



2009 SEAT León Eurocup Sporting Regulations



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FOREWORD

2009 SEAT León Eurocup Sporting Regulations



SEAT Sport, S.A. by means of one organizing committee will organise the SEAT León Eurocup, reserved for SEAT León Supercopa MKII car:

The Cup is governed by the FIA International Sporting Code and its appendices (the Code), the Circuit General Prescriptions, the Technical Regulations for SEAT León Eurocup cars, and the present Sporting Regulations specific to the SEAT León Eurocup.

REGULATIONS

1. The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

GENERAL UNDERTAKING

2. All drivers, competitors and officials participating in the Cup undertake, on behalf of themselves, their employees and agents, to observe all the provisions, as supplemented or amended, of the International Sporting Code (the Code), the Circuit General Prescriptions, the Technical Regulations and the present Sporting Regulations.

GENERAL CONDITIONS

3. It is the competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the Circuit General Prescriptions, the Technical Regulations and the Sporting Regulations. If a competitor is unable to be present in person at the Event he must nominate his representative in writing.

Throughout the entire duration of the Event, a person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

4. Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the event.

5. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

6. All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pit lane, or track must wear an appropriate pass at all times. If, in the opinion of SEAT Sport, S.A. a competitor fails to operate his team in a manner compatible with the standards of the cup or any way brings the cup into dispute, the SEAT Sport, S.A. may exclude such competitor from the Cup forthwith.

LICENCES

7. All drivers, competitors and officials participating in the SEAT León Eurocup, must hold current and valid licences (minimum requirement a grade C Driver's licence) and, where applicable, valid licences and/or authorisations issued by their ASN(s). The drivers must also be in possession of a current medical certificate of aptitude (see Article 1.7 of Appendix L, Chapter II).

SEAT LEON EUROCUP EVENTS

8. Each Event will have the status of a restricted international competition.

9. Events are reserved for SEAT León Supercopa MK II as defined by the applicable SEAT León Eurocup Technical Regulations, SEAT León technical form, and catalogue.

10. Save in exceptional circumstances, the SEAT León Eurocup will be made up of two races per meeting with a distance between 50 - 70 km and with a maximum duration of 30 minutes per race.

11. The maximum number of Events in the SEAT León Eurocup is set at 6.



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- 12.** The definitive list of Events is published by the organizing committee before 1 January each year.
- 13.** An Event may be cancelled if fewer than 16 cars are available. The VIP participants invited by the organizing committee will not score points and not block places in the order of classification, and the points attributed to these places

SEAT LEON EURO CUP

14. The SEAT León Eurocup Champion Drivers' title will be awarded to the driver who has scored the highest number of points, taking into consideration all the results less two, obtained during the Events.

15. Points for all titles will be awarded for each race at each Event according to the following scale:

- 1st : 10 points
- 2nd : 8 points
- 3rd : 6 points
- 4th : 5 points
- 5th : 4 points
- 6th : 3 points
- 7th : 2 points
- 8th : 1 point

16. If a race is suspended under Article 127, and cannot be resumed under Article 128, no points will be awarded if the leader has completed less than two laps, half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance, and full points will be awarded if the leader has completed more than 75% of the original race distance.

DEAD HEAT

17. If two or more drivers finish the season with the same number of points, the higher place in the Championship shall be awarded to:

- a) The holder of the greatest number of first places.
- b) if the number of first places is the same, the holder of the greatest number of second places.
- c) if the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.

If this procedure fails to produce a result, SEAT Sport, S.A. will nominate the winner according to such criteria as it thinks fit.

ORGANISATION OF EVENTS

18. Each organiser shall supply the information set out in Appendix 1, part A hereto, to the RFEdeA and SEAT Sport no later than 90 days before the Event, together with the detailed timetable.

INSURANCE

19. The organiser of an Event must procure that all competitors, their personnel and drivers are covered by third party insurance, which must comply with the national laws in force.

20. The policy must be available to the competitors on demand.

21. Third party insurance arranged by the promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Event.

22. Drivers taking part in the Event are not third parties with respect to one another.



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OFFICIALS

23. The following officials will be nominated by the RFEdeA on proposal of SEAT Sport, S.A.

- One chairman of stewards, one steward

In conformity with Article 134 of the Code, the Stewards of the meeting will officiate as a body under the authority of their chairman.

- A Race Director.
- A technical delegate

24. The following officials will be nominated by the ASN and their names sent to the RFEdeA at the same time as the application to organise the Event:

- One Steward from among the ASN's nationals.
- The Clerk of the Course.
- All other officials required for the good running of the event.

