

2009 GP2 SERIES SPORTING REGULATIONS

CONTENTS

Art	CONTENTS	Page	Art	CONTENTS	Page
1	ORGANISATION	1-2	28	NUMBER OF CARS	12
2	GENERAL UNDERTAKING	2	29	REFUELLING	12
3	GENERAL CONDITIONS	2	30	GENERAL SAFETY	12-13
4	LICENCES	2	31	PRACTICE SESSIONS	13-14
5	SERIES EVENTS	2-3	32	FREE PRACTICE	14
6	SERIES	3	33	QUALIFYING PRACTICE	14
7	DEAD HEAT	3-4	34	PRESS CONFERENCE	14
8	PROMOTER	4	35	RACE ONE GRID	14-15
9	ORGANISATION OF EVENTS	4	36	RACE TWO GRID	15
10	INSURANCE	4	37	MEETINGS	15
11	GP2 DELEGATES	4	38	STARTING PROCEDURE	15-18
12	OFFICIALS	4-5	39	THE RACES	18
13	COMPETITORS' APPLICATIONS	5-6	40	SAFETY CAR	18-20
14	PASSES	6	41	SUSPENDING A RACE	20
15	INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS	6	42	RESUMING A RACE	21
16	INCIDENTS	6-7	43	FINISH	21-22
17	PROTESTS	7	44	POST RACE PARC FERME	22
18	SANCTIONS	7	45	CLASSIFICATION	22
19	DRIVERS AND CHANGES OF DRIVER	7-8	46	PODIUM CEREMONY	22
20	CAR LIVERY	8	47	DRIVERS' DEED	22
21	TESTING	8-9		APPENDIX 1: INFORMATION REQUIRED UNDER ARTICLE 9	23
22	PIT LANE	9		APPENDIX 2: PODIUM PROCEDURE	24-26
23	SPORTING CHECKS	9		APPENDIX 3: GP2 SERIES DRIVER'S DEED	27-30
24	SCRUTINEERING	9-10		APPENDIX 4: WAIVER OF RIGHTS	31
25	SUPPLY OF TYRES IN THE SERIES AND LIMITATION DURING THE EVENT	10-11			
26	WEIGHING	11			
27	GENERAL CAR REQUIREMENTS	11-12			

1) ORGANISATION

- 1.1 GP2 Motorsport Limited ("GP2") will organise the GP2 Series ("the Series") whose Events are to be held in the year [2009](#). All the participating parties undertake to apply as well as observe the rules governing the Series.
- 1.2 The Series comprises two Championships, the Drivers Championship and Teams Championship.
- 1.3 The organising committee ("the Committee") of the Series is a body entrusted with all necessary powers for the organisation of the Series, comprising the following appointed members: Mr Bernie Ecclestone and Mr Bruno Michel.

The Committee will be in charge of deciding any changes to these Sporting Regulations and will inform all competitors and the FIA about such changes at least 30 days before the date of the Event except where changes are deemed necessary for safety reasons. In that case the Committee will inform the competitors at least 10 days before the date of the Event.

Changes can also be made immediately with the agreement of all competing teams.

2) GENERAL UNDERTAKING

2.1 All drivers, competitors and officials participating in the Series undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the Series Sporting and Technical Regulations and any or all of the following applicable rules:

- i) FIA International Sporting Code
- ii) Sporting Regulations of the ASN where the Event is being held
- iii) Any supplementary Regulations for each single Event

2.2 The Series is governed by the current Sporting and Technical Regulations.

3) GENERAL CONDITIONS

3.1 It is each competitors responsibility to ensure that all persons concerned by their entry observe all the requirements of the FIA International Sporting Code ("the Code") and the Technical and Sporting Regulations.

If a competitor is unable to be present in person at an Event he must nominate his representative in writing. The 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.

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

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

4) LICENCES

4.1 All drivers participating in the Series must hold a Grade A International FIA Licence, in conformity with Appendix L, Chapter 1, Articles 2 and 4. GP2 however reserve the right to refuse a driver nomination.

4.2 Competitors must hold current and valid licences and/or authorisations issued by their ASNs.

5) SERIES EVENTS

5.1 Events counting for the Series are reserved for GP2 cars as defined in the Technical Regulations and each Event will have the status of an international restricted competition.

Each competitor will be allowed only two cars. Cars must conform at all times with the conditions of eligibility set out in the Series Technical Regulations published as part of the general rules of the Series. No spare cars are eligible for the Series. All cars will be duly marked with a proper identification as being scrutineered in accordance with the Technical and Sporting Regulations.

Competitors may be requested to carry on-board cameras on their cars, this request will be made on a race-by-race basis and may not be refused.

5.2 The maximum number of Events in the Series is 15 and the minimum is 8. At each Event two races (race one and race two) will be held subject to the approval of the relevant organiser and ASN.

5.3 The distance of race one, from the start signal referred to in Article 38 to the chequered flag, shall be equal to the least number of complete laps which exceed a distance of 180km (Monaco 150km). However, should seventy five minutes elapse before the scheduled race distance is completed, the leader will be shown the chequered flag when he crosses the control line (the "Line") at the end of the lap during which the seventy five minute period ended.

The distance of race two, from the start signal referred to in Article 38 to the chequered flag, shall be equal to the least number of complete laps which exceed a distance of 120km. However, should forty five minutes elapse before the scheduled race distance is completed, the leader will be shown the chequered flag when he crosses the Line at the end of the lap during which the forty five minute period ended.

Should either race be suspended (see Article 41) the length of the suspension will be added to these periods.

The Line is a single line which crosses both the track and the pit lane.

- 5.4 The provisional list of Events making up the 2009 Series will be published before 15 January 2009, with race one on Saturday and race two on Sunday, subject to the approval of the relevant organiser and ASN. An alternative timetable may be arranged in Monaco.
- 5.5 An Event may be cancelled if fewer than 12 cars are available for it.
- 5.6 The Series may be cancelled if fewer than 12 cars are available as a result of the entry selection process described in Article 13.

6) SERIES

- 6.1 The Series drivers Championship title will be awarded to the driver who has scored the highest number of points, taking into account all the results from any race making up the Series.
- 6.2 The Series team Championship will be awarded to the team which has scored the highest number of points, results from both cars and all the races being taken into account.
- 6.3 Points for both titles will be awarded for the Event according to the following scale:

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

Pole position, race one = 2 points

Fastest lap, race one = 1 point Fastest lap, race two = 1 point

Any driver who i) is not classified in the top ten positions at the end of the race (see Article 45) or, ii) didn't start the race from his normal grid position or iii) changed tyres during race two at a time when climatic conditions did not necessitate the use of a different specification of tyre, will not be eligible for points awarded for fastest lap

- 6.4 The number of entries for the 2009 Series is limited to 13 competitors with two cars each. The entry fee per team and per season is €30,000 and the selection process is as described in Article 13.
- 6.5 If a race is suspended under Article 41.1 and cannot be resumed, 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.
- 6.6 The drivers and teams finishing first second and third in the Championship must be present at the annual GP2 Prize Giving ceremony.

7) DEAD HEAT

- 7.1 Points awarded for all the positions of drivers who tie will be added together and shared equally.

- 7.2 Should two or more drivers set identical fastest lap times in the same race, priority will be given to the one who set it first.
- 7.3 Should two or more drivers or competitors finish the Series with the same number of points, the following rule will apply to both driver and competitor classifications until the tie is broken. The higher place in the Series (in either case) shall be awarded to:
- i) the holder of the greatest number of first places ;
 - ii) if the number of first places is the same, the holder of the greatest number of second places ;
 - iii) 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 ;
 - iv) if this procedure fails to produce a result, GP2 will nominate the winner according to such criteria as it thinks fit.

