



Automobili La'Bergitla

2030 - 2031 Endurance Series Sporting Regulations

1. Foreword / Introduction

The Automobili La'Bergitla Endurance Series (hereinafter "the Championship") is an international, all-electric endurance racing series developed to push the boundaries of performance, sustainability, and innovation in motorsport. The Championship is operated under the authority of Automobili La'Bergitla Ltd (the Promoter) and is governed by these Sporting Regulations, the Technical Manual, and any additional directives issued by the Promoter or relevant motorsport authorities.

The Championship is designed to showcase cutting-edge electric vehicle technology, including—but not limited to—advanced swappable battery systems, dual supercapacitor integration, and regenerative energy strategies, while providing an accessible, competitive, and fair sporting environment for teams, drivers, manufacturers, and commercial partners.

All participating parties (Promoter, ASN, organisers, competitors, teams, and circuits) undertake to apply and observe these Regulations as a condition of entry.

2. Regulations

2.1

The final text of these Sporting Regulations shall be the English version, which shall be used should any dispute arise as to their interpretation. Headings in this document are provided for ease of reference only and do not form part of these Sporting Regulations. Any changes to these Sporting Regulations must be made in accordance with Article 18.2 of the International Sporting Code (hereinafter "the Code").

2.2

These Sporting Regulations shall come into force from the moment of their official publication on the Automobili La'Bergitla website (or other official communication channel as designated by the Promoter) and shall replace all previous editions of the Sporting Regulations.

3. General Undertaking

3.1

All Drivers, Competitors, and Officials participating in the Championship undertake, on behalf of themselves, their employees, agents, and suppliers, to observe all the provisions—whether supplemented or amended—of the International Sporting Code ("the Code"), the General Prescriptions, the Technical Regulations, any Financial Regulations, and the present Sporting Regulations, collectively referred to as "the Regulations".

3.2

The Championship and each of its Competitions are governed by Automobili La'Bergitla Ltd (the Promoter) in accordance with the present Regulations.

3.3

A Competition means any event counting towards the Championship and registered on the official Championship calendar for any year, commencing at the scheduled time for scrutineering and sporting checks, and including all practice sessions and the race(s) itself/themselves, and ending at either the time for the lodging of a protest under the terms of the Code or the time when a technical or sporting certification has been carried out under the terms of the Code, whichever is later.

3.4

Any special national regulations must be submitted to the Promoter with the original application for inclusion of a Competition on the Championship calendar. Only with the approval of the Promoter may such special regulations come into force for a Competition. The Promoter will ensure that all applicant Competitors are informed of such special regulations before entries close.

4. General Conditions

4.1

It is the Competitor's obligation to ensure that all persons associated with their entry observe all the requirements of the Code, the General Prescriptions, the Technical Regulations, the Sporting Regulations, any Financial Regulations, and the Organisation Rules. Each Competitor must nominate their representative in writing at the time of entering the Championship.

If the representative is unable to be present in person at a Competition, they must nominate a substitute in writing.

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

4.2

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

4.3

The presentation of a car for scrutineering will be deemed an implicit statement of conformity with all applicable regulations.

4.4

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

4.5

Each Competitor must hold, as a minimum, the equivalent of a Three-Star Environmental Accreditation rating (or such standard as specified by the Promoter) by the time of registration. A Competitor entering the Championship for the first time may be granted a maximum of a one-year exemption to obtain the required rating, subject to approval by the Promoter.

4.6

All Competitors, Drivers, organisers, volunteers, and officials must comply with all applicable high-voltage operational safety regulations as specified by the Promoter and in accordance with the relevant motorsport safety codes. Upon request, they must provide any proof of compliance that the Promoter may reasonably require.

5. Licences

5.1

All Competitors and Officials participating in the Championship must hold current and valid licences.

5.2

The name of any Competitor participating in the Championship must be identical to that which appears on its Competitor's licence. The Competitor's licence must be renewed identically across two consecutive calendar years of a given season (name of the Competitor and issuing ASN).

5.3

Drivers participating in the Championship must hold one of the following, each current and valid at the time of entry:

- An FIA e-Licence (as defined in Appendix L to the International Sporting Code);
- An FIA Formula 1 Super Licence;
- An ACO Le Mans Licence (as recognised for the FIA World Endurance Championship and 24 Hours of Le Mans);
- Or a Championship-specific licence as issued and approved by Automobili La'Bergitla Ltd.

Applications for licences must be submitted annually to the relevant ASN, or to the Promoter in the case of the Championship-specific licence.

5.4

A Driver must also be in possession of a current medical certificate of aptitude, either included on their competition licence or provided as an attached document.

5.5

In addition to any penalty applied under Article 17.3, the Stewards may impose penalty points on a Driver's licence. If a Driver accrues 12 penalty points, their licence will be suspended for the following Competition, after which 12 points will be removed from the licence. Penalty points will remain on a Driver's licence for a period of 12 months, after which they will be removed on the 12-month anniversary of their imposition.

5.6

Drivers participating in a Free Practice session of a Competition must hold one of the licences listed in Article 5.3.

5.7

The minimum licence grade for Rookies to take part in official tests organised by the Championship Promoter is International Grade B. Drivers holding an International Grade C licence, with proven experience in single-seater or endurance categories, may be authorised with the prior approval of the Promoter.

5.8 La'Bergitla Endurance Series Licence Levels

5.8.1 Level A – Full Professional Endurance Licence

- Issued to drivers with significant recent experience in international motorsport (e.g., top-level single-seater, endurance, or electric series), or holders of an FIA Super Licence, FIA e-Licence, or ACO Le Mans Licence.
- Permits participation in all Championship events, including races, official tests, and free practice sessions.
- Requirements include:
 - Demonstrable record of international competition

- Valid medical certificate of fitness
- Minimum age (18+)
- Completion of any mandatory series briefing or simulation

5.8.2 Level B – Pro-Am/Experienced National Licence

- Issued to drivers with proven experience in national-level motorsport, lower-tier international categories, or as a team-registered test/reserve driver.
- Permits participation in most Championship events, with possible restrictions on headline races or qualifying sessions as determined by the Promoter.
- Requirements include:
 - Successful competition in national or regional championships
 - Valid medical certificate
 - Minimum age (18+)
 - Participation in an official induction or rookie test

5.8.3 Level C – Rookie/Development Licence

- Issued to drivers with limited racing experience but proven ability (e.g., karting champions, sim-racing competitors, or young drivers).
- Permits participation in official tests, rookie practice sessions, and selected free practice sessions under supervision; race participation requires prior approval.
- Requirements include:
 - Proof of competitive ability (results in lower-tier championships or team/ASN recommendation)
 - Valid medical certificate
 - Completion of a mandatory training/induction session

5.8.4

All licence holders must comply with the Championship's code of conduct and safety requirements. Licence upgrades may be granted at the discretion of the Promoter, based on performance and conduct. Holders of certain international licences may be automatically eligible for Level A or B, subject to verification by the Promoter.