25. The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may only give orders in respect of them with his express agreement:

a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations.

b) The stopping of any car in accordance with the Code or Sporting Regulations.

c) The interruption of practice.

d) The starting procedure.

e) The use of the safety car.

f) Suspending and resuming the race.

26. The Race Director, the Clerk of the Course and the Technical Delegate, and the stewards must be present at the Event from the beginning of initial scrutineering.

27. The Race Director must be in radio contact with the Clerk of the Course and the chairman of the Stewards at all times when cars are permitted to run on the track. Additionally, the Clerk of the Course must be in race control and in radio contact with all the marshals' posts during these times.

COMPETITORS' APPLICATIONS

28. a) Applications to compete in the SEAT León Eurocup must be submitted to the organizing committee, no later than 31 March 2009, accompanied by the set entry fees specified below (Article 28 c), and the commercial agreement (appendix 3, of this regulations) signed by the participant.

The application shall include:

1) confirmation that the applicant has read and understood the Code, the Sporting Regulations and the Technical Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them.

2) the name of the competitor.



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- 3) a photocopy of the competitor's licence and driver's licence issued by the respective ASNs.
 - 4) the name of the driver, the name of the team.
 - 5) The commercial agreement. (Appendix III of the sporting regulations SEAT León Eurocup)
- b) A competitor can enter as many cars as he wishes.
- c) The sum of the SEAT León Eurocup entry fee for the full season is 11.000 Euros.
- d) Competitors may enter the SEAT León Eurocup on a race-by-race basis and may announce their entries in each Event concerned, to the organizing committee, accompanied by the entry fees paid to the organizing committee, no later than fifteen days prior to the Event, it being understood that the Event starts with scrutineering. The sum of the race entry fee is 2.600 € per driver.

29. If, in the opinion of the organizing committee, a competitor fails to operate his team in a manner compatible with the standards of the SEAT León Eurocup or in any way brings the SEAT León Eurocup into disrepute, the organizing committee may exclude such competitor from the SEAT León Eurocup forthwith.

PASSES

30. No pass may be issued except as agreed with the organizing committee. A pass may be used only by the person and for the purpose for which it was issued.

INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

31. In exceptional circumstances, the Stewards or Race Director may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all the competitors who must acknowledge receipt.

32. All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.

33. Any decision or communication concerning a particular competitor must be given to him within twenty-five minutes of such decision and receipt must be acknowledged.

INCIDENTS

34. "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation) and which:

- Necessitated the stopping of a practice (free or qualifying) session or the suspension of a race under Article 127;
- constituted a breach of these Sporting Regulations or the Code;
- caused a false start by one or more cars;
- caused a collision;
- forced a driver off the track;
- illegitimately prevented a legitimate overtaking manoeuvre by a driver;
- illegitimately impeded another driver during overtaking.

35. a) It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if a driver or drivers involved in an Incident shall be penalised.

b) If an incident is under investigation by the Stewards, a message informing all Teams which driver or drivers are involved will be displayed on the timing monitors (if the facilities on the circuit so permit).

c) If a driver is involved in a collision or Incident (see Article 34), and has been informed of this by the Stewards no later than 30 minutes after the end of the race has finished, he must not leave the circuit without the consent of the Stewards.



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36. The Stewards may impose any one of the following three penalties (in substitution or in addition to other available penalties) on any driver involved in an Incident.

- a) A drive-through penalty. The driver must enter the pit lane and rejoin the race without stopping.
- b) A 10-second time penalty. The driver must enter the pit lane, stop in the designated place for at least 10 seconds and then rejoin the race.
- c) A drop of grid positions for the driver in a future race.
- d) A loss of points from the Cup

However, should either of the penalties under a) and b) above be imposed and notified in writing to the team representative during the last five laps, or after the end of the race, Article 38 b) below shall not apply and a 30-second time penalty shall be added to the elapsed time of the car concerned.

37. Should the Stewards decide to impose one of the penalties provided for in Article 36 a) or b), the following procedure shall be applied:

- a) The Stewards shall give written notification of the penalty, which has been imposed to an official of the team concerned and shall make sure that this information is countersigned, with a note of the time, or displayed on the timing monitors.
- b) From the time the Stewards' decision is notified on the timing monitors, the relevant driver may cover no more than one complete lap before entering the pit lane and, in the case of a penalty under Article 36 b), proceeding to the time penalty area where he shall remain for the period of the time penalty. Whilst a car is stationary as a result of incurring a time penalty, it may not be worked on. However, if the engine stops, it may be started after the penalty period has elapsed, possibly with the help of an external source of energy.

However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty after the Safety Car has been deployed. Any laps carried out behind the Safety Car will be added to the one-lap maximum.