8) PROMOTER

- 8.1 An application to promote an Event must be made to the ASN of the country in which the Event is to take place, which will apply to GP2.

9) ORGANISATION OF EVENTS

- 9.1 Each organiser shall supply the information set out in Appendix 1, part A hereto to GP2 no later than 60 days before the Event. GP2, if satisfied with such information, shall complete part B and forward both parts to all competitors no later than 30 days before the Event.

10) INSURANCE

- 10.1 At each Event the organiser will ensure that the promoter arranges a third party insurance policy in accordance with the national laws in force, as required by the ASN.
- 10.2 The team will arrange in addition a third party insurance for an amount which will be defined by the Committee before 31st January 2009, will take a personal insurance policy for the cars, and will make sure that the drivers are covered by a third party liability insurance.

11) GP2 DELEGATES

- 11.1 For each Event the Committee will nominate the following delegates:

- a technical delegate

and may nominate:

- a press delegate
- a sporting delegate
- a safety car driver

A medical delegate and a safety delegate may be nominated by the relevant ASN.

- 11.2 The role of the GP2 delegates is to help the officials of the Event in their duties, to see within their fields of competence that all the regulations governing the Series are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Event.
- 11.3 The technical delegate nominated by the Committee will be responsible for scrutineering and will have full authority over the national scrutineers.

12) OFFICIALS

- 12.1 The Committee reserves the right to appoint a race director.

12.2 The following officials will be nominated by the relevant ASN or the FIA and their names will be sent to the Committee at the same time as the application to organise the Event:

- three stewards of the meeting, one of them being nominated as the chairman ;
- a clerk of the course.

12.3 The race director, the clerk of the course and the technical delegate must be present at the Event from 10.00 on the day of initial scrutineering and the stewards from 15.00 on the same day.

12.4 The clerk of the course must be in race control and in radio contact with all marshal posts at all times when cars are permitted to run on the track. The stewards of the meeting and other officials must be in contact with the clerk of the course at all times.

13) COMPETITORS' APPLICATIONS

13.1 Applicants interested in joining the Series may submit to GP2 at any time before [31st October 2008](#), a file detailing:

- i) the team's sporting record over the last 3 years including the names of the series or championships concerned and the position of both the team and its drivers in the said series or championships ;
- ii) the nationality of the proposed team ;
- iii) financial statements for the last 3 years ;
- iv) expected management and shareholders of the intended GP2 team ;
- v) drivers expected to compete in the Series, and anticipated sponsors ;
- vi) (if required by GP2), additional evidence that the applicant has enough money to run his team for the entire season.

Based on the above information, all applications will be studied by GP2 in a fair and non-discriminatory manner and an initial selection will be made of possible teams to join the Series. The steps described in Article 13.3 will be followed, with emphasis and priority given to applicants who demonstrate:

- i) adequate financial standing to compete throughout the season and ,
- ii) historic sporting performance (and in the case of applicants with comparable financial standing, historic sporting performance shall be the determining factor).

13.2 Before [10th November 2008](#), GP2 will send the selected teams an entry form, together with the Series Sporting and Technical Regulations.

13.3 Between [10th and 14th November 2008](#), each team must send:

- i) the entry form supplied by GP2 ;
- ii) the accompanying entry fee of 30,000 Euros for a full season.

Successful applicants will be automatically entered in all Events of the Series and will be the only competitors at these Events. Unsuccessful applicants will be notified before the 1st December of the year preceding the designated Series.

13.4 By [14th November 2008](#) each team must send a letter to GP2 confirming the following:

- i) confirmation that the applicant has read and understood the Code, the Technical and Sporting Regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the Series, to observe them ;
- ii) an undertaking by the applicant to participate in every Event with the number of cars and drivers entered ;
- iii) and (if required by GP2) evidence that the applicant has enough money to run his team for the entire season.

13.5 On receipt of the documents and entry fee as described in Articles 13.3 and 13.4, GP2 will publish the list of teams accepted, no later than the 28th November following their application, having first notified unsuccessful applicants.

13.6 Race numbers will be allocated in 2008 team championship order, GP2 will allocate numbers to any new teams according to such criteria as it thinks fit.

13.7 i) No more than 26 cars will be admitted to the Series, two per competitor.

ii) In order to preserve the competitive and sporting nature and structure of the Series, where any material change in the identity or control of a team occurs, any application or entitlement to participate in any part of the Series will be cancelled automatically.

However, GP2 may suspend the operation of that general rule where it gives its prior consent to the change of identity or control. That consent shall not be unreasonably withheld.

The grant of such consent shall be conditional upon GP2 being satisfied that the change of identity or control shall not materially alter the economic and sporting entity that is the Team.

Factors which may be considered by GP2 in determining whether the economic and sporting entity will be maintained may include (but shall not be limited to) the composition and structure of the team, the team's name, the team's logos, the team's colours and fairness to other competitors.

Nothing in this rule shall prevent new teams from entering the Series in the normal way.

iii) Entitlement to participate in any part of the Series is given to a competitor personally, and is non-transferable. No assignment of the above entitlement by a competitor is authorised without the express written approval of GP2. If a competitor fails to follow that specific rule, GP2 may automatically and with immediate effect cancel that competitor's entry into the Series.

14) PASSES

14.1 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane or track must wear an appropriate pass at all times.

15) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

15.1 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 competitors who must acknowledge receipt.

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

15.3 Any decision or communication concerning a particular competitor should be given to him within 25 minutes of such decision and receipt must be acknowledged.

16) INCIDENTS

16.1 "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 clerk of the course (or noted by the stewards and referred to the clerk of the course for investigation) which:

- necessitates the suspending of a race under Article 41;
- constitutes a breach of these Sporting Regulations or the Code
- causes a false start by one or more cars
- causes a collision ;
- forces a driver off the track ;
- illegitimately prevents a legitimate overtaking manoeuvre by a driver ;
- illegitimately impedes another driver during overtaking.

Unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the race.

- 16.2 i) 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.
- ii) If an incident is under investigation by the stewards, a message informing all teams which driver(s) is/are involved will be displayed on the timing monitors.

Provided that such a message is displayed no later than 5 minutes after the race has finished, the driver(s) concerned may not leave the circuit without the consent of the stewards.

16.3 The stewards may impose any one of three penalties on any driver involved in an incident:

- i) A drive-through penalty. The driver must enter the pit lane and rejoin the race without stopping at his pit;
- ii) A 10-second time penalty. The driver must enter the pit lane, stop at his pit for at least 10 seconds and then rejoin the race.
- iii) A drop of 10 grid positions at the driver's next race.

However, should either of the penalties under i) and ii) above be imposed during the last five laps, or after the end of a race, Article 16.4 (ii) below will not apply and 25 seconds will be added to the elapsed race time of the driver concerned.

16.4 Should the stewards decide to impose either of the penalties under Article 16.3(i) or (ii), the following procedure will be followed:

- i) The stewards will give written notification of the penalty which has been imposed to the competitor concerned and will ensure that this information is also displayed on the timing monitors.
- ii) From the time the steward's decision is notified on the timing monitors the relevant driver may cover no more than three complete laps before entering the pit lane and, in the case of a penalty under Article 16.3(ii), proceed to his garage where he shall remain for the period of the time penalty.

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 three lap maximum.

Whilst a car is stationary in the pit lane 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 time penalty period has elapsed.

- iii) When the time penalty period has elapsed the driver may rejoin the race.
- iv) Any breach or failure to comply with Articles 16.4(ii) or (iii) may result in the car being excluded.

17) PROTESTS

17.1 Protests must be made in accordance with the Code and accompanied by a fee of €2,000.

18) SANCTIONS

18.1 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.