6. Championship Competitions

6.1

Competitions are reserved for vehicles that comply with the current Technical Regulations of the Automobili La'Bergitla Endurance Series.

6.2

Each Competition will have the status of an international restricted endurance event.

6.3

Each Competition shall include all official practice sessions, qualifying, and a single endurance race of 24 hours' duration.

6.4

The maximum number of races in the Championship is eighteen (18), and the minimum is six (6).

6.5

Each Competition shall be run over a period of two days, with practice and qualifying on the first day and the endurance race itself commencing on the second day. A Shakedown session may be scheduled at the discretion of the Promoter and will be confirmed ahead of each Competition. Only one free practice session may be held on the second day prior to the start of the race.

6.6

The total race duration shall be 24 hours, commencing from the start signal and ending at the end-of-race signal after 24 hours have elapsed. The final start time and schedule for each Competition shall be published by the Promoter no later than twenty-one (21) days prior to the event. The Promoter reserves the right to modify the race start time, number of laps, or session schedule on safety or operational grounds.

Exceptions:

a) Should the race be suspended, the length of the suspension will be added to the 24-hour race period, up to a maximum total elapsed time of 27 hours, provided this does not result in the scheduled number of laps being exceeded.

6.7

The final list of Competitions will be published by the Promoter before the start of the Competitors' registration period.

6.8

A Competition which is cancelled with less than three (3) months' written notice to the Promoter will not be considered for inclusion in the following year's Championship, unless the Promoter determines the cancellation was due to force majeure.

6.9

A Competition may be cancelled if fewer than twelve (12) entries are available for it.

7. Championship Titles and Points

7.1

The Automobili La'Bergitla Endurance Series Driver's title shall be awarded to the Driver who has scored the highest number of points, taking into account the results of all Competitions in the Championship.

7.2

The Automobili La'Bergitla Endurance Series Team title shall be awarded to the Competitor (Team) that has scored the highest number of points, calculated by combining the results from all of its entered cars and Drivers at each Competition, unless otherwise specified in these Regulations.

7.3

The Automobili La'Bergitla Endurance Series Manufacturer title shall be awarded to the Manufacturer that has scored the highest number of points in the Manufacturers' standings, calculated from the best two classified cars powered by that Manufacturer's homologated technology at each Competition.

Points allocated for the Driver obtaining Pole Position and Fastest Lap will not be counted towards the Manufacturers' title, unless specified otherwise.

For the purposes of Manufacturer points, all cars sharing a common homologation supplier shall be deemed to be from the same Manufacturer, irrespective of the Additional Make or car homologation under which the Competitor is competing.

7.4

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

<i>Position</i>	<i>Points</i>
1st	25
2nd	18
3rd	15
4th	12

5th	10
6th	8
7th	6
8th	4
9th	2
10th	1
Pole Position	3
Fastest Lap	1

- If the Driver in Pole Position does not complete the final timed lap of qualifying, Pole Position points may not be awarded, at the discretion of the Stewards.
- The point for Fastest Lap shall only be awarded if the Driver is classified in the top ten positions at the end of the race.

7.5

If a Competition comprises two races, points shall be awarded separately for each race session in accordance with this scale.

7.6

If the scheduled race distance cannot be completed, points for each title shall be awarded as follows:

- No points will be awarded if the leader has completed fewer than two (2) laps.
- No points will be awarded unless a minimum of two (2) laps have been completed by the leader without a Safety Car and/or Full Course Yellow intervention.
- Half points will be awarded if the leader has completed more than two (2) laps but less than seventy-five percent (75%) of the original race distance.
- Full points will be awarded if the leader has completed seventy-five percent (75%) or more of the original race distance.

7.7

The Drivers finishing first, second, and third in the Championship, and the Team Principal of the winning Team, must be present at the annual Prize-Giving ceremony if so, required by the Promoter. Any such Driver or Competitor who is absent may be liable to a fine of up to £50,000.

8. Dead Heat

8.1

Prizes awarded for all the positions of Competitors who tie will be added together and shared equally.

8.2

If two or more Drivers or Competitors have the same number of points after a race, or finish the season with the same number of points, the higher place in the Championship (in either case) shall be awarded to:

- The holder of the greatest number of first places in races.
- If the number of first places is the same, the holder of the greatest number of second places.
- If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.
- If this procedure fails to produce a result, the Promoter will nominate the winner according to such criteria as it thinks fit.

9. Promoter

9.1

An application to promote a Competition must be made directly to Automobili La'Bergitla Ltd (the Promoter), which holds exclusive authority to admit and sanction events for inclusion on the Championship calendar.

9.2

The application must be accompanied by written evidence that the prospective Promoter has made arrangements to secure the participation of Competitors, with such arrangements conditional only upon the Competition being formally entered on the Championship calendar by Automobili La'Bergitla Ltd.

10. Organisation of Competitions

10.1

Each organiser shall supply the information set out in Appendix 1, Part A, to Automobili La'Bergitla Ltd (the Promoter), in English at a minimum, no later than sixty (60) days before the Competition. This submission must include a detailed timetable, the Organisation Agreement (as described in Parts C & D of Appendix 1), and a completed Medical Questionnaire in accordance with the Promoter's current medical and safety standards, at least two (2) months prior to the Competition.

10.2

The Promoter will review and, if compliant, return a completed approval document (Appendix 1, Part B) to the organiser no later than thirty (30) days before the Competition.

10.3

Each Competition must be organised in strict compliance with these documents and the Organisation Agreement entered into between the organiser and Automobili La'Bergitla Ltd.

10.4

An official permit (visa) will be issued by Automobili La'Bergitla Ltd for each Competition, provided that all required documents have been submitted by the stated deadlines and are in full conformity with the regulations applicable to the Championship.

10.5

If deemed necessary by the Promoter, new circuits or circuits seeking inclusion on future Championship calendars may be subject to an official observation or inspection by a designated Observer. Following this observation, the Observer will prepare a report for submission to the Promoter, which shall decide whether the Competition and circuit meet the standards required for a Championship event.

11. Insurance

11.1

The organiser of a Competition must ensure that all Competitors, their personnel, and Drivers are covered by adequate third-party insurance for the duration of the event.

11.2

No later than thirty (30) days before the Competition, the organiser must provide Automobili La'Bergitla Ltd (the Promoter) with full details, in English, of the insurance coverage arranged, which must comply with all applicable national laws and regulations. An insurance certificate, in both the language of the host country and English, shall be made available to all Competitors upon request.