If the driver is unable to start his car by himself, it may be moved to its pit by its mechanics.

- c) When the time penalty period has elapsed the driver may rejoin the race.
- d) Any breach of or failure to comply with Articles 37 b) or c) may result in the car being excluded.

PROTESTS AND APPEALS.

38. Protests shall be made in accordance with the International Sporting Code and accompanied by a fee as stated by the relevant ASN.

SANCTIONS

39. The Stewards may inflict the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the Code.

CHANGES OF DRIVER

40. After the closing time for scrutineering, a driver change may only take place with the consent of the Stewards.

41. In all other circumstances, competitors will be obliged to use the driver they nominated at the time of scrutineering for the Event except in cases of "force majeure" which will be considered separately. Any new driver may score points in the SEAT León Eurocup.



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DRIVING

- 42.** The driver must drive his car alone and unaided.

RACE NUMBERS AND NAME OF CAR

- 43.** Each car will carry the race number of its driver. Race numbers must be in conformity with the provisions of the Code (see Chapter XVII).
- 44.** The name of the driver must also appear on the bodywork (rear lateral windows, windscreen and rear window), on the outside of the cockpit, and be easily legible (see Chapter XVII of the Code).

SPORTING CHECKS

- 45.** Each competitor must have all documents required by Article 7 available and the various documents relating to his car available for inspection at any time during the event.
- 46.** At each Event, the organiser will check all licences. The list of competitors, drivers and cars allowed to take part in the event must be published before the start of scrutineering.
- 47.** No competitor, driver or other person concerned with a car can be required to sign any waiver.

SCRUTINEERING

- 48.** The list of cars allowed to take part in qualifying practice will be published after scrutineering. All cars may be weighed before participating in practice. Competitors must present a technical passport for each of their cars entered in the Event.

- 49.** Initial scrutineering of the car and competitors sporting checks will take place:

Scrutineering: one day before the race from 8.00 to 13.00; technical scrutineering will take place in the paddock. Unless a waiver is granted by the Stewards, competitors who do not keep to these time limits will not be allowed to take part in the Event.

- 50.** No car may take part in the Event until it has been passed by the scrutineers.

- 51.** The scrutineers may:

- a) Check the eligibility of a car at any time during an Event.
- b) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,
- c) Require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail,
- d) Require a competitor to supply them with such parts or samples as they may deem necessary.

At any time, the car must contain at least 2 kg of fuel for the taking of fuel samples.

The 2 kg of fuel must be taken through a self-sealing connector, as defined in Article 90 of the present regulations.

- 52.** Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be presented again by the competitor for scrutineering approval.

- 53.** The Race Director or the Clerk of the Course may require that any car involved in an accident be stopped and checked at any time during the event.



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54. Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the competitors.

55. The Stewards will publish the findings of the scrutineers each time cars are checked during the Event. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

TYRE LIMITATION DURING THE EVENT

56. The organizing committee will specify control tyres for the SEAT León Eurocup (dry and wet-weather tyres).

57. All the dry weather tyres that a competitor plans to use during the event must be marked or remarked before the first free practice sessions. All new tyres must be collected from the tyre manufacturer designated by the organizing committee during the relevant Event.

- For the free practices, qualifying, and races by event a maximum of 12 dry weather tyres.

NB: Previously marked tyres must always be remarked when used at another Event and may not be used on any other car than the one for which they were previously marked.

58. It is the competitors' responsibility that the tyres are appropriately marked and/or registered by the Scrutineers. Competitors must accept any possible disadvantages resulting from non-appropriate registering of the tyres.

59. The use of tyres without appropriate identification for the corresponding car for the corresponding Event is forbidden. Wet-weather tyres shall be free as regards their number. They must be used as supplied by the tyre manufacturer designated by the organizing committee. Wet weather tyres, in compliance with Article 56, can only be used if the track has been declared wet for the relevant session (free practice, qualifying) or race, by the Race Director / Clerk of Course.

60. If dry-weather tyres (slicks) are used during a wet race/wet practice, only tyres registered for the Event are admissible.

61. These tyres must nevertheless comply with the specification determined by the control tyres for this Event as specified in Article 56.

62. It is forbidden to proceed from the pits to the starting grid with unmarked tyres. Any chemical and/or mechanical treatment of the tyres is prohibited. The original tyre tread and profile may not be modified or cut. The use and /or presence of tyre-warmers during the meeting are forbidden.