19) DRIVERS AND CHANGES OF DRIVER

19.1 Each team must have nominated its two drivers to GP2 at least 10 days prior to the first Event, GP2 will then publish a complete list.

[Any driver who previously won the GP2 Series Championship or any driver who completed a full season in the FIA Formula One World Championship will not be permitted to participate in the Series.](#)

- 19.2 During a season each team will be permitted to use four drivers. Changes must be notified to GP2 no later than two days prior to the Event at which the new driver wishes to compete. Any new driver may score points in the Series.
- 19.3 Drivers may only change from one team to another if:
- they have been released by their original team, or
 - if their original team nominate another driver.
- 19.4 Additional changes for reasons of force majeure will be considered separately.
- 19.5 No driver nominated by a team participating in the FIA Formula One World Championship will be permitted to participate in the Series.

20) CAR LIVERY

- 20.1 Both cars entered by a competitor must have the same livery (i.e. same basic colours and overall appearance).
- 20.2 The race numbers, visible from both sides and the front of the car, must be no less than 230mm high, have a minimum stroke thickness of 40mm and be of a clearly contrasting colour to their background.
- 20.3 The name or the emblem of the make of the car must appear on the front of the nose of the car and in either case be at least 25mm in its largest dimension.
- The name of the driver must appear on the external bodywork and be clearly legible.
- 20.4 In order that the cars of each team may be easily distinguished from one another whilst they are on the track, the on board cameras located above the principle roll structure of the first car must be predominantly fluorescent red and the second car fluorescent yellow.
- 20.5 The provisions of the Code relating to national colours shall not apply to the Series.

21) TESTING

- 21.1 Private testing is not permitted.
- Testing, which is compulsory for all teams, may only be carried out in accordance with Article 21.2 below. Any other track running time undertaken by, or on behalf of, a team entered in the Series (or which is suspected of being connected in any way whatsoever with a team entered in the Series) is not permitted.
- 21.2 Testing of GP2 cars must take place in accordance with the following:

- Each year GP2 will organize between 5 and 10 two or three-day official tests. At least 2 of these tests will take place between 1st January and the first Event of the Series.

Testing will consist of a three hour morning session and a three hour afternoon session.

During each of these tests all Technical Regulations must be respected and each car may use no more than 3 sets of wet-weather tyres and 4 sets of new dry-weather tyres if it is a two-day official test and no more than 3 sets of wet-weather tyres and 6 sets of dry weather tyres if it is a three-day official test.

Wet weather tyres may only be used if track conditions necessitate their use.

Installation tyres may be used for the first two laps by each car on the first day of the each test.

All tyres must be used as supplied by the manufacturer, any modification or treatment such as cutting, grooving, the application of solvents or softeners, the fitting of heat retaining devices or pre-heating is therefore prohibited. This applies to both wet-weather and dry-weather tyres.

The only acceptable variation from the standard tyre specification is shaving of the shoulders as and when considered necessary by the technicians of the tyre supplier and when all such work is done by the supplier.

With the approval of the tyre manufacturer, tyres may be carried over to the next official test and will become part of the maximum number of sets allowed per car.

At the end of each GP2 test all tyres must be returned to the tyre manufacturer with the exception of one set of installation tyres.

- (ii) The costs of track rental will be shared equally among the competitors on a day to day basis.

21.3 During all testing :

- red flag procedures must be respected ;
- no other type of vehicle is permitted on the track ;
- every reasonable effort should be made to ensure that the recommendations concerning emergency services detailed in Article 16 of Appendix H to the Code are followed.

22) PIT LANE

- 22.1 (i) 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". Other than when cars are at the end of the pit lane under Articles [38.2](#) or 42.3, the inner lane is the only area where any work can be carried out on a car.
- (ii) Unless a car is pushed from the grid at any time during the start procedure, it may only be driven from the team's designated garage area to the end of the pit lane.
- (iii) Any driver intending to start a race from the pit lane may not drive his car from his team's designated garage area until the 10 minute signal has been given and must stop in a line in the fast lane.

Under these circumstances working in the fast lane will be permitted but any such work is restricted to:

- starting the engine and any directly associated preparation;
- changing wheels;
- [changes made for driver comfort](#) .

When cars are permitted to leave the pit lane they must do so in the order [that was established under Article 38.2](#) unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.

- (iv) Other than drying, sweeping or any tyre rubber left when cars leave their pit stop position, Competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed to by the GP2 safety delegate.
- (v) Competitors must not paint lines on any part of the pit lane.
- (vi) Other than under (iii) above, no equipment may be left in the fast lane.
- (vii) Team personnel are only allowed in the fast lane immediately before they are required to work on a car and must withdraw as soon as the work is complete.
- (viii) It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so.

23) SPORTING CHECKS

23.1 Each competitor must have all documents required by Article 4 available for inspection at any time during the Event.

23.2 At the first Event of each Series, GP2 will check all licences.

24) SCRUTINEERING

24.1 Between 10.00 and 16.00 on the day before first practice initial scrutineering of all cars will take place in the garage assigned to each competitor.

- 24.2 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.
- 24.3 No car may take part in the Event until it has been passed by the scrutineers.
- 24.4 The scrutineers may:
- a) check the eligibility of a car or a competitor at any time during an Event;
 - b) require a car to be dismantled by a competitor to make sure that the conditions of eligibility or conformity are fully satisfied;
 - c) require a competitor to pay the reasonable expenses which exercising 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.
- 24.5 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 re-presented for scrutineering approval.
- 24.6 The clerk of the course may require that any car involved in an accident be stopped and checked.
- 24.7 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.
- 24.8 The stewards will publish the findings of the scrutineers each time cars are checked during an Event. These results will not include any specific figures except when a car is found to be in breach of the Technical Regulations.

25) SUPPLY OF TYRES IN THE SERIES AND TYRE LIMITATION DURING THE EVENT

- 25.1 A tyre manufacturer will be chosen by GP2.
- 25.2 This manufacturer will be obliged to supply 4 sets of dry-weather tyres and 3 sets of wet-weather tyres to each car per Event.

At two-race Events no more than 3 sets of dry-weather tyres can be used for the practice sessions and race 1.

For race 2 only one set of new dry-weather tyres may be used by each driver for all reconnaissance laps, formation laps and the race.

All tyres shall be marked and must be strictly identical.

At the end of each Event all tyres must be returned to the tyre manufacturer.

For the purposes of the above a set of tyres will be deemed to comprise two front and two rear tyres of the same specification.

Dry and wet-weather tyres may not be used as part of a mixed set.

Tyres must be used on the side of the car for which they were designed.

- 25.3 All tyres must be used as supplied by the manufacturer, any modification or treatment such as cutting, grooving, the application of solvents or softeners, the fitting of heat retaining devices or pre-heating is therefore prohibited. This applies to both wet-weather and dry-weather tyres.

The only acceptable variation from the standard tyre specification is shaving of the shoulders as and when considered necessary by the technicians of the tyre supplier, and when all such work is carried out by the supplier.

- 25.4 With the exception of the races, wet-weather tyres may only be used after the track has been declared wet by the race director, following which wet or dry-weather tyres may be used for the remainder of the relevant session.