11.3

Third party insurance arranged by the organiser shall be in addition to, and without prejudice to, any personal insurance policy held by a Competitor or by any other individual or entity taking part in the Competition.

11.4

Drivers taking part in the Competition are not considered third parties with respect to one another.

12. Series Delegates

12.1

For each Competition, Automobili La'Bergitla Ltd (the Promoter) shall appoint the following Delegates:

- a) A Technical Delegate
- b) Assistant Technical Delegates
- c) A Media Delegate
- d) A Medical Delegate
- e) A Safety Car Driver
- f) A Pit Lane Delegate
- g) A Sporting Delegate
- h) An e-Safety Delegate
- i) An Environmental Officer

12.2

The role of the Series Delegates is to assist the Officials of the Competition in their duties, to ensure that all Regulations governing the Championship are respected within their areas of competence, to provide comments or guidance as necessary, and to prepare any reports required in relation to the Competition.

12.3

The Technical Delegate appointed by Automobili La'Bergitla Ltd shall be responsible for scrutineering and shall have full authority over all other scrutineers appointed for the Competition.

13. Officials

13.1

The following Officials shall be nominated by Automobili La'Bergitla Ltd (the Promoter) for each Competition:

- a) Race Director
- b) Stewards' Secretary
- c) Deputy Race Director
- d) Starter
- e) Chairperson of the Panel of Stewards
- f) Second International Steward of a different nationality to that of the organiser, if applicable
- g) Driver Adviser to the Stewards

The Stewards shall officiate as a body under the authority of their Chairperson.

13.2

The following Officials will be nominated by the local organising committee for each Competition, subject to approval by the Promoter:

- a) Steward
- b) Clerk of the Course
- c) Secretary of the Event
- d) Chief Scrutineer
- e) Chief Medical Officer
- f) Rescue Chief

13.3

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

- a) Control of practice sessions and the race, adherence to the timetable, and, if necessary, making proposals to the Stewards to modify the timetable in accordance with these Sporting Regulations.
- b) The stopping of any car as required by the Regulations.
- c) Interruption or suspension of practice sessions.
- d) The starting procedure.

- e) Use of the Safety Car.
- f) Suspending and resuming the race.

13.4

The Race Director, Clerk of the Course, Technical Delegate, and Panel of the Stewards must be present at the circuit at the latest from the beginning of the Competition, as defined in these Regulations. The Panel of the Stewards must not leave before the end of final scrutineering and the conclusion of any protest procedure.

13.5

The Race Director must be in permanent radio contact with the Clerk of the Course, Technical Delegate, and Chairperson of the Stewards at all times when cars are permitted to run on the track. Additionally, the Clerk of the Course must be at race control and in radio contact with all Marshal posts. The Promoter is responsible for ensuring the proper functioning of all radio and communication equipment.

14. Competitors' Applications

14.1

Applications to compete in the Championship must be submitted to Automobili La'Bergitla Ltd (the Promoter) by the annual closing date specified by the Promoter. Application dossiers must be completed, signed, and submitted in the original form to the address designated by the Promoter. Late or incomplete applications may be considered at the Promoter's absolute discretion.

14.2

Each application must include:

- a) Confirmation that the applicant has read and understood these Sporting and Technical Regulations, and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them;
- b) The legal name of the Competitor (team);
- c) The make and model of the competing car(s);
- d) The make of the powertrain(s);
- e) An undertaking by the applicant to participate in every Competition with the number of cars and Drivers entered;
- f) Information about the size of the company, its financial position, and its ability to meet the prescribed obligations;
- g) Information about the ownership and management structure of the company.

14.3

A maximum of thirty (30) cars may be entered for any Competition in the Championship. Each Competitor (team) may enter up to two (2) cars, and must nominate at least two (2) Drivers per season (one per car), as well as one or more reserve Drivers if desired.

The Promoter may limit the total number of Competitors (teams) to ensure this maximum is not exceeded.

14.4

The final list of selected Competitors in the Championship will be published by Automobili La'Bergitla Ltd by the date specified in the Championship calendar, having first notified any unsuccessful applicants. Out-of-time applications may be considered at the Promoter's discretion.

Selected Competitors will be invited to register using the official entry form provided by the Promoter.

Competitors are not definitively admitted to the Championship until the entry fee and any applicable administrative or audit fees have been received in full by the deadline set by the Promoter.

14.5

Each Competitor accepted for the Championship will be allocated specific start numbers for its entered cars, which will remain valid for the entire Championship season. Each Competitor may request preferred start numbers by the date specified by the Promoter. In the case of a dispute, priority may be given to Competitors who held those numbers in previous seasons.

Number 1 will automatically be allocated to the Driver who won the Drivers' Championship in the previous season. The reigning Champion will have the option to use number 1.

14.6

In the event of the rejection, withdrawal, or defection of a selected Competitor prior to the start of the Championship, one or more substitute Competitors may be requested to confirm their application within five (5) days.

14.7

The entry fee per Competitor per season, together with any audit or administrative fee, shall be specified annually by the Promoter. All fees are due in full upon acceptance of entry and must be received by the stated deadline.

14.8

Confirmation that the intended Drivers have complied with these Sporting Regulations, the full names and records of achievement of each Driver, a copy of each Driver's licence (and any Championship-specific licence request), and a copy of the identity card or passport of each Driver must be provided to the Promoter by the date specified.

14.9

The Promoter will publish the official entry list, including the names of the Drivers, by the date set in the Championship calendar.

14.10

Each Competitor must declare, at the time of entry, the following key team personnel (as applicable):

- Team Principal,
- Chief Executive Officer (CEO) or equivalent,
- Chief Financial Officer (CFO) or equivalent,
- Sporting Director (if applicable),
- Technical Director (if applicable),
- Team Manager,
- Race Engineer(s) (up to two per Competitor).

Each of the above-named persons must individually sign a staff declaration as provided by the Promoter, to be returned by the specified deadline. Any changes to the list of key personnel must be notified to the Promoter within seven (7) days of such change.

14.11

If, in the opinion of Automobili La'Bergitla Ltd, a Competitor fails to operate its Team in a manner compatible with the standards of the Championship, or in any way brings the Championship into disrepute, the Promoter may exclude such Competitor from the Championship with immediate effect.

14.12

Each Competitor undertakes to participate in all Competitions of the Championship, including any rescheduled events.

14.13

The Promoter reserves the right to cancel the Championship if fewer than six (6) Competitors are entered by the closing date for entries.

14.14

Any Driver entered in the Championship who is unable to take part in a Competition must inform the Promoter in writing before the end of initial scrutineering for the relevant Competition.

15. Passes

15.1

No pass other than one issued by Automobili La'Bergitla Ltd (the Promoter) in accordance with Appendix 6 of these Regulations may be issued or used. Passes are valid only for the person to whom they are issued and for the specific purpose for which they are granted.