WEIGHING

63. The weight of any car may be checked during the Event as follows:
All drivers entered in the SEAT León Eurocup will be weighed, wearing their complete racing apparel, at the first Event of the season. If a driver is entered later in the season, he will be weighed at his first Event. The weights of the drivers will then be entered into a list which is under the control of the Technical Delegate. To identify which driver is on board the car, each driver will bear on both sides of his helmet a numbered sticker.

a) During and after all the practice sessions:

1) the Technical Delegate will install weighing equipment. This area will be used for the weighing procedure.

2) the Technical Delegate after consultation with the Stewards will select cars to undergo the weighing procedure. The Technical Delegate will inform the driver that his car has been selected for weighing;

3) having been informed that his car has been selected for weighing, the driver will proceed directly to the weighing area and stop his engine;

4) the car will then be weighed and checked, and the result given to the driver or a team representative in writing;



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5) if the car is unable to reach the weighing area under its own power it will be placed under the exclusive control of the marshals who will take the car to be weighed;

6) a car may not leave the weighing area without the consent of the Technical Delegate;

b) After the race:

The stewards will instruct the Technical delegate to weight cars classified in the first three places.

c) Should the weight of the car be less than that specified in the Technical Regulations when weighed under a) or b) above, the car and the driver may be excluded from the Event save where the deficiency in weight results from the accidental loss of a component of the car.

d) No solid, liquid, gas or other substance or matter of any nature whatsoever may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure (except by a scrutineer when acting in his official capacity and, after the race).

e) Only scrutineers, officials and SEAT Sport staff may enter the weighing area. No intervention of any kind is allowed there unless authorised by such officials.

64. Any breach of these provisions for the weighing of cars may result in the exclusion of the car concerned.

VEHICLES

65. The SEAT León Eurocup is reserved of exclusive way to the SEAT León Supercopa MK II model, made by SEAT Sport, S.A. for exclusive use in this SEAT León Eurocup 2009. These vehicles must be in agreement to the published technical rules including their annexes, as well as to technical form for the SEAT León Eurocup 2008

66. Only one single car may be entered per driver at each Event. T-cars/spare cars are prohibited. The driver/car attribution applicable for the whole Event will be made at scrutineering before the beginning of the first free practice.

GENERAL CAR REQUIREMENTS

67. No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for the following:

a) legible messages on a pit board;

b) body movement by the driver;

c) lap trigger signals from the pits to the car. Lap marker transmitters shall be battery-powered and once operating must be free-standing (not attached to any other pit equipment by means of wires or optical fibres) and incapable of receiving external information. Such lap triggers shall use a transmitter operating with a carrier frequency above 10 GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and shall not be used for the transmission of any data from pit to the car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent;

d) verbal communication between a driver and his team by radio;

e) Electromagnetic radiation between 2.0 and 2.7 GHz is forbidden.

GENERAL SAFETY

68. Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar in any way whatsoever to these.

69. Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

70. Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to



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do so in good time, making sure that he can do this without danger.

- 71.** During practice and the races, drivers may only use the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.
- 72.** A driver who abandons a car must leave it in neutral position and with the steering wheel in place.
- 73.** Repairs to a car may only be carried in the paddock, pits or on the grid.
- 74.** The organiser must make at fire extinguishers available at the pit-lane.
- 75.** Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the team's designated garage area, the pit lane or on the starting grid.
- 76.** At no time may a car be reversed in the pit lane under its own power.
- 77.** During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session and the period between the commencement of the formation lap which immediately precedes the race and the time when the last car enters the Parc Fermé, no one is allowed on the track with the exception of:
 - a) marshals or other authorised personnel in the execution of their duty;
 - b) drivers when driving or under the direction of the marshals;
 - c) mechanics, only in the case of a start procedure.
- 78.** During a race, the engine may only be started with the starter, except in the pit lane where the use of an external battery is allowed under the conditions provided for in Article 112 and 37 b).
- 79.** Drivers taking part in practice and the race must always wear the clothes, underwear, helmets, and the FIA approved head restraint specified in Appendix L to the International Sporting Code.
- 80.** In order to confirm that appropriate access to the airway of an injured driver is possible, the following test made be carried out at least once per season with each participant in the SEAT León Eurocup:
The driver is to be seated in his car, with full-face helmet and approved head restraint in place and attached and safety harness buckled.
With the help of two additional rescuers, the chief medical officer of the event, must be able to remove the helmet with the driver's head maintained in neutral position at all times.
If this is impossible, the driver will be required to wear an open-face helmet homologated for use with the FIA approved head restraint device.
- 81.** A speed limit of 60 kph during practice, warm-up and the race will be enforced in the pit lane. The over speed in the pit lane will be sanctioned with 40 euros for each kilometre
Except in the race, any driver who exceeds the limit will be fined for each kph above the limit (this may be increased in the case of a second offence in the same Event). During the race, the Stewards may impose either of the penalties under Article 36 a) or b) on any driver who exceeds the limit.
- 82.** If a driver has serious mechanical difficulties during practice or the race he must leave the track or return to his pit as soon as it is safe to do so.
- 83.** The car's white head lights, red rear light and rear fog lights must be illuminated at all times when it is running on a track that has been declared a "wet track".
It shall be at the discretion of the Race Director to decide if a driver should be stopped because his lights are not working. Should a car be stopped in this way it may re-join when the fault has been remedied.
- 84.** Only three team members per participating car (all of whom shall have been issued with and shall be wearing special identification) are allowed in the signalling area during practice and after the start of the race. People under 16 years of age are not allowed in the pit lane or on the pit wall.