- 25.5 Distribution of tyres to all competitors shall be carried out under the supervision of the GP2 technical delegate. Once distributed the tyres must always be visible inside the GP2 paddock during the Event. In a case of force majeure, the stewards may alter this programme.
- 25.6 Before initial scrutineering, the GP2 technical delegate will allocate dry and wet-weather tyres to each car.
- 25.7 On the sidewall of each tyre an appropriate identification will be applied.
- 25.8 A competitor wishing to replace an already allocated unused tyre with another identical unused one must present both tyres to the GP2 technical delegate.
- 25.9 The use of tyres without appropriate identification is strictly forbidden.
- 25.10 No tyre allocated for one Event may be used at another Event unless this tyre is re-allocated by the GP2 technical delegate.
- 25.11 During all practice sessions and races only allocated tyres are allowed in the pits
- 25.12 During all practice sessions, all allocated tyres must be clearly visible to scrutineers in the pit lane.
- 25.13 If, in the opinion of the tyre technicians and GP2 appointed officials, the nominated tyre specification proves to be technically unsuitable, the stewards may authorise the use of additional tyres to a different specification or a change of tyres during a race to be made compulsory.
- 25.14 The tyre manufacturer will be entitled to deem any tyre unsafe for use at any time during an Event, under such circumstances the GP2 technical delegate will be informed.

26) WEIGHING

- 26.1 (i) During the qualifying session cars will be weighed as follows:
- GP2 will install weighing equipment in the first pit garage ("the GP2 garage") which will be used for the weighing procedure;
 - Cars will be selected at random to undergo the weighing procedure. The GP2 technical delegate will inform the driver by means of a red light at the beginning of the pit lane that his car has been selected for weighing;
 - the driver will proceed directly to the GP2 garage and stop his engine;
 - the car will then be weighed with the driver and the result given to the driver in writing;
 - if the car is unable to reach the GP2 garage under its own power it will be placed under the exclusive control of the marshals who will take the car to be weighed;
 - a car or driver may not leave the GP2 garage without the consent of the GP2 technical delegate;
 - if a car stops on the circuit and the driver leaves the car, he must go to the GP2 garage immediately on his return to the pit lane in order for his weight to be established.
- (ii) After each of the races every classified car will be weighed. If a driver wishes to leave his car before it is weighed he must ask the technical delegate to weigh him in order that this weight may be added to that of the car.
- (iii) The relevant car may be excluded should its weight be less than that specified in the Technical Regulations when weighed under (i) or (ii) above, save where the deficiency in weight results from the accidental loss of a component of the car.
- (iv) No substance 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).
- (v) No one other than scrutineers and officials may enter or remain in the GP2 garage without the specific permission of the GP2 technical delegate.

26.2 In the event of any breach of these provisions for the weighing of cars the stewards may drop the driver such number of grid positions as they consider appropriate or exclude him from the race.

27) GENERAL CAR REQUIREMENTS

27.1 Accident data recording:

- (i) Each car must be fitted with a GP2 accident data recorder during each Event and all official tests. Teams must use their best endeavours to ensure that the recorder is in working order at all times. The sole purpose of these units is to monitor and record data relevant to an accident or incident.
- (ii) At any time following an accident or incident competitors must make the data recorder available and accessible to GP2. A representative of the team concerned may be present when data relevant to an accident or incident is being uploaded from the recorder. A copy of the data will be made available to the team.
- (iii) Any conclusions as to the cause of an accident, or any data relevant to an accident, may only be published in the form of a report which has been agreed between the team concerned and GP2.

27.2 All cars must be fitted with a car positioning system which has been manufactured by the FIA designated supplier to a specification determined by the FIA. No other parts which, in the opinion of the FIA are capable of performing a similar function, may be fitted to any car.

27.3 During each Event and all official tests, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane or grid, unless it is clear any such covers are needed solely for mechanical reasons which could, for example, include protecting against fire.

In addition to the above the following are specifically not permitted:

- engine, gearbox or radiator covers whilst engines are being changed or moved around the garage;
- covers over spare wings when they are on a stand in the pit lane not being used;
- parts such as (but not limited to) spare floors or tool trolleys may not be used as an obstruction.

The following are permitted:

- covers which are placed over damaged cars or components;
- a transparent tool tray, no more than 50mm deep, placed on top of the rear wing;
- a rear wing cover designed specifically to protect a mechanic starting the car, from fire;
- a cover over the car in the pit lane or grid if it is raining.

28) NUMBER OF CARS

28.1 No Team may possess, or have available to it, more than two cars.

28.2 No change of car is permitted after the ten minute signal is given before each race.

29) REFUELLING

29.1 The organiser must make at least two fire extinguishers of 5kg capacity available to each competitor and ensure that they work properly.

Each competitor must ensure that an assistant equipped with a suitable fire extinguisher of adequate capacity is beside the car throughout all refuelling operations.

29.2 Refuelling is not permitted at any time during a race.

29.3 The driver may remain in his car throughout refuelling but the engine must be stopped. Each Competitor must ensure that an assistant equipped with a suitable fire extinguisher of adequate capacity is beside the car throughout all refuelling operations.

29.4 No refuelling is permitted on the grid.

30) GENERAL SAFETY

- 30.1 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.
- 30.2 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.
- 30.3 (i) During practice and the races, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.
- (ii) Other than by driving on the track, competitors are not permitted to attempt to alter the grip of any part of the track surface.
- 30.4 If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If any mechanical assistance results in the car rejoining the stewards may drop the driver such number of grid positions as they consider appropriate if the incident occurs during a practice session or exclude him from the race (other than under Article 30.9(d)).
- 30.5 A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 30.6 Repairs to a car may be carried out only in the paddock, pits and on the grid.
- 30.7 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.
- 30.8 At no time may a car be reversed in the pit lane under its own power.
- 30.9 During the period 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 races and the time when the last car enters the parc fermé, no one is allowed on the track, the pit entry or the pit exit with the exception of:
- a) marshals or other authorised personnel in the execution of their duty ;
 - b) Drivers when driving or on foot, having first received permission to do so from a marshal;
 - c) Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
 - d) team personnel when assisting marshals to remove a car from the grid after the start of the race.
- 30.10 Drivers taking part in practice and the races must always wear the clothes, helmets and head and neck supports specified in the Code.
- 30.11 A speed limit of 60km/h will be imposed in the pit lane during all free practice sessions and the race.
Except in the race, any driver who exceeds the limit will be fined €100 for each km/h above the limit (this may be increased in the case of a second offence in the same event). During a race the Stewards may impose either of the penalties under Article 16.3(i) or (ii) on any driver who exceeds the speed limit.
- 30.12 If a driver has serious mechanical difficulties during practice or the races he must leave the track as soon as it is safe to do so.
- 30.13 The car's rear light must be illuminated at all times when it is running on wet-weather tyres. It shall be at the discretion of the race director to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way it may rejoin when the fault has been remedied.
- 30.14 Only three team members per participating car (all of whom shall have been issued with and wearing special identification) are allowed in the signalling area during practice and the races.
- 30.15 People under 16 years of age are not allowed in the pit lane.

- 30.16 Animals, except those which may have been expressly authorised by GP2 for use by security services, are forbidden on the track, in the pit lane, in the paddock or in any spectator area.
- 30.17 The clerk of the course or the GP2 medical delegate can require a driver to have a medical examination at any time during an Event.
- 30.18 All team and technical personnel must wear long trousers in the pit lane during all practice sessions and the races.

31) PRACTICE SESSIONS

- 31.1 Save where these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the races.
- 31.2 No driver may start in a race without taking part in a practice session at the relevant Event.
- 31.3 During all practices there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag and/or a flashing blue light will be shown at the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.
- 31.4 If a car stops during practice it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position it shall be the duty of the marshals to assist him.
- 31.5 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 18.1.

- 31.6 Any driver taking part in any practice session who, in the opinion of the stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 31.5.
- 31.7 The clerk of the course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. In the case of free practice only, the clerk of the course, with the agreement of the stewards, may decline to prolong the practice period after an interruption of this kind.
- 31.8 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.
- 31.9 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 clerk of the course shall order a red flag to be shown at the Line. Simultaneously, red flags will be shown at all marshal posts.

When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to the pit lane, and all cars abandoned on the track will be removed to a safe place.

At the end of each practice session no driver may cross the Line more than once.

