace (and be prepared to stop at all times), to return to the pitlane during qualifying, and to the starting grid area during a race unless otherwise directed by officials.

7.7.2 During a race, cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped. Cars will be in parc Fermé for the duration of the red flag and can only be worked on after specific authorisation from the Chief-Scrutineer.

7.7.3 During practice and qualification sessions, work on cars may continue

7.7.4 Restart procedure will be communicated and a new countdown procedure will start with a 5-minute board. Race time may be reduced in the event of a red flag.

7.8 Pits, Paddock & Pitlane Safety

7.8.1. Pits & Paddock

Competitors must ensure that the local ASN, Circuit Management and Organising Club Safety Regulations are complied with at all times.

7.8.2. Pitlane

The outer lane or lanes (fast lane) are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on Drivers to take all due care and respect the pitlane speed limits.

Work on the car(s) is only allowed in the working lane at the competitor's designated area.

7.8.2.1 The pitlane allocation for each team will be determined by random draw by the Championship Organiser and notified via the Pre-Event Information bulletin. Any car stopped in the pits must be parked tail-in and at a 45 degree angle.

7.8.2.2 It is the responsibility of the team to release their car from its designated pit stop position only when it is safe to do so.

a) If a car is deemed to have been released in an unsafe manner during the qualifying session, the Stewards may drop the driver such number of grid positions as they consider appropriate.

b) If a car is deemed to have been released in an unsafe manner during a race a penalty may be imposed on the driver concerned.

c) An additional penalty may be imposed on any driver who, in the opinion of the Clerk of the Course, continues to drive a car knowing it to have been released in an unsafe manner. In all of the above cases, a car will be deemed to have been released when it has been driven out of its designated pit area position following a pit stop.

7.8.2.3 No waiting at the pitlane exit red light is permitted. Cars may not enter the outer lane of the pits (fast lane) until the pit exit is opened at the start or re-start of each qualifying session. Furthermore, no car may be moved to a position in the inner lane (working lane) which is closer to the pit exit than the garage (working area) which has been assigned to the relevant Team.

7.8.3 Speed Limit

7.8.3.1 Pitlane speed limit will be 50kph or as notified in the Pre-Event Information bulletin.

7.8.3.2 Penalties for exceeding pitlane speed limit

During qualifying: a fine of a minimum of €100 and/or loss of qualifying times

During a race: a time penalty of not less than 10 seconds and/or a fine of a minimum of €100 and/or a drive through penalty and/or disqualifying from the race

7.9 Penalties

7.9.1 A table of penalties will be communicated before the start of the season.

7.9.2 Any penalty fines will be transferred according to the FIA International Sporting Code.

7.10 Protest Procedure

7.10.1 Protests & Appeals shall be made in conformity with the FIA International Sporting Code.

7.10.2 Protest fee is €500 and Appeals fee is €2.000.

7.11 Race Finishes

7.11.1 After taking the Chequered Flag drivers are required to

- (i) progressively and safely slow down,
- (ii) remain behind any competitors ahead of them, and remain in race finishing order on the slow-down lap,
- (iii) return to the pitlane entrance/paddock entrance/parc fermé area as instructed,
- (iv) comply with any directions given by Marshals or Officials,
- (v) keep their helmets on and harnesses done up while on the circuit or in the pitlane.

7.11.2 Parc Fermé

At the end of each qualifying session/race all cars must return immediately to Parc Fermé without any unnecessary delay without overtaking (unless clearly necessary) without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary).

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

No work on the cars of any kind is permitted. No data may be downloaded.

No non-ERA personnel are permitted to enter the Parc Fermé area unless authorised to do so by the Chief Scrutineer.

7.12 Results

All Qualifying Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Qualifying/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

7.13 Timekeeping Modules

7.13.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship Official Testing, Qualifying sessions and Races. The setting and servicing of these items must only be carried out by properly authorised licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

7.13.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any meeting or test session/day. Any such equipment placed within these zones will be removed.

7.13.3 Only footage from the cameras requested by the Clerk of the Course or the Stewards will be viewed.

7.13.4 Any footage gained from the Incident Camera must be made available to the nominated film production company before the conclusion of the Meeting. All footage is property of ERA Championship. For the avoidance of doubt, the competitor may not use any footage obtained for any commercial purposes including but not limited to any form of television broadcast (free to air, internet, pay per view, subscription, terrestrial, satellite), any other form of internet use, any advertising, sponsorship promotion or for any type of public performance – paying or otherwise, without prior permission from the Championship Co-ordinator

7.14 Communications

7.14.1 For the purpose of safety, each Team Manager must have a receiver tuned to the Championship frequency. This is a one way listen only device to allow Team Managers to hear safety information from the Clerk of the Course. The system is battery powered and completely stand alone. Team Managers will be advised of the registered frequency at round 1. Team Managers are required to use this system at all times during qualifying and racing. A system test may be carried out prior to official track activity. Team Managers will be issued with a receiver at round 1 to be retained for the season and must be returned at the final round. Details of this receiver are available from the Championship Co-ordinator.

It is the responsibility of the team manager to ensure that the receiver is correctly set up and working at all times during qualifying and racing. Supply of batteries for the receiver to enable this is the responsibility of the Team Manager.

7.14.2 Any messages or notices conveyed via the receiver are given for the Team Manager as advice only and do not substitute nor override circuit flag and board signals.