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85. Animals, except those which may have been expressly authorised by the FIA for use by security services, are forbidden in the pit area and on the track and in any spectator area.

86. The Race Director, the Clerk of the Course can require a driver to undergo a medical examination at any time during an Event.

87. Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the Event.

PIT LANE

88. a) For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the "fast lane", and the lane closest to the garages is designated the "inner lane", and is the only area where any work may be carried out on a car.

b) Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the team's designated garage area to the end of the pit lane.

c) Any driver intending to start the race from the pit lane may not drive his car from his team's designated garage area until the pit exit is closed and must stop in a line in the fast lane.

d) Competitors must not paint lines on any part of the pit lane.

e) No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, and under its own power.

f) Team personnel are only allowed in the pit lane immediately before they are required to work on a car and must withdraw as soon as the work is complete.

g) It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over the ones leaving the working lane.

h) Cars must be angle parked in formation at all free practice and qualifying sessions (rear of the car into the pit entry at an angle of approximately 45 degrees facing towards the pit lane exit). Only in this position can cars be worked on when stopped in the pit lane working area.

During the course of an official qualifying session, all competing cars must remain in the pit lane whilst not on the track. At no time will competing cars be allowed in the paddock areas until such time as the official qualifying session has ended and the car has been cleared from any post-qualifying scrutineering checks and released from the Parc Fermé, except with the express permission of the Technical Delegate.

i) During all practice sessions, and races, each team will have a position assigned in the pit lane which will have to be respect during the session.

j) For all practice sessions, and races, the cars are allowed to drive in the fast lane only after the pit exit is open.

FUEL, REFUELLING AND PIT ASSISTANCE

89. A single fuel supplier is designated by the organizing committee. The supplying of this fuel must be carried out in accordance with the agreement between the organizing committee and the selected supplier.

90. All cars must be fitted with a self-sealing connector which can be used by the scrutineers to remove fuel from the tank. This connector must be FIA approved (cf. technical list n°5) and fitted immediately before the injectors.

It must be possible for a pipe to be fitted to this connector.

This pipe must reach the ground outside the car and be fitted with a cut-off device. The sampling connection must be placed in an unlockable area between the injection strip and the fuel pipe in the engine compartment. This installed device may be used for the sampling and for the simulation of a pipe rupture.



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91. During any pit stop, the driver is obliged to turn off his engine. During the practices (free, and qualifying), refuelling is not permitted.

92. Any breach of the provisions of the Code or these Sporting Regulations relating to pit assistance and refuelling may result in the exclusion of the car and driver(s) concerned from the Event.

FREE PRACTICE AND QUALIFYING PRACTICE

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

94. No driver may start in a race without taking part in qualifying practice, except in a case of "force majeure" duly recognised as such by the Stewards.

95. a) During practice there will be a green light and a red light at the pit lane exit. Cars may only leave the pit lane when the green light is on. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.

b) At the end of each practice session all drivers may cross the Line only once.

96. There will be two 30 minutes free practices sessions and one 30-minute qualifying practice session.

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

If technical means are used by the marshals to remove the car to a safe position, this assistance cannot be used to help the driver/car concerned to rejoin the session.

98. Practice may be interrupted as often and for as long as deemed necessary to clear the track or to allow the recovery of a car. In the case of free practice only, there will be no prolongation of the practice period after an interruption of this kind.

Furthermore if, in the opinion of the Stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session that day.

In the event of a driving infringement during any practice session, the Stewards may drop the driver such number of grid positions as they consider appropriate.

Unless it is completely clear that a driver committed a driving infringement any such Incident will normally be investigated after the relevant session, any penalty imposed shall not be subject to appeal.

Where appropriate, regard will also be given to the provisions of Article 39.

99. All cars abandoned on the circuit during any session will be brought back to the pits as soon as possible and may participate in the subsequent session.