32) FREE PRACTICE

- 32.1 One 30 minute free practice session will be arranged on the day before race one.

An alternative timetable may be arranged in Monaco and for Events which do not take place in conjunction with a round of the FIA Formula One World Championship.

33) QUALIFYING PRACTICE

- 33.1 One 30 minute qualifying practice session will be arranged on the day before race one.
- 33.2 All laps covered during qualifying will be timed to determine the drivers' positions at the start of the race.

34) PRESS CONFERENCE

34.1 Immediately after the qualifying practice session the first three drivers in the session will be required to make themselves available at a press conference for a maximum period of 30 minutes.

35) RACE ONE GRID

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

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

Once the grid has been established in this way, grid position penalties will be applied to the drivers in question in the order the offences were committed.

35.3 The driver having pole position 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 safety delegate.

35.4 Any driver whose best qualifying lap exceeds 107% of the fastest qualifying time will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous free practice session, the stewards may permit the car to start the race. Should there be more than one driver accepted in this manner, the grid order will be determined by the stewards. In either case, a competitor will not be able to appeal against the stewards decision.

35.5 The starting grid will be published no less than four hours before the start of the formation lap. 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 clerk of the course at the earliest opportunity and, in any event, no later than one hour and fifteen before the start of the start of the formation lap. If one or more cars are withdrawn the grid will be closed up accordingly. The final starting grid will be published one hour before the start of the start of the formation lap.

35.6 The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by 16 metres.

36) RACE TWO GRID

36.1 The first eight finishers in race one will start race two in reverse order, cars finishing in 9th position and downwards will start in their finishing position.

By way of illustration :

Race one Driver's Finishing Position	Race two Driver's Starting Position
1st	8th
2nd	7th
3rd	6th
4th	5th
5th	4th
6th	3rd
7th	2nd
8th	1st
9th	9th
10th	10th
11th	11th
12th	12th
13th	13th and so on

36.2 If there is a dead heat in race one priority will be given to the driver with more points in the driver's championship. Any drivers who failed to finish or were unclassified in race one will be arranged according to the number of laps they completed, the one with the highest number being given priority.

- 36.3 The starting grid will be published two hours before the start of the formation lap. Article 35.5 will apply to any car unable, or not expected to be able, to take part. The final starting grid will be published one hour before the start of the formation lap.

37) MEETINGS

- 37.1 All team managers and drivers must attend a meeting, chaired by the race director, at 17.00 on the day of initial scrutineering.

Should the race director consider another meeting necessary it will take place on the day of race 1 and competitors will be informed no later than three hours after the end of the qualifying session. All drivers and team managers must attend.

38) STARTING PROCEDURE

- 38.1 20 minutes before the start of the formation lap the pit exit will be opened and cars will be permitted to leave the pit lane 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 greatly reduced speed and within the speed limit, between each of the laps.

Any car which does not complete a reconnaissance lap and reach the grid under its own power will not be permitted to start the race from the grid.

- 38.2 12 minutes before the start of the formation lap, a warning signal will be given indicating that the end of the pit lane will be closed in two minutes.

10 minutes before the start of the formation lap the end of the pit lane will be closed and a second warning signal will be given. Any car which is still in the pit lane can start from the end of the pit lane provided it arrived there under its own power. If more than one car is affected they must line up in the order in which they qualified. However, any car reaching the end of the pit lane after the five minute signal must start behind any car already at the pit exit.

All such cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start.

- 38.3 The approach of the start will be announced by signals shown ten minutes, five minutes, three minutes, one minute and 15 seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

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

- 38.4 When the three minute signal is shown all cars must have their wheels fitted, after this signal wheels may only be removed in the pit lane or on the grid during a race suspension.

A ten second time penalty (see Article 16.3.ii) will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal.

- 38.5 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 raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

- 38.6 When the green lights are illuminated, cars will begin the formation lap with the pole position driver leading.

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 cars able to do so have left the grid. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

- 38.7 During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.
- 38.8 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 pole position, and for the purposes of this Article as well as Articles 38.10 and 40.14, it will be deemed to be a white line one metre in front of pole position.

Either of the penalties under Article 16.3 (i) and (ii) will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook another car during the formation lap.

- 38.9 Any driver who is unable to start the formation lap must raise his arm, and after the remainder of the cars have crossed the Line, the car will be pushed into the pit lane by the fastest route.
- 38.10 When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running.

There will be a standing start, the signal being given by means of lights activated by the permanent starter.

Once all the cars have come to a halt the five second light will appear followed by the four, three, two and one second lights. At any time after the one second light appears, the race will be started by extinguishing all red lights.

- 38.11 Unless specifically authorised by GP2, during the start of a race the pit wall must be kept free of all persons with the exception of two people from each team, officials and fire marshals.
- 38.12 Any car which is unable to maintain starting order during the entire formation lap or is moving when the one second light comes on must enter the pit lane and start from the end of the pit lane as specified in Article 38.3.

This will not apply to any car which is temporarily delayed during the lap and which is able to regain its position, without endangering itself or any other car, before the leading car has taken up its position on the grid.

- 38.13 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 raise his hands above his head 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 are switched on, 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 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 five 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 into the pit lane by the fastest route. Any driver being pushed from the grid may not attempt to start the car.
 - 4) Once the car is in the pit lane his mechanics may attempt to start it, if successful the driver may rejoin the race. The driver and mechanics must follow the instructions of the track marshals at all times during such a procedure.
- 38.14 Should Article 38.14 apply, the race will nevertheless count for the Series no matter how often the procedure is repeated, or how much the race is shortened as a result.
- 38.15 Either of the penalties under Article 16.3 (i) or (ii) will be imposed for a false start.
- 38.16 Only in the following cases will any variation in the start procedure be allowed:
- (i) If it starts to rain after the three 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 ten minute point.
 - (ii) 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.
 - (iii) If the race is started behind the safety car, Article 40.14 will apply.
 - (iv) An alternative start light system may be used at Events which do not take place in conjunction with a round of the FIA Formula One World Championship.
- 38.17 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 the starting procedure, may result in the exclusion of the car and driver concerned from the Event.

39) THE RACES

- 39.1 Race one will take place on Saturday, subject to the approval of the relevant organiser and ASN.
- 39.2 A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue (see Article 41).
- 39.3 If a car stops during a 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 it shall be the duty of the marshals to assist him.
- 39.4 During the race, drivers leaving the pit lane may only do so when the light at the end of the pit lane is green and under their own responsibility. A marshal with a blue flag and/or a flashing blue light, will also warn the driver if cars are approaching on the track.
- 39.5 During the race each driver able to do so must enter the pit lane once and stop in his designated garage area. During the pit stop:
- at least two wheels must be changed on the car ;
 - if a wheel is changed, its retaining security device must be replaced ;
 - no more than six people may work on the car, excluding anyone assigned specifically to stop and release the car. These six people must wear light helmets.

The mandatory pit stop may not be carried out until the driver has completed six laps, nor may it be made at the same time as any pit stop necessary after a penalty under Article 16.3 (i) or (ii) has been imposed.

Any driver who for any reason makes a pit stop during the first six laps of the race will not be considered to have carried out his mandatory pit stop.

If the race is suspended and cannot be re-started thirty seconds will be added to the elapsed time of any driver who has not made a mandatory pit stop.

Unless the race is suspended and cannot be resumed the mandatory pit stop cannot be carried out on the last lap of the race.

39.6 Race two will take place on Sunday, subject to the approval of the relevant organiser and ASN.

39.7 Articles 39.2 to 39.4 will also apply to race two.

39.8 Unless a precautionary tyre change is necessary for clear and genuine safety reasons, or a change of climatic conditions necessitates the use of a different specification of tyre, only a punctured or damaged tyre may be changed during all reconnaissance laps, formation laps and the race.