7.14.3 In-car communication between team and driver is permitted.

7.14.4 Only the telemetry system provided by ERA is allowed

7.15 Official Test Days

All registered drivers are permitted to attend all Official Test Days which will be confirmed in writing by the Championship Co-ordinator.

The 2022 ERA Series Technical Regulations shall apply for all official test days. Only registered drivers may take part in Official Test Days.

Parc Fermé conditions will apply for 30 minutes after each Official Test session unless authorisation to release is given by the Stewards.

ARTICLE 8. WEIGHTS

8.1 The minimum total weight of car and driver is mentioned in the Technical Regulations of the Championship.

8.2 The location of the official scales will be notified in the driver briefing along with accessibility times.

ARTICLE 9: PITLANE PROCEDURES CAR AND PERSONNEL

IMPORTANT: At all times, only persons appointed by ERA allowed to work on the car. (no parents, own mechanics/engineer, driver coach etc...)

All officials, personnel and drivers must be in conformity with the FIA International Sporting Code – Appendix P – Supplements 3 and 4 as for the minimum requirements for e-Safety Training and Additional Requirements.

9.1 The entire team, including all personnel that will work on the car at racing events, need to pass the ERA safety training.

9.2 All personnel at race events need to prove, at any time, passing the ERA safety training.

9.3 Battery safety officer:

9.3.1 ERA appoints one or more battery safety officer(s). (BSO)

9.3.2 The BSO is the only person(s) allowed to handle the vehicle in the charging area.

ARTICLE 10: CHARGING

10.1 Charging will only be allowed within the specified charging area and within specified time slots managed by ERA personnel. This area and timing will be announced in the pre-event documentation and will be in a different location at every event.

ARTICLE 11: TYRES

11.1 Covering of the tyres on the grid is not permitted.

11.2 The organisers reserve the right to impound and/or replace meeting nominated tyres at any time before, between and after qualifying and races. Responsibility for the wheels and tyres remain with the competitor throughout the period they are held by the organisers and/or Official Tyre Suppliers.

11.3 Slick tyres allotted to each vehicle for each Meeting's qualifying and races is: - Three front tyres new - Three rear tyres new. These tyres must remain new for the qualifying session.

Wet tyres allotted to each vehicle for each Meeting's qualifying and races is: - Two front tyres new - Two rear tyres new. These wet tyres may be new or used for the qualifying session. If wet tyres are used, the rain light must be switched on.

If wet tyre wear during a Meeting is deemed to be excessive, a meeting of Entrants may be convened in which a majority vote (using a system of one vote per Team Entrant, not one vote per car entered) may decide to allocate one additional set of wet tyres for the remainder of that meeting.

11.4 The 6 slick tyres allocated for the Meeting must be new and supplied at that Meeting.

11.5 A maximum of eight new slick tyres per car may be used on any Official Test Day. Test tyres may be supplied prior to the meeting provided they were allocated by the appointed supplier. Additional tyres may be used during an Official Test providing that they have been previously nominated for a 2022 Championship meeting.

Wet tyre usage for Official Test Days will not be limited.

Parc Fermé conditions will apply in team awnings for 30 minutes after each Official Test session in order for tyre checking to take place unless authorisation to release is given by the Championship Scrutineer.

11.6 During each meeting, no allocated tyre may be turned or reversed on the rim after initial fitment.

11.7 Each competitor must nominate, on the form provided by the Championship Eligibility Scrutineer, the manufacturer's serial numbers of the tyres for use at each meeting. This form must be handed to the Championship Eligibility Scrutineers prior to the start of the first qualifying session.

11.8 It is the competitor's responsibility to ensure that the tyre serial numbers to be used during the meeting are correctly recorded on the nomination form. The use of tyres without appropriate identification may result in a grid position penalty or exclusion from the race.

The Officials appointed for the race will, at any time, during the Meeting, conduct spot-checks. Non-compliance with this provision will be sanctioned by the Race Officials, up to exclusion from the race.

Pre-heating and any modification or treatment or the application of solvents altering the tyres compound are strictly forbidden.

11.9 The replacement of any tyre is subject to the prior mutual agreement of the Championship Eligibility Scrutineer and a representative of Goodyear Tyres. Any damaged or punctured tyre will be replaced on a "like for like" basis and both tyres must be presented before any approval may be given.

11.10 Only tyres nominated for that meeting are permitted in the pitlane during official qualifying sessions and races.

11.11 At the discretion of the organisers, a tyre Parc Fermé may be established at any meeting at any time. In this case, the tyres will be made available to competitors in the tyre Parc Fermé no later than 60 minutes before the qualifying session and/or races.

Competitors will deliver the tyres back to the same place no later than 20 minutes after opening hours of the tyre Parc Fermé established for official qualifying session and each race.

ARTICLE 12: DOCUMENTATION

11.1 The organisation might ask for more documentation before or during the championship. Failure to submit documentation after requested may result in penalties, fines, or disqualification.

11.2 Required documentation to be submitted and approved before a test or race:

- All Drivers: National C-Circuit License (minimum)

- Event Preparation Document: Will be sent out before a race or testing and needs to be returned latest at arrival. This document will include but is not limited to:

- Name and contact details: Drivers
- Disclaimer
- Underaged drivers signed by parent/s or a person with a deed of assent

11.3 Pre event documentation will be provided which includes but is not limited to:

- Circuit management regulations, specific rules and fines
- Event schedule
- Space and pitbox allocation
- Charging location and procedures
- Championship organisation location, names and contact details