100. Should the qualifying session be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

101. All laps covered during qualifying practice will be timed to determine the car's position at the start of race 1 in accordance with the prescriptions of Article 104. With the exception of a lap in which a red flag is shown, each time a car crosses the Line it will be deemed to have completed one lap.

STOPPING THE PRACTICE

102. Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the red flag and the abort lights will be shown at the Line. Simultaneously, red flags will be shown at all the marshals' posts.

When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits; parking in the fast lane is forbidden. All cars abandoned on the track will be removed to a safe place.



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THE GRID

103. At the end of qualifying practice, the fastest time achieved by each driver will be published officially.

104. The starting grid for Race 1 will be drawn up in the order of the fastest time achieved by each driver in the qualifying practice session. Should two or more drivers have set identical times, priority will be given to the one who set it first.

105. The fastest car will start the race from the position on the grid which was the pole position in the previous year or, on a new circuit, has been designated as such by the FIA.

106. Any driver whose best qualifying lap exceeds 107% of the fastest time will not be allowed to take part in the race.

Under exceptional circumstances however, which may include setting a lap time in a previous free practice session, the Stewards may permit the car to start the race. Should more than one driver be accepted in this manner, their order will be determined by the Stewards.

In neither case may a team appeal against the Stewards' decision.

107. The final starting grid of Race 1 will be published 60 minutes before the race; the provisional starting grid of Race 2 will be published after Race 1.

The starting grid for Race 2 will be determined by the provisional results of Race 1.

a) The first 8 cars classified will be placed in reverse order of the provisional classification of Race 1.

b) The rest of the cars will start as follows:

- the 9th placed car in Race 1 will start 9th in Race 2
- The 10th placed car in Race 1 will start 10th in Race 2 and so on until the last placed car in Race 1.

c) The cars not classified in race 1 will be placed on the starting grid after those regularly classified, according to the number of laps covered (e.g.: the first car retired in race 1 will occupy the last spot of the grid, the second retired will occupy the last-but-one spot, and so on).

d) All the cars that have lost the right to line up according to the positions obtained in Race 1 following decisions by the Stewards of the Meeting will line up at the back of the starting grid in the order of their qualifying position.

e) Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Race Director or Technical Delegate accordingly at the earliest opportunity and, in any event, no later than 60 minutes before the start of the race. If one or more cars are withdrawn, the grid will be closed up accordingly.

108. The rows on the grid will be separated by at least 8 metres.

BRIEFING

109. A briefing by the Race Director will take place preferably on the day before the race. All drivers entered in the Event, and their competitors' appointed representatives must be present throughout the briefing; any absence may result in exclusion from the race.

If the Race Director considers that another briefing is necessary, this will take place at a time and place agreed with the Stewards of the meeting. The drivers and the competitors' representatives will be informed accordingly.

STARTING PROCEDURE

110. 10 minutes before the time for the start of the formation lap, the cars will leave the pits to cover a reconnaissance lap. At the end of this lap, they will stop on the grid in starting order with their engines stopped. Should they wish to cover more than one reconnaissance lap, this must be done by driving through the pit lane at a greatly reduced speed between each of the laps.

111. 12 minutes before the starting time, a warning signal announcing the closing of the pit exit in 2 minutes will be given. 10 minutes before the starting time, the pit exit will be closed and a second warning signal will be given. Any car which is still in the pits can start from the pits, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position.



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Where the pit exit is immediately after the Line, cars will join the race when the whole field has passed the pit exit on its first racing lap. Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.

112. The use of an external battery is authorised on the starting grid in the working area, in the designated place on the "inner pit lane and in the waiting area at the end of the pit lane in case of a start from there. Wheel changes on the starting grid may only be allowed prior to the five-minute signal.

113. The approach of the start will be announced by signals shown, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the five-minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid.

When the five-minute signal is shown, all cars must have their wheels fitted. After this signal wheels may only be removed in the pits.

Any car which does not have all its wheels fitted at the five-minute signal must start the race from the back of the grid or the pit lane.

Under these circumstances a marshal holding a yellow flag will prevent the car (or cars) from leaving the grid until all cars able to do so have left to start the formation lap.

When the three minute signal is shown the cars must be resting on their wheels.

When the one-minute signal is shown, engines will be started and all team technical staff must leave the grid by the time the 15-second signal is given, taking all equipment with them.

Re-fuelling on the grid is prohibited.

114. Fifteen-second signal: 15 seconds after this signal a green flag / light will be shown at the front of the grid whereupon the cars will begin a formation lap, maintaining their starting order. The cars will be followed by a race-closing car. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.

Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order in which they left to complete the formation lap.