40) SAFETY CAR

40.1 The GP2 approved safety car will be driven by an [FIA appointed](#) driver [and](#) will carry a GP2 approved observer capable of recognising all the competing cars, and who is in permanent radio contact with race control.

40.2 20 minutes before the start of the formation lap the safety car will take up position at the front of the grid and remain there until the five minute signal is given. At this point (except under 40.14 below) it will cover a whole lap of the circuit and [take up position](#).

40.3 The safety car may be brought into operation to neutralise a race upon the order of the clerk of the course. It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate suspending the race.

40.4 When the order is given to deploy the safety car the message "SAFETY CAR DEPLOYED" will be displayed on the timing monitors and all marshal's posts will display waved yellow flags and "SC" boards for the duration of the intervention.

[40.5](#) [From this time](#), any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

[40.6](#) The safety car will [join the track](#) with its orange lights illuminated and will [do so](#) regardless of where the race leader is.

40.7 All the competing cars must then [reduce speed and](#) form up in line behind the safety car no more than ten car lengths apart and overtaking, with the following exceptions, is forbidden until the cars reach the Line after the safety car has returned to the pits. Overtaking will be permitted under the following circumstances:

- if a car is signalled to do so from the safety car ;
- under 40.14 below ;
- any car entering the pits may pass another car or the safety car remaining on the track after it has crossed the first safety car line ;
- any car leaving the pits may be overtaken by another car on the track before it crosses the second safety car line ;
- when the safety car is returning to the pits it may be overtaken by cars on the track once it has crossed the first safety car line ;
- any car stopping in its designated garage area whilst the safety car is using the pit lane (see 40.10 below) may be overtaken ;
- if any car slows with an obvious problem.

40.8 When ordered to do so by the clerk of the course, the observer in the safety car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.

40.9 The safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind him.

Once behind the safety car, the race leader must keep within ten car lengths of it (except under 40.11 below) and all remaining cars must keep the formation as tight as possible.

40.10 Whilst the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane is on. It will be on at all times except when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car.

Under certain circumstances the clerk of the course may ask the safety car to use the pit lane. In these cases, and provided it's orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

40.11 When the clerk of the course decides it is safe to call in the safety car, the message "SAFETY CAR IN THIS LAP" will be displayed on the timing monitors and the car's orange lights will be extinguished. This will be the signal to drivers that it will be entering the pit lane at the end of that lap.

At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than ten car lengths behind it.

In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.

As the safety car is approaching the pit entry the yellow flags and "SC" boards will be withdrawn and replaced by waved green flags with green lights at the Line. These will be displayed until the last car crosses the Line.

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

40.13 If the race ends whilst the safety car is deployed it will enter the pit lane at the end of the last lap and the cars will take the chequered flag as normal without overtaking.

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

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

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

Either of the penalties under Article 16.3 (i) or (ii) will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook another car during the first lap.

41) SUSPENDING A RACE

41.1 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.

41.2 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 a line on the pole position side of the track.

If the safety car has been directed into the pit lane (see Article 40.11) cars should stop in line in the fast lane of the pits.

41.3 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.

41.4 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 is forbidden;
- only team members and officials will be permitted on the grid.

41.5 Cars may **not** enter the pit lane when the race is suspended. A drive through penalty (see Article 16) 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. However, if the cars have been directed into the pit lane (see Articles 40.11 and 41.2) a penalty will only be imposed on any driver whose car is moved from the fast lane to any other part of the pit lane.

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.

Under these circumstances working in the fast lane will be permitted but any such work will be restricted to:

- starting the engine and any directly associated preparation ;
- changing wheels ;
- changes made for driver comfort.

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

42) RESUMING A RACE

42.1 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.

42.2 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.

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

42.4 When the one minute signal is shown 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 raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

42.5 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 ;
- team personnel are still clearing the grid ;
- a further incident occurs necessitating another intervention.

When the green lights are illuminated the safety car will leave the grid with all cars following no more than ten car lengths apart. Soon after the last car in line behind the safety car passes the end of the pit lane (including any cars which were waved off under 42.3 above) 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.

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

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

42.7 Either of the penalties under Article 16.3(i) or (ii) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

During this lap Articles 40.11, 40.12, 40.13 and 40.14 will apply.

42.8 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.

43) FINISH

43.1 The end-of-race signal will be given at the Line as soon as the leading car has covered the full race distance in accordance with Article 5.3.

43.2 Should for any reason (other than under Article 40.1) 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.

43.3 After receiving the end-of-race signal all cars must proceed on the circuit directly to the parc fermé without any unnecessary delay, 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.

44) POST RACE PARC FERME

- 44.1 Only those officials charged with supervision may enter the parc fermé. No intervention of any kind is allowed there unless authorised by such officials.
- 44.2 When the parc fermé is in use, parc fermé regulations will apply in the area between the Line and the parc fermé entrance.
- 44.3 The parc fermé shall be secured such that no unauthorised persons can gain access to it.

45) CLASSIFICATION

- 45.1 The car placed first will be the one having covered the scheduled distance in the shortest time, or crossed the Line in the lead at the end of the maximum time allowed for each race. 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.
- 45.2 Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.
- 45.3 The official classification will be published after each race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

46) PODIUM CEREMONY

- 46.1 The drivers finishing 1st, 2nd and 3rd positions in both races must attend the prize-giving ceremony on the podium and abide by the podium procedure set out in Appendix 2.

47) DRIVERS' DEED

- 47.1 The team will ensure that its drivers sign the Deed as attached in Appendix 3.
- 47.2 The team will be responsible for having any and all team members and any and all team guests attending any Event sign in favour of GP2 and/or any third party designated by GP2, a waiver of rights in the form which is attached in Appendix 4.

APPENDIX 1

INFORMATION REQUIRED UNDER ARTICLE 9

PART A

1. NAME AND ADDRESS OF THE NATIONAL SPORTING AUTHORITY (ASN)
2. NAME AND ADDRESS OF THE ORGANISER
3. DATE AND PLACE OF THE EVENT
4. START TIME OF THE RACE
5. ADDRESS, TELEPHONE, FAX AND E-MAIL NUMBERS TO WHICH ENQUIRIES CAN BE ADDRESSED.
6. DETAILS OF THE CIRCUIT, WHICH MUST INCLUDE:
 - LOCATION AND HOW TO GAIN ACCESS
 - LENGTH OF ONE LAP
 - NUMBER OF LAPS FOR RACES
 - DIRECTION (CLOCKWISE OR ANTI-CLOCKWISE)
 - LOCATION OF END OF PIT LANE IN RELATION TO THE LINE.
7. PRECISE LOCATION AT THE CIRCUIT OF:
 - STEWARDS' OFFICE
 - GP2 OFFICE
 - PARC FERMÉ
 - DRIVERS' AND COMPETITORS' BRIEFING
 - OFFICIAL NOTICE BOARD
 - WINNER'S PRESS CONFERENCE
8. LIST OF ANY TROPHIES AND SPECIAL AWARDS
9. THE NAMES OF THE FOLLOWING OFFICIALS OF THE EVENT APPOINTED BY THE ASN:
 - STEWARDS OF THE MEETING
 - CLERK OF THE COURSE
 - SECRETARY OF THE MEETING
 - CHIEF NATIONAL SCRUTINEER
 - CHIEF NATIONAL MEDICAL OFFICER

PART B

2. TECHNICAL DELEGATE
AND, IF APPROPRIATE,
3. MEDICAL DELEGATE
4. RACE DIRECTOR
5. PRESS DELEGATE
6. A SAFETY CAR DRIVER

APPENDIX 2

PODIUM PROCEDURE

1) INTRODUCTION

This procedure has been developed in order to ensure the dignity of the GP2 Series, while at the same time providing the television and press with the best possible working conditions. It reflects the experience of the Organisers, Promoters and Media.