15.2

Passes are non-transferable and may not be lent, sold, or used by any person other than the original holder.

15.3

Any misuse of passes, or use of unauthorised or counterfeit passes, may result in the withdrawal of accreditation and/or further disciplinary action by the Promoter.

16. Instructions and Communications to Competitors

16.1

The Stewards or Race Director may give instructions to Competitors by means of special circulars or written communications. These circulars shall be distributed to all Competitors, who must acknowledge receipt.

16.2

All classifications and results of practice sessions and races, as well as all decisions issued by the Officials, will be published on the official digital notice board provided by the Promoter. The digital notice board address will be communicated to all Competitors prior to the start of the Championship.

16.3

Any decision or communication concerning a particular Competitor shall be given to that Competitor within twenty-five (25) minutes of such decision being made, and receipt must be acknowledged.

17. Incidents

17.1 Definition of an Incident

For the purposes of these Sporting Regulations, an "Incident" is defined as any occurrence or sequence of events—whether on-track or in the paddock—involving one or more Drivers, Competitors, or other authorised personnel, which has the potential to affect the safety, fairness, or integrity of the Competition.

An Incident may be reported to the Stewards by the Race Director, may be noted by the Stewards themselves, or may be brought to the attention of Officials by any means deemed appropriate. Incidents shall include, but are not limited to, the following:

- a) Any occurrence necessitating the suspension, neutralisation, or premature termination of a race or session;
- b) Any act or omission constituting a breach of these Sporting Regulations, the Technical Regulations, or Supplementary Regulations;
- c) The initiation of a false start by one or more cars;
- d) Causing a collision or contributing to an avoidable accident;
- e) Forcing another Driver off the circuit, whether deliberately or recklessly;
- f) Illegitimately preventing, blocking, or hindering a legitimate overtaking manoeuvre;
- g) Illegitimately impeding another Driver during overtaking, whether by erratic driving or failure to observe proper racing conduct;
- h) Causing power consumption to exceed the limits established by the Technical Regulations or by any event-specific directives;
- i) Failing to comply with high-voltage operational safety procedures, track safety rules, or other prescribed safety protocols, including those relating to rescue, fire safety, or marshal instructions.

17.2 Reporting and Investigation of Incidents

- a) The Stewards, acting on a report or request from the Race Director, or acting on their own initiative, shall have absolute discretion to determine whether a Driver, Competitor, or any other participant involved in an Incident should be investigated or penalised.
- b) If an Incident is under investigation by the Stewards during a Competition, a message informing all Competitors of the identity of the Driver(s) or Team(s) involved will, where facilities permit, be displayed promptly on the official timing monitors and/or the digital notice board.
- c) In order to promote procedural transparency and the right to a fair hearing, the Stewards may, at their discretion, offer the Driver(s), Competitor(s), or relevant team representatives an opportunity to provide an explanation or submit evidence in relation to the Incident before any penalty is imposed.
- d) Provided such a message is displayed, or an official communication is delivered to the relevant Competitor(s), within twenty-five (25) minutes of the end of the race or session, any Driver or official involved in the investigation may not leave the circuit or the designated event perimeter without the express consent of the Stewards.

17.3 Penalties for Incidents

Where the Stewards determine that an Incident has occurred and that a penalty is warranted, they may impose one or more of the following sanctions, in such combination as they see fit, taking into account the severity and circumstances of the Incident:

- a) A five (5) second time penalty. The next time the Driver enters the pit lane for a routine stop, the car must remain stationary for a minimum of five seconds before any work is carried out. If no further stop is made before the end of the race, five seconds shall be added to the Driver's total elapsed race time.
- b) A ten (10) second time penalty. The next time the Driver enters the pit lane for a routine stop, the car must remain stationary for a minimum of ten seconds before any work is carried out. If no further stop is made before the end of the race, ten seconds shall be added to the Driver's total elapsed race time.
 - In both (a) and (b), the penalty must be served at the next available pit stop, including any stop undertaken during a Full Course Yellow (FCY), Safety Car period, or any other neutralised race condition.
- c) A drive-through penalty, requiring the Driver to enter the pit lane and re-join the race without stopping.
- d) A ten (10) second stop-and-go penalty, requiring the Driver to enter the pit lane, stop in their pit for at least ten seconds, and then re-join the race.
 - If any of the penalties in (c) or (d) are imposed during the final two laps of the race, or after the official end of the race, a time penalty (to be announced by official bulletin) will be added to the Driver's elapsed race time.
 - If a Driver finishes outside the Top 10 or is unable to serve a penalty due to retirement, the Stewards may, at their discretion, impose or convert the penalty into a grid penalty at the Driver's next Competition or round.
- e) Cancellation of lap times, including qualifying or practice times if the Incident occurred during those sessions.
- f) Additional time penalties, the quantum of which will be specified by the Stewards depending on the Incident.
- g) An official warning.
- h) An official reprimand.
- i) A drop of any number of grid positions at the Driver's next Competition.
- j) Requiring the Driver to start from the pit lane.
- k) Disqualification from the results of the session or Competition.
- l) Suspension from one or more future Competitions, as determined by the Stewards.

Penalties imposed by the Stewards under this Article shall be binding and are not subject to appeal.

17.4 Procedures for Serving Penalties

Should the Stewards decide to impose a penalty under Article 17.3 (a), (b), (c), or (d), the following procedures shall apply:

- a) The Stewards will provide written notification of the penalty to the relevant Competitor and will ensure this decision is promptly posted on the official timing monitors and/or the digital notice board.

b) In the case of penalties under 17.3 (c) or (d), from the time the Stewards' decision is notified, the relevant Driver may cross the Line on the track no more than twice before entering the pit lane to serve the penalty. In the case of a stop-and-go penalty (d), the Driver must proceed to the pit and remain stationary for the prescribed duration before re-joining the race.

— Unless the Driver was already committed to the pit entry for the purpose of serving the penalty, the penalty may not be served after the deployment of a Full Course Yellow or Safety Car, or while stopping in the pit lane for a mandatory procedure as defined elsewhere in these Regulations. Any laps completed under neutralised conditions will be added to the maximum permitted before the penalty must be served.

c) Whilst a car is stationary in the pit lane as a result of a time penalty under Article 17.3 (a) or (b), it may not be worked on, nor may it be connected to any power or charging equipment, until the full duration of the penalty has elapsed. For the purposes of this rule, any physical contact with the car, the Driver, or the use of tools or equipment, shall be considered "work".

d) Whilst a car is in the pit lane as a result of incurring a penalty under Article 17.3 (d), no work of any kind may be carried out on the car during the penalty period.

e) Any breach or failure to comply with Articles 17.4 (c) or (d) may, at the discretion of the Stewards, result in the car and/or Driver being disqualified from the session or Competition.