If the Line is not situated in front of the pole position, for the purposes of this Article only, it will be deemed to be a white line one metre in front of pole position.

114.A – For Race 1 only:

Fifteen-second signal: 15 seconds after this signal a green flag/light will be shown at the front of the grid whereupon the cars will begin a formation lap with the organiser's official car leading, maintaining their starting order. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.

Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order they left to complete the formation lap. If the Line is not situated in front of the pole position, for the purposes of this Article only, it will be deemed to be a white line one metre in front of pole position.



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A time penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap.

The speed of the organiser's official car must be around 80 kph during the formation lap.

115. If any driver needs assistance after the 15-second signal he must indicate this to the marshals. If the car is still unable to start the formation lap, it will be pushed into the pit lane by the shortest route and the mechanics may work on the car again. Any driver be push from the grid may no atemp to start the car.

In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind. When leaving the grid all drivers must proceed at a greatly reduced speed until clear of any team personnel standing beside the track. Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane by the fastest route immediately after all cars able to do so have left the grid.

115 A – For Race 1 only:

Any driver who is unable to start the formation lap must indicate this to the marshals and, after the remainder of the cars have crossed the Line, his mechanics may attempt to rectify the problem under the supervision of the marshals.

If the car is still unable to start the formation lap, it will be pushed into the pit lane by the shortest route and the mechanics may work on the car again. Any driver be push from the grid may no atemp to start the car

116. When the cars have come back to their respective grid positions, a green flag will be shown behind the last grid row. The starter will then show a 5-second signal, and will then switch on the red light. Normally, the time lapse between switching on the red lights and extinguishing them will be between 0.2 and 2 seconds. The race will be started by extinguishing the red lights.

116 A – For the Race 1 only:

The organiser's official leading car will pull off at the end of the formation lap. The cars will continue on their own with the pole position leading at a minimum speed of 70 kph and a maximum of 90 kph. A judge of fact will monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90 kph) before the start is given will result in a stop-and-go penalty.

During the formation lap the red light will be on. No car may overtake another one before the starting signal is given.

117. If, after returning to the starting grid at the end of the formation lap a problem arises, the following procedures shall apply:

a) If a car develops a problem that could endanger the start the driver must immediately indicate this to the marshals and the marshal responsible for that row must immediately wave a yellow flag. If the Race Director decides the start should be delayed the green lights will be illuminated two seconds after the abort lights, a board saying "EXTRA FORMATION LAP" will be displayed and all cars able to do so must complete a further formation lap whilst the car which developed the problem is moved into the pit lane.

The team may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane. Should there be more than one car involved their starting order will be determined by the order in which they reached the end of the pit lane.

Every time this happens the race will be shortened by one lap.

b) If any other type of problem arises, and if the Race Director decides the start should be delayed, the following procedures shall apply:

1) If the race has not been started, the abort lights will be switched on, a board saying "DELAYED START" will be displayed, all engines will be stopped and the new formation lap will start 5 minutes later with the race distance reduced by one lap. The next signal will be the three minute signal. Every time this happens the race will be shortened by one lap.

2) If the race has been started, the marshals alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.

3) If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it



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into the pit lane by the fastest route. If the driver is able to re-start the car whilst it is being pushed he may rejoin the race.

4) If the driver is unable to start the car whilst it is being pushed his mechanics may attempt to start it in the pit lane. If the car then starts it may rejoin the race. The driver and mechanics must follow the instructions of the track marshals at all times during such a procedure.

117 A – For the Race 1 only:

a) There will be a rolling start. The starting signal will be given by means of starting green lights. During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

b) If a problem arises when the cars reach the Line at the end of the formation lap, the red light will stay on. Yellow flags will be displayed at all observation posts. The cars, with the pole position leading, will complete a new formation lap. They will be joined and led by the official leading car and will continue for another formation lap.

c) If additional formation laps are necessary, only the first two laps will not count towards the total distance of the race.

The total number of additional laps, whether they be formation laps or laps covered behind the safety car in accordance with article 126 of these regulations, is two.

If more than two additional formation laps are necessary, the start of the race will be considered as having been given at the end of the second additional formation lap.

118. All cars starting from the pit lane must be stopped by the marshals at the pit lane exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be strictly observed. Cars starting from the pit lane will have completed their first lap as soon as they cross the start/finish line for the first time.

119. During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

120. A time penalty will be imposed for a false start if so reported by start line judges or judges of fact.

121. Only in the following cases will any variation in the start procedure be allowed:

a) If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the 10 minute point. If necessary the procedure set out in Article 126, 113 will be followed.

b) If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes warning will be given.

c) If the race is started behind the safety car, Article 126 will apply.