2) PODIUM PRESENTATION

For the Prize Giving Ceremony, it is essential that the podium arrangements are good. The best results are obtained when the podium is directly accessible from the parc fermé, with steps at one side.

A white background and a floor of the same colour make a considerable improvement to the visual aspect of the podium and provide good lighting conditions for the photographers.

The Promoters should see to it that the title "GP2 Series" appears at the top of the back board, followed by the name of the Circuit.

A specimen plan of the podium layout can be obtained, on request, from the FIA or Formula One Management Limited. Three poles of equal height will be placed at the rear of the podium for the raising of the national flags of the drivers finishing in the first three places.

3) PARTICIPANTS

Three trophies will be presented at each race counting for the GP2 Series.

They are awarded to:

- the winning driver
- the driver who finished second
- the driver who finished third

No more than three acceptable personalities, one for each trophy, should be called upon to be present on the podium.

The Promoter must make sure that the personalities presenting the trophies arrive at the foot of the steps leading to the podium at least 5 minutes before the end of the race. The official in charge of the podium will explain the ceremony and, in particular, the order in which the trophies are to be presented.

The personalities will mount the podium before the arrival of the drivers to wait for them there.

The Promoters must also, with the help of the Organisers, ensure that the drivers arrive at the podium immediately after the chequered flag.

4) ON THE PODIUM

The following objects must be placed on the podium at least 15 minutes before the end of the race :

- trophies ;
- champagne, prepared for the ceremony ;
- bottled drinking water.

The drivers must wear their normal overalls.

Under no circumstances may laurel wreaths or other such gifts be presented or awarded on the podium. It is the Promoters' duty to see to it that the advertising arrangements are respected and that any person wearing unauthorised commercial brand names is denied access to the podium.

5) PRESENTATION OF TROPHIES

The following is a standard procedure for all events of the GP2 Series:

5.1 National anthems and flags :

As soon as they arrive on the podium, the three drivers who finished 1st, 2nd and 3rd in the race will climb onto their respective steps.

The national anthem of the winning driver will be played immediately.

The three drivers' national flags will be raised simultaneously on the poles placed at the rear of the podium, the national flag of the winning driver being in the centre, the national flag of the second placed driver on the same side as the step on which this driver is standing, and the national flag of the third placed driver on the same side as the step on which this driver is standing. These flags will remain in place throughout the ceremony.

5.2 Trophies :

Once the national anthem has been played, the trophies will be presented in the following order :

- winning driver
- driver who finished second
- driver who finished third

5.3 Champagne :

The person in charge of the podium must ensure that the personalities move aside after presenting the trophies, in order to enable the drivers to celebrate their victory with the traditional champagne-spraying.

6) WINNER'S PRESS CONFERENCE

Immediately after the podium ceremony, the drivers finishing in 1st, 2nd and 3rd places must go to the location designated for the Press Conference and any unilateral television interview, if applicable.

A person will be appointed who, with the help of the Promoters, will be responsible for this operation which must be carried out without the slightest delay.

7) CHECKLIST

The following is a brief checklist intended to help the Promoters and Organisers to respect this standard procedure.

Who is responsible?

An Official nominated by the Promoter must be appointed for the entire podium procedure.

He must co-ordinate this procedure with the television producer, the people in charge of safety in the podium area, and all the other persons involved in the ceremony.

Anthems and flags

On race day, check that the national flags are in good order, that the national anthems are available and easily identifiable and that it is possible for the persons responsible for the flags and anthems to know the nationality of the drivers involved in the ceremony.

Champagne and water

It must be ensured that bottled drinking water is available for the drivers before they arrive on the podium and that the champagne is ready to be used in accordance with the procedure.

Trophies

There have been many cases in which glass trophies have been broken on the podium, or where elderly persons have had trouble lifting trophies which were too heavy, etc.

Choose objects which are pleasing to the eye and light enough to be handled on the podium.

Briefing of personalities

It is imperative that all the personalities taking part in the presentation of the trophies should be informed in detail about the running of the ceremony, and in particular about the place where they should stand on the podium which will be marked on the ground, in order to enable television crews to work in the best possible conditions.

Safety

It is necessary to organise swift access to the podium and then to the Press Conference.

APPENDIX 3

GP2 SERIES DRIVERS DEED

I, [FULL NAME.....] of [FULL ADDRESS.....]

being over the age of....., confirm and agree as follows:

Background facts

1. I am contracted to drive for the [Team.....] Team (“*insert Team name short form if desired*”.....) in the GP2 Series [races and] tests [*delete as appropriate*] to be held during 2009, for good consideration from [Team.....].
2. Prior to driving at a Race and/or Test I shall obtain such competition license, permit or consent as may be required by the National Sporting Authority and/or the Federation Internationale de l’Automobile, and shall comply with all and any rules, regulations, conditions and obligations relating to such license, permit or consent and any other rules and regulations that apply to the Races and/or Tests
3. I understand that Bridgestone Corporation of 10-1 Kyobashi 1-chome, Chuo-ku, Tokyo 104, Japan (“Bridgestone”), is to provide tyres to GP2 Motorsport Limited (“GP2”) which are to be fitted to and used on all Cars used in GP2 Series races (“GP2 Cars”) and for testing under a race and tyre services agreement between Bridgestone and GP2 (“the Agreement”).
- 3.b I fully understand and accept that the GP2, Bridgestone and its official suppliers make no warranty, express or implied, as to the quality of workmanship of its tyres for racing and testing purposes, and that Bridgestone expressly disclaims all warranties as to the fitness of the tyres for use on the GP2 Cars for racing and testing purposes and for use at the speeds at which the GP2 Cars will be driven and for the other manoeuvres which will be necessary when driving the GP2 Cars in GP2 Series race and tests.

Recognition of risk

4. I am fully aware of, appreciate and accept the risks inherent in GP2 Series racing and the testing programmes and the possibilities of accidents, including both physical injury and death which could happen to me personally in the event of crashing or some other accident.
5. I am also fully aware that the technology utilised in the manufacture and fitting of the GP2 Cars is at the leading edge of state of the art scientific knowledge and is continually being changed and developed.
6. For this reason, I have taken out all the necessary insurances and sought other protections that I have thought and deem necessary and appropriate to compensate for any injury or death that I may suffer in the course of GP2 Series racing or testing in the GP2 Cars.
7. Consequently, I recognise the risks inherent in any activity utilising such technology. Consequently, I release GP2, its suppliers, and its sponsors (including any employee, advisor, agent or officer of the aforementioned parties) from any loss, damage or injury that may be sustained by me, my heirs or assigns, or to my property howsoever caused while driving a GP2 Car, testing a GP2 Car, participating in any GP2 Series races or otherwise performing my duties for [Team.....] (provided that the provisions of this Article shall not operate so as to exclude liability for death or personal injury caused by the negligence of GP2, its sponsors and/or its suppliers(including any employee, advisor, agent or officer of the aforementioned parties)).