17.5 Additional Notes

a) The Stewards may take into account aggravating or mitigating circumstances in assessing Incidents and penalties, including but not limited to: Driver intent, previous conduct, and the consequences of the Incident.

b) All Incidents and their outcomes shall be recorded in the official results and communicated to the Competitors and the media for transparency and to promote sporting integrity.

18. Protests and Appeals

18.1 General Principles

All Competitors, Drivers, and Teams participating in the Championship have the right to lodge a protest or appeal, subject to the conditions and procedures set out in these Sporting Regulations, the applicable Code, and any directives issued by the Promoter or Organising Committee. As the Championship is not currently governed by the FIA, references to the "Code" shall mean the prevailing International Sporting Code and such provisions as are expressly adopted by the Promoter. Any changes to protest or appeal procedures will be published by official bulletin.

18.2 Protests

a) Protests against any decision, act, or omission arising during a Competition must be made in writing and lodged with the Stewards or the designated Competition Official within thirty (30) minutes of the publication of the results or the notification of the matter being protested, whichever is later.

b) Each protest must clearly state the grounds for the protest, identify the relevant facts or regulations alleged to have been breached, and be signed by a duly authorised representative of the protesting party.

c) Every protest must be accompanied by a non-refundable fee of €2,000, payable to the Championship Promoter at the time of submission.

d) The Stewards shall investigate all valid protests and issue a written decision as soon as practicable. Where appropriate, the Stewards may summon relevant parties for a hearing.

18.3 Appeals

a) Any Competitor or Driver directly affected by a decision of the Stewards has the right to lodge an appeal against that decision, unless otherwise excluded by these Regulations.

b) Appeals must be submitted in writing to the designated Appeals Committee or body, in accordance with procedures set out by the Promoter, within forty-eight (48) hours of notification of the original decision.

c) Each notice of appeal must be accompanied by a non-refundable fee of €6,000.

d) The appeal process will be conducted in accordance with the general principles and standards set out in the International Sporting Code and, where applicable, the FIA Judicial and Disciplinary Rules, except where otherwise provided by these Sporting Regulations or by the Promoter.

18.4 Exclusions and Limitations on Appeal

No appeal shall be permitted against decisions concerning any of the following:

- a) Penalties imposed under Article 17.3 (a), (b), (c), (d), (e), (f), (g), (h), or (i), including those imposed during the last two laps or after the end of a race;
- b) Any penalty imposed in relation to Article 25.12 (as defined elsewhere in these Sporting Regulations);
- c) Any drop of grid positions imposed under Articles 18.2 and 28;
- d) Any penalty imposed under Article 31.3;
- e) Any decision taken by the Stewards in relation to Article 33.11;
- f) Any decision taken by the Stewards in relation to Article 35.3.

18.5 Petitions for Review

- a) A petition for review of a Stewards' decision may be submitted in accordance with the Code and these Sporting Regulations, if new and relevant evidence becomes available that was not reasonably accessible at the time of the original decision.
- b) Any petition for review must be accompanied by a deposit of €2,000.
- c) The decision whether to grant a review shall rest with the Stewards or Appeals Committee, as appropriate, and their decision shall be final.

18.6 Publication and Finality

All protest and appeal decisions shall be recorded in the official results and communicated to the parties concerned and, where appropriate, to all Competitors. Decisions of the Appeals Committee are final and binding within the context of the Championship.

19. Sanctions

19.1 Authority and Scope

The Stewards are empowered to impose any penalties or sanctions specifically set out in these Sporting Regulations, as well as any other penalties available to them under the prevailing Code, the International Sporting Code (as adopted), and any additional directives issued by the Promoter or Organising Committee.

19.2 Application of Sanctions

- a) Sanctions may be imposed in addition to, or instead of, any penalties that may otherwise be available, having regard to the seriousness of the infringement, any aggravating or mitigating circumstances, and the interests of safety, fairness, and sporting integrity.
- b) In determining the appropriate sanction, the Stewards may consider the Driver's or Competitor's conduct throughout the season, including previous incidents, warnings, and any evidence of repeated or deliberate rule breaches.

19.3 Reprimands and Accumulation

- a) Any Driver who receives three (3) reprimands in the same Championship season shall, upon the imposition of the third reprimand, be subject to an automatic ten (10) grid place penalty at that Competition.
- b) If the third reprimand is imposed as a result of an Incident occurring during a race, the ten grid place penalty shall be applied at the Driver's next Competition in which they participate.
- c) The ten grid place penalty will only be imposed if at least two (2) of the reprimands in question were issued for driving infringements or on-track conduct.
- d) Reprimands and grid penalties shall be recorded in the official event results and communicated to the Competitor, Driver, and relevant team management.

19.4 Enforcement and Finality

- a) Sanctions imposed by the Stewards are effective immediately upon notification to the Competitor or Driver, unless otherwise stated in the decision.
- b) The Promoter will ensure all sanctions and penalties are promptly published via the official digital notice board and recorded in the event results.
- c) The imposition of sanctions, including reprimands and associated grid penalties, shall not preclude the Stewards from imposing further penalties for subsequent or more serious breaches of these Regulations.

19.5 Other Sanctions

a) The Stewards retain the right to apply any other sanctions as set out in the Code or these Sporting Regulations, including but not limited to disqualification, suspension, exclusion from results, fines, or any combination thereof, where warranted by the circumstances.

20. Changes of Driver

20.1 Minimum and Maximum Drivers per Car

Each car entered in the Championship must be crewed by a minimum of two (2) and a maximum of three (3) Drivers. All nominated Drivers must satisfy all licensing, medical, and eligibility requirements as set out in Article 5, and must be declared at the time of entry for each Competition.

20.2 Nomination of Drivers

The full list of nominated Drivers for each car must be submitted as part of the official entry documentation by the deadline stipulated by the Championship Promoter.

No Competitor may nominate more than three (3) Drivers for a single car in any given Competition, except in exceptional circumstances and only with the express written approval of the Stewards.

20.3 Changes to Driver Line-ups

a) Changes to the nominated Drivers after submission of the official entry list are permitted solely in circumstances of force majeure, such as injury, illness, legal incapacity, or other exceptional circumstances which, in the opinion of the Stewards, justify the substitution.

b) Any such request must be made in writing by the Competitor to the Championship Promoter and the Stewards at the earliest opportunity, and no later than two (2) hours before the scheduled start of the first official practice session for the relevant Competition, unless truly exceptional and unforeseeable circumstances prevent such notification.

c) Requests must include a full explanation of the circumstances and, where applicable, supporting documentation (such as a medical certificate, legal notice, or other relevant evidence).

d) The Stewards reserve the right to seek further clarification, require additional documentation, or reject the application if not satisfied that the criteria for force majeure or exceptional circumstances have been met.