122. The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result in the exclusion of the car and drivers concerned from the Event.

THE RACE

123. A race will not be suspended in the event of rain unless the circuit is blocked or it is dangerous to continue (see Article 127).



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124. If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If any such assistance results in the engine starting and the driver rejoining the race, the car will be excluded from the results of the race.

If technical means are used by the marshals to remove the car to a safe position, this assistance cannot be used to help the driver/car concerned to rejoin the race, except under Article 115.

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

SAFETY CAR

126. Refer to Article 5, Chapter II of Appendix H of the code. Paragraph K does not apply to this SEAT León Eurocup.

It is replaced with the following text: In each race, the first 2 Safety car laps completed will not count towards the race distance.

SUSPENDING A RACE

127. Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the red flag line where they must stop in staggered formation. If the leading car on the track is not at the front of the line any cars between it and the red flag line will be waved off to complete another lap before the race is resumed.

If any cars are unable to return to the grid as a result of the track being blocked they will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended.

The order will be taken at the last point at which it was possible to determine the position of all cars.

Any such cars will then be permitted to resume the race.

The safety car will then be driven to the front of the line of cars behind the red flag line.

Whilst the race is suspended:

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

Cars may enter the pit lane when the race is suspended but a drive through penalty (see Article 34) will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty.

All cars in the pit lane will be permitted to leave the pits once the race has been resumed but any which were in the pit entry or pit lane when the race was suspended will be released before any others. Subject to the above, any car intending to resume the race from the pit exit may do so in the order they got there under their own power, unless another car was unduly delayed.

At all times drivers must follow the directions of the marshals.

RESUMING A RACE

128. The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors; in all cases, at least ten minutes warning will be given.



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Signals will be shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.

When the five minute signal is shown all cars must have their wheels fitted, after this signal wheels may only be removed in the pit lane or on the grid during a further race suspension. Any car which does not have all its wheels fully fitted at the five minute signal must start the race from the back of the grid or the pit lane.

Under these circumstances a marshal holding a yellow flag will prevent the car (or cars) from leaving the grid until all cars able to do so have crossed the red flag line.

At some point after the three-minute signal, which will be dependent upon the expected lap time, any cars between the red flag line and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the safety car.

When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15-second signal is given taking all equipment with them. If any driver needs assistance after the 15-second signal, he must indicate this to the marshals and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

The race will be resumed behind the safety car when the green lights are illuminated. The safety car will enter the pits after one lap unless all cars are not yet in a line behind the safety car and team personnel are still clearing the grid or a further incident occurs necessitating another intervention.

When the green lights are illuminated, the safety car will leave the grid with all cars following, in the order they stopped behind the red flag line, no more than 5 car lengths apart. Soon after the last car in line behind the safety car passes the end of the pit lane, the pit exit light will be turned green, any car in the pit lane may then enter the track and join the line of cars behind the safety car.

Overtaking during this lap is permitted only if a car is delayed when leaving the red flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the order before the race was suspended.

Any driver who is delayed leaving the red flag line may not overtake another moving car if he was stationary after the remainder of the cars had crossed the red flag Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

Either of the penalties under Article 36a) or b) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

During this lap Article 5, Chapter II of Appendix H of the code will apply.

If the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

FINISH

129. The end-of-race signal will be given at the Line as soon as the leading car has completed the full race distance in accordance with Article 10. Should the prescribed time, in accordance with Article 10, elapse before the full race distance has been covered, the end of race-signal will be given to the leading car the first time it crosses the line, after such time has elapsed. The line is single line that crosses both the crack and the pit lane.

130. Should for any reason (other than under Article 127) the end-of-race signal be given before the leading car completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

131. After receiving the end-of-race signal, all cars must proceed on the circuit directly to the Parc Fermé without stopping, 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.



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PARC FERME

132. Only those officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials.

133. When the Parc Fermé is in use, Parc Fermé Regulations will apply in the area between the Line and the Parc Fermé entrance.

134. The Parc Fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it.

CLASSIFICATION

135. The car placed first will be the one having covered the scheduled distance in the shortest time, or, where appropriated passed the line in the lead at the end of the prescribed time in accordance with the article 10 considering all penalties. All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

136. Only cars which have covered at least 90% of the distance covered by the winner will be classified.

137. The official overall classification will be published after the race. These will be the only valid results subject to any amendments which may be made under the Code and these Sporting Regulations.

PODIUM CEREMONIES

138. The drivers finishing the in 1st, 2nd and 3rd positions, must attend the prize-giving ceremonies on the podium which will be held after each race and abide by the podium.