Rights in personality

8. I further agree and hereby irrevocably consent to the use, at any time during which my driving agreement with [Team.....] remains in effect ("My Contract Period") by GP2, any affiliate of GP2, any of GP2's official sponsors, main sponsor or official supplier as may be designated to my team by GP2 from time to time, the Fédération International de l'Automobile and the company Formula One Management Limited (hereinafter the "Authorized Parties") of my name and/or pictures of me in the context of the GP2 Series races or tests. I further agree and irrevocably consent that my name may also be used in conjunction with my own pictures and that my voice, name and picture may be recorded on film, video or tape, or given to allow the Authorized Parties to use and edit all or part of the film, video or tape as GP2 and/or the authorized Parties deem appropriate for their promotional and commercial purposes in connection with the GP2 competition without any implication that the Authorized Parties would be my personal sponsors and/or the sponsors of my team and without any implication, in particular, that I would be personally endorsing any service, product or brand of the authorized parties. I further agree and irrevocably consent to the foregoing rights continuing until the end of the calendar year following that in which My Contract Period shall come to an end. I further agree that the above rights shall continue to be used by the GP2, its sponsors and/or its suppliers without limitation of time as far as they refer to material created pursuant to the rights granted herein during the Series which occurred during My Contract Period.
9. I shall wear my Team shirts for all public appearance (paddock club, signing sessions and press conference and any other event related to the GP2 Series).
10. I further agree to participate to any paddock club event organised for GP2 and the Authorized Parties and to participate to signing sessions and press conferences as will be notified by GP2. In addition I further agree to be available for any event organised by GP2 as will be notified from time to time.
11. I undertake that I shall refrain from any public declaration or comment in any form which may harm, weaken or put into disrepute the fame, name and/or image of the GP2 Series, its sponsors, its suppliers, the Federation International de l'Automobile, and the respective directors, shareholders and/or employees and personnel of the above listed persons. In the case where I would wilfully breach this commitment, GP2 Motorsport Ltd shall be entitled to damages or other sanction, including excluding me from the GP2 Series, that is reasonable and proportionate to the breach of the commitment.
12. This Agreement is governed by and shall be construed in accordance with Swiss law. It is executed as a Deed and shall be binding on my heirs, executors, administrators and personal representatives.

SIGNED:

WITNESS:

Name:

Address:

Occupation:

[FULL NAME]

BRIDGESTONE - AKNOWLEDGEMENT OF RISK

D E E D

I, [FULL NAME.....] of [FULL ADDRESS.....]

being over the age of....., confirm and agree as follows:

Background facts

1. I am contracted to drive for the [Team.....] Team ("*insert Team name short form if desired*").....) in the GP2 Series [races and] tests [*delete as appropriate*] to be held during 2009, for good consideration from [Team.....].
2. Prior to driving at a Race and/or Test I shall obtain such competition license, permit or consent as may be required by the National Sporting Authority and/or the Federation Internationale de l'Automobile, and shall comply with all and any rules, regulations, conditions and obligations relating to such license, permit or consent and any other rules and regulations that apply to the Races and/or Tests
3. I understand that Bridgestone Corporation of 10-1 Kyobashi 1-chome, Chuo-ku, Tokyo 104, Japan ("Bridgestone"), is to provide tyres to GP2 Motorsport Limited ("GP2") which are to be fitted to and used on all Cars used in GP2 Series races ("GP2 Cars") and for testing under a race and tyre services agreement between Bridgestone and GP2 ("the Agreement").
- 3b. I fully understand and accept that the GP2, Bridgestone and the Official Suppliers make no warranty, express or implied, as to the quality of workmanship of its tyres for racing and testing purposes, and that Bridgestone expressly disclaims all warranties as to the fitness of the tyres for use on the GP2 Cars for racing and testing purposes and for use at the speeds at which the GP2 Cars will be driven and for the other manoeuvres which will be necessary when driving the GP2 Cars in GP2 Series races and tests.

Recognition of risk

4. I am fully aware of, appreciate and accept the risks inherent in GP2 Series racing and the testing programmes and the possibilities of accidents, including both physical injury and death which could happen to me personally in the event of crashing or some other accident.
5. I am also fully aware that the technology utilised in the manufacture and fitting of race tyres is at the leading edge of state of the art scientific knowledge and is continually being changed and developed.
6. For this reason, I have taken out all the necessary insurances and sought other protections that I have thought and deem necessary and appropriate to compensate for any injury or death that I may suffer in the course of GP2 Series racing or testing in the GP2 Cars.
7. Consequently, I recognise the risks inherent in any activity utilising such technology. Consequently, I release Bridgestone (or any parent, subsidiary or associated company), GP2 and any of its suppliers and sponsors (including any affiliate, employee, advisor, agent or officer of the aforementioned parties) from any loss, damage or injury that may be sustained by me, my heirs or assigns, or to my property howsoever caused while driving a GP2 Car, testing a GP2 Car, participating in any GP2 Series races or otherwise performing my duties for [Team.....] (provided that the provisions of this Article shall not operate so as to exclude liability for death or personal injury caused by the negligence of GP2, Bridgestone or its suppliers and sponsors (including any affiliate, employee, advisor, agent or officer of the aforementioned parties)).

Rights in personality

8. I further agree and hereby irrevocably consent to the use, at any time during which my driving agreement with *[insert Team name]* remains in effect ("My Contract Period") by Bridgestone of my name, image, pictures, likeness and signature in any advertising or promotion in the context of the GP2 Series races or tests, in any media whatsoever (including without limitation moving pictures, digital images, print, radio, internet, merchandising for give-away and retail sale). I further agree and irrevocably consent that my name may also be used in conjunction with my own pictures and that my voice, name and picture may be recorded on film, video or tape, game, or given to allow Bridgestone to use and edit all or part of the film, video or tape as Bridgestone deems appropriate for the promotional and commercial purposes of the GP2 competition and of Bridgestone without any implication that Bridgestone would be my personal sponsor and/or the sponsor of my team and without any implication, in particular, that I would be personally endorsing any Bridgestone's service, product or brand. I further agree and irrevocably consent to the foregoing rights continuing until the end of the calendar year following that in which My Contract Period shall come to an end. I further agree that the above rights shall continue to be used by Bridgestone without limitation of time as far as they refer to material created pursuant to the rights granted herein during the GP2 Series which occurred during My Contract Period

9. I shall wear, during My Contract Period whilst participating to the GP2 Series races and/or tests, the overalls, caps and apparel carrying Bridgestone's as required under the Agreement.

10. This Agreement is governed by and shall be construed in accordance with English law. It is executed as a Deed and shall be binding on my heirs, executors, administrators and personal representatives.

SIGNED:

WITNESS:

Name:

Address:

[FULL NAME]

Occupation:

DATE:

APPENDIX 4
WAIVER OF RIGHTS

In consideration for being granted the right to attend an Event as referred to hereafter, by the company GP2 Motorsport Limited, the Undersigned

Mr:

Date of Birth:

Name:

Declares and accepts as follows

Recognition of risk

I am fully aware of, appreciate and accept the risks inherent in Motor Racing and the possibilities of accidents, including both physical injury and death which could happen to me personally in the event of crashing or some other accident occurring during a motor-sports race or test.

Consequently, I agree that I will be attending any and all Event (including racing or testing event) in connection with the GP2 series with full knowledge of the above risks and, to such extent as is admissible under any applicable law, and I hereby release GP2 Motorsport Limited (and any parent, subsidiary or associated company) and any and all participant in such Event (including any supplier, sponsor, team, driver and or any and all of their agents and/or employees) from any loss, damage or injury that may be sustained by me, my heirs or assigns, or to my property howsoever caused in the course and in connection with such attendance, provided that the provisions of this clause shall not operate so as to exclude liability for death or personal injury caused by the negligence of GP2 Motorsport or any other party mentioned above.

Rights in personality

I further agree and hereby irrevocably consent that images or other recordings of myself may be taken by any mean, whether known or unknown during my attendance in the Event and I agree that such images and/or other recording may be broadcasted, reproduced or displayed on any media for the purpose of broadcasting and/or otherwise reproducing or representing the Event for information, advertisement or promotional purpose, provided that such consent does not per se involve any implication, that I would be accepting to endorse personally any service, product or brand of GP2 Motorsport and of any participant in the event considered.

Made on

Signature