20.4 Late Driver Changes

a) Should a change of Driver be requested after the commencement of official Qualifying or after the completion of initial Scrutineering, the car concerned shall be required to start from the back of the grid, unless the Stewards determine, in their absolute discretion, that the circumstances warrant a different sanction or exception.

b) The Stewards may, in cases where the integrity or safety of the Competition may be compromised, refuse any late changes or impose additional conditions as deemed necessary.

20.5 Driver Exclusivity and Transfers

a) A Driver nominated for a specific Competitor in the Championship may not, without the express written consent of both Competitors and the prior approval of the Stewards, participate for another Competitor during the same Championship season.

b) In all cases, a Driver is prohibited from driving for more than one car in the same Competition, regardless of circumstance.

c) Should a Driver transfer between Competitors mid-season with proper authorisation, any accrued points for the Drivers' Championship shall remain with the Driver, but Team or Manufacturer points will only accrue for the entry with which the Driver is officially registered at each Competition.

20.6 Reserve and Substitute Drivers

a) Each Competitor may nominate one (1) reserve Driver per car at the time of entry, subject to approval by the Championship Promoter and the Stewards.

b) A reserve or substitute Driver may only participate if a regular Driver is unable to compete due to force majeure or other reasons as approved under these Regulations.

c) The reserve or substitute Driver must satisfy all eligibility, licensing, and medical requirements, and may not have already participated for another Competitor in the same Competition.

20.7 Driving Time and Points Eligibility

- a) Any approved replacement or reserve Driver shall be eligible to score points for the Team and Car from the moment of official entry into the Competition.
- b) For the purposes of the Drivers' Championship, points will only be awarded if the replacement or reserve Driver satisfies any minimum driving time or participation requirements as set out elsewhere in these Sporting Regulations.
- c) Where a replacement Driver fails to meet the minimum driving time in a Competition, points for the Drivers' Championship shall not be awarded for that round, but Team and Manufacturer points may still be allocated as appropriate.

20.8 Notification, Approval, and Publication

- a) All changes of Driver must be formally approved by the Stewards prior to the commencement of the relevant Competition session.
- b) All approved changes must be published promptly by official bulletin and communicated to all Competitors, Officials, and relevant stakeholders.
- c) The official entry list for each Competition, including any approved changes of Driver, shall be publicly available at least one (1) hour prior to the start of the first official practice session.

20.9 Failure to Comply

- a) Any breach of these provisions, including failure to seek or obtain proper approval for a Driver change, unauthorised changes, or the nomination of ineligible Drivers, may result in disqualification of the car from the Competition, forfeiture of points, or such other penalties as the Stewards consider appropriate.
- b) The Stewards may also impose additional sanctions on the Competitor or Driver, including suspension from future Competitions, at their discretion.

20.10 General Provisions

- a) The provisions of this Article shall be read in conjunction with all other applicable Articles of these Sporting Regulations, including those pertaining to entry, licensing, and medical standards.
- b) Any matter not expressly covered in this Article shall be resolved by the Stewards in accordance with the principles of sporting fairness, safety, and the best interests of the Championship.

21. Driving

21.1 Driver Control and Conduct

- a) **Solo and Unaided Driving:** Each car must be driven at all times on the circuit by its nominated Driver(s) alone and unaided. The use of any remote-control systems, automatic pilot, or driver aids not expressly permitted in the Technical Regulations is strictly forbidden.
- b) **Manual Operation:** Acceleration may only be achieved using the throttle pedal. Any alternative method of propulsion (e.g., push-to-pass, hybrid systems, energy recovery deployment) must be specifically permitted in the Technical Regulations and controlled directly by the Driver from within the cockpit.

21.2 Compliance with Driving Standards

- a) **Regulatory Adherence:** All Drivers must comply with the International Sporting Code (ISC), the applicable ACO/WEC Code of Driving Conduct, and these Sporting Regulations at all times, whether on the circuit, in the pit lane, or in the paddock.
- b) **Prohibited Behaviour:** Dangerous, reckless, avoidable contact, or unsporting conduct—including any behaviour which may endanger competitors, marshals, or spectators—shall be subject to investigation and sanction by the Stewards.

21.3 Track Limits and Rejoining

- a) **Track Usage:** Drivers must make every reasonable effort to use the track at all times. The white lines defining the track edges are considered part of the track; kerbs, artificial grass, and run-off areas are not.
- b) **Leaving the Track:** A Driver will be deemed to have left the track if no part of the car remains in contact with the track.
- c) **Rejoining the Track:** If a car leaves the track, the Driver may re-join only when it is safe to do so and without gaining any lasting advantage.
- d) **Deliberate Departure:** Deliberately leaving the track without justifiable reason is strictly prohibited. Repeated offences may incur progressively severe penalties.
- e) **Overtaking Off-Track:** Any overtaking manoeuvre completed wholly or partly off the track, or by exceeding track limits, may require the Driver to relinquish the position immediately or face a penalty at the discretion of the Stewards.

21.4 Defensive Driving and Changes of Direction

- a) **Blocking and Moving:** More than one change of direction to defend a position is not permitted.
- b) **Space on Track:** A Driver moving off the racing line to defend must not subsequently move back unless leaving at least one car's width to the edge of the track on the approach to the next corner.
- c) **Erratic Manoeuvres:** Abnormal, erratic, or sudden changes of direction, deliberate crowding of a car beyond the track limits, or any manoeuvre liable to endanger or hinder another Driver are expressly forbidden.

21.5 Overtaking, Blue Flags, and Lapped Cars

- a) **Definition of Overtaking:** Any Driver defending position on a straight and before a braking area may use the full width of the track during the initial move, provided no significant portion of the overtaking car is alongside.
- b) **Significant Portion:** For the avoidance of doubt, if any part of the front of the overtaking car is alongside the rear wheel of the car in front, it will be deemed a "significant portion."
- c) **Being Lapped:** As soon as a car is caught by another which is about to lap it, the Driver must allow the faster car to pass at the earliest safe opportunity.
- d) **Blue Flags:** If the Driver who has been caught does not allow the faster Driver past, waved blue flags will be shown at marshal posts and on dashboard displays, requiring immediate compliance.
- e) **Failure to Yield:** Failure to obey blue flags or to allow a faster car to pass without delay may result in penalties, including time penalties or further sanction at the discretion of the Stewards.

21.6 Unsporting Conduct and Dangerous Manoeuvres

- a) **Prohibited Actions:** Deliberate crowding, weaving to prevent overtaking, "brake-testing," blocking, or any conduct likely to endanger or unfairly impede another Driver is forbidden.
- b) **Stewards' Powers:** Any Driver engaging in such behaviour is liable to investigation and immediate sanction, which may include time penalties, drive-throughs, disqualification, or suspension.

21.7 Driver Participation and Event Restrictions

- a) **Exclusive Participation:** A Driver may not participate in any additional practice, qualifying, or race sessions within the same Event, except as expressly authorised in writing by the Championship Promoter and Stewards.
- b) **Breach:** Any violation of this article may lead to exclusion from the Event and/or further penalties as deemed appropriate by the Stewards.

21.8 General Responsibility

- a) **Primary Responsibility:** Drivers are at all times responsible for the safe, fair, and sporting conduct of their car, including during pit stops, Full Course Yellow (FCY), and Safety Car periods.
- b) **Liability:** Any breach of the above driving standards, whether intentional or inadvertent, may result in penalties in accordance with these Sporting Regulations, including but not limited to, warnings, fines, time penalties, grid drops, or disqualification.

22. Car livery

22.1 Race numbers

Each car must carry the official race number of its nominated driver as published by the Championship Promoter. The race number must be clearly visible on the front and on each side of the car, in accordance with the Team Branding Manual (Appendix 4). Numbers must be no less than 145 mm in height, with a minimum stroke thickness of 32 mm. The car number should achieve the highest possible contrast and visibility against the car livery. The use of a contrasting outline or keyline is permitted if necessary to ensure clarity. Although not mandatory, a white background is recommended for maximum legibility.

22.2 Driver name and national flag

Each competitor must display the surname and national flag of each nominated driver on the bodywork or on the outside of the cockpit. These identifiers must be clearly legible at all times, and comply with the requirements set out in the Organisation Rules.

22.3 Championship partner and promoter logos

Each car must carry the logos of the official partners and suppliers of the Championship in accordance with the Team Branding Manual (Appendix 4), unless a special commercial agreement has been declared by the Promoter prior to the first Competition of the season.

22.4 Team and car distinction

To ensure that the cars entered by each competitor are easily distinguished from one another, each car may feature specific colour elements or markings, provided that the overall livery remains substantially similar between both cars. The Promoter reserves the right to request a competitor to change any livery it considers non-compliant or confusing.

For additional distinction, the centre section of the camera housing (or dummy ballast) must be a different colour for each car: original carbon colour for one driver and fluorescent yellow for the other.

22.5 Digital panels and additional identification

Where required by the Technical Regulations or by the Promoter, cars must be fitted with illuminated or digital number panels to ensure visibility during night-time or in adverse weather conditions.

Helmet and race suit branding must also comply with identification, safety, and sponsorship requirements as set out in the Team Branding Manual and Organisation Rules.

23. Track testing

23.1 Definition of track testing

Track testing refers to any running of a car on a circuit, closed course, or other facility that is not part of an official Competition, and is conducted by or on behalf of a Competitor entered in the Championship. Track testing includes all activities with vehicles that substantially comply with the current or subsequently homologated Technical Regulations of the Automobili La'Bergitla Endurance Series.

23.2 Permitted participants

Track testing with current-specification cars is permitted only for Drivers and Competitors who are officially entered in the Championship, and only with cars fully conforming to the Championship's Technical Regulations—including the exclusive use of the approved swappable battery pack system.

23.3 Unauthorised testing

Any other form of track running—whether directly by a Competitor, or indirectly via third parties, suppliers, or partners—is strictly prohibited unless expressly approved in advance by the Championship Promoter. No form of disguised or undeclared testing is permitted.

23.4 Promotional and demonstration events

- a) Each Competitor may organise up to six (6) promotional or demonstration events per season, with a maximum of three (3) involving on-track activity.
- b) Such events must be notified to the Championship Promoter at least seven (7) days in advance, specifying the venue, vehicles, and Drivers.
- c) Cancellations or changes must be reported at least forty-eight (48) hours in advance.

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- d) Only tyres supplied by the official supplier may be used, and a maximum of 25 kWh discharge energy and 110 kW power output per vehicle applies, unless otherwise authorised by the Promoter.
- e) All such on-track activity must use only the Championship's official swappable battery packs.
- f) Promotional running may not take place at a current season's Championship circuit prior to its scheduled Competition.
- g) The Promoter may appoint an official observer with access to all cars and equipment during these events.

23.5 Restrictions on technical development

The use of rig testing, wind tunnel testing, and Computational Fluid Dynamics (CFD) studies for performance development is strictly forbidden, except as specifically permitted in the Technical Regulations or with the written approval of the Promoter. Any development work or simulation must reflect the technical configuration—especially battery and drivetrain—approved for the series.

23.6 Official tests

- a) Official test sessions are compulsory for all Competitors and will be organised by the Championship Promoter.
- b) There may be up to six (6) days of official testing per season, in formats and locations set by the Promoter, including at least three (3) days before the season's opening Competition.
- c) Cars may be split into groups for safety and logistical reasons.
- d) Each test session must include at least two (2) Drivers per Competitor (one per car); a maximum of four (4) Drivers or two (2) cars per Competitor may participate in any one session.
- e) A maximum of four (4) sets of new all-weather tyres per day per Competitor is permitted, all of which must be returned to the supplier at the end of the test.
- f) Up to two (2) days may be reserved as "Rookie Tests" for Drivers without previous Championship race experience.
- g) All vehicles must comply with Technical Regulations, including the exclusive use of approved swappable battery packs.
- h) During official tests held during the season, all parts and battery packs used must be recorded in the Technical Passport (see Article 28).

23.7 Conduct during official testing

- a) All red flag, end-of-session, and emergency procedures must be followed.
- b) Only cars compliant with Championship Technical Regulations, including approved swappable battery packs, may participate.
- c) Medical and safety provisions in accordance with the applicable International Sporting Code must be present.
- d) High-voltage, electrical, and general safety rules must be strictly adhered to at all times.
- e) In the event of an incident activating the Impact Warning Light or a battery alert, the Driver may be required to undergo immediate medical evaluation by the event medical team at the discretion of the Race Director or Medical Delegate.

23.8 Penalties for non-compliance

Any breach of these provisions—including but not limited to the use of non-compliant vehicles or batteries, exceeding event limits, or violating safety protocols—may result in investigation and sanction by the Stewards of the next Competition. Penalties may include warnings, time penalties, loss of points, fines, exclusion from testing, or disqualification.

24. Pit entry, pit lane and pit exit

24.1 The section of track between the first Safety Car line and the beginning of the pit lane is designated as the "pit entry."

24.2 The section of track between the end of the pit lane and the second Safety Car line is designated as the "pit exit."

24.3 At no time may a car be reversed in the pit lane under its own power.

24.4 The pit lane is divided into two lanes:

- The lane closest to the pit wall is designated the “fast lane.”
- The lane closest to the garages is designated the “working lane.”

24.5 The Promoter will allocate garages and pit lane working areas on an equal basis. Each Competitor may work only in their designated area and will have one assigned pit stop position for use during all practice sessions and races. The external area behind the garage is part of the working zone.

24.6 No powered device may be used to lift any part of a car in the pit lane, except as expressly permitted by the Technical Regulations.

24.7 Unless a car is pushed from the grid during the start procedure, cars may only be driven from their designated garage area to the end of the pit lane exit.

24.8 Any Driver required to start the race from the pit lane must not drive their car from the designated garage until the ten (10) minute signal has been given. Cars must stop in a line in the fast lane. While in the fast lane under these circumstances, only the following work is permitted:

- Fitting or removal of approved cooling devices;
- Adjustments for Driver comfort;
- Changing of wheels.

Cars must leave the pit lane in the order established, unless another car is unduly delayed. Drivers must always follow the instructions of pit lane Marshals.

24.9 Except for cleaning, drying, or removal of tyre rubber from a car’s pit stop position, Competitors may not attempt to enhance surface grip in the pit lane unless a problem is identified and a solution is agreed by the Race Director.

24.10 Competitors must not paint lines or otherwise modify any part of the pit lane. Temporary pit stop marks are allowed but must be removed by the Competitor after the Competition.

24.11 No equipment may be left in the fast lane and/or pit lane, except as provided in Article 24.8. A car may only enter or remain in the fast lane if the Driver is seated behind the wheel in the normal position, even if the car is being pushed.

24.12 Team personnel may only be present in the pit lane during the lap before they are required to work on a car, and must withdraw immediately after completing their work.

All personnel pushing a car or carrying out work in the pit lane during practice or race pit stops must wear helmets meeting or exceeding ECE 22.05 (EU), DOT (USA), or JIS T8133-2015 Class 2 (Japan) standards. Appropriate eye protection is mandatory.

24.13

- a) Cars must not be released from the garage, pit stop position, or working lane in a manner that could endanger pit lane personnel or other Drivers.
- b) If a car is released in an unsafe condition during any practice session, the Stewards may impose a grid position penalty as appropriate.
- c) If a car is released in an unsafe condition during a race, a drive-through penalty under Article 17.3 may be imposed; if the car retires as a result, a fine may be levied against the Competitor.
- d) Additional penalties may be imposed if a Driver continues to drive a car knowing it was released in an unsafe condition.

24.14 Unless otherwise authorised by the Race Director, cars may not enter the pit lane until the pit exit is opened at the start or restart of each practice or qualifying session. No car may be positioned in the slow lane ahead of its assigned garage.

24.15 All garage doors facing the pit road must remain open during all qualifying sessions, the race, and official pit walk activities.

24.16 Under exceptional circumstances, the Race Director may order the pit entry closed during a race for safety reasons. Drivers may only enter the pit lane for essential, clearly evident repairs during such periods. Any other pit entry while closed may result in a penalty under Article 17.3.

24.17 The use of “4-wheel drive” mode is strictly prohibited in the pit lane unless specifically authorised in writing by the Technical Regulations.

24.18 Swappable battery pit procedures:

- a) All battery swapping operations must be performed exclusively within the Competitor’s assigned working lane area and in accordance with all safety protocols defined in the Technical and Sporting Regulations.
- b) Battery packs must be handled by authorised personnel only, using approved lifting and handling devices where required.
- c) Any breach of battery safety or pit procedure may result in penalties including time penalties, loss of points, or disqualification, as determined by the Stewards.

25. Scrutineering and administrative checks

25.1 Required documents and pre-event registration

a) Competitor documentation:

Each Competitor must submit, at initial administrative checks, a valid Competitor’s licence issued in accordance with Article 5.2. The licence must exactly match the registered Competitor name and ASN as per the entry.

b) Driver documentation:

For each nominated Driver, the following must be presented:

- A current, valid Driver’s licence of one of the following types:
 - La’Bergitla Endurance Series Licence (Level A, B, or C according to event/session eligibility, per Article 5.8);
 - FIA e-Licence;
 - FIA Formula 1 Super Licence;
 - ACO Le Mans Licence (accepted for FIA WEC/24 Hours of Le Mans).
- A current, valid medical certificate of fitness, either incorporated in the licence or as an official attachment.

c) Reserve Drivers:

Any reserve Driver must present equivalent documentation as above and must be clearly identified in advance of initial scrutineering.

25.2 Medical declarations and driver health

a) Any Driver with a relevant medical condition (including, but not limited to, allergies, diabetes, haemophilia, or cardiovascular conditions) must submit a written declaration to the Championship Medical Officer no later than the commencement of the first official practice or shakedown. The declaration must include Driver name, car number, full medical details, and emergency contact information.

b) Drivers sustaining injury or experiencing a change in health status at any stage must report immediately to the Medical Officer, who will determine eligibility to participate or continue.

25.3 Document and technical passport availability

All Competitors must, at all times during the Competition, keep available for inspection:

- All documentation as required by Article 25.1,

- The full car technical passport, including chassis, powertrain, swappable battery pack serials, and all mandatory data logs or history,
- Chain-of-custody documentation for all sealed components if required by Technical Regulations.

25.4 Penalties for late or incomplete compliance

Failure to provide required documents, submit to checks, or adhere to administrative deadlines, without an official waiver, may result in penalties, including but not limited to: fines, loss of qualifying times, exclusion from practice or Competition, or further sanctions at the Stewards' discretion.

25.5 Scrutineering process

a) Initial scrutineering:

May be conducted in the official scrutineering bay, technical inspection area, or within Competitor garages, as designated by the Promoter.

b) Technical passport:

A completed electronic technical passport for each car, including swappable battery identification, must be submitted and validated by the official deadline.

c) Garage access:

Garage doors must remain open to scrutineers during all qualifying sessions, races, and at any other time as instructed for technical control.

25.6 Car identification, branding, and compliance

Each car must display the required race number, Driver name(s), national flag(s), and all official logos and event branding as mandated. Compliance with the Team Branding Manual and all applicable appendices is mandatory. Non-compliance may result in exclusion from practice or Competition.

25.7 Eligibility to participate

No car or Driver may participate in any official session (practice, qualifying, race) until full administrative and technical checks are satisfactorily completed. Any unauthorised car, Driver, or substitute attempting to participate may be subject to immediate exclusion and reporting to the ASN.

25.8 Scrutineering powers and random checks

a) The appointed scrutineers and technical officials may, at any time:

- Inspect or test any car, component, Competitor, or Driver;
- Require dismantling, sealing, or replacement of parts (including swappable battery packs);
- Impound samples, fluids, or data for analysis;
- Request payment of reasonable costs for technical testing or external laboratory analysis;
- Require submission of any electronic or physical data deemed necessary for compliance.

b) All battery packs and powertrains must be presented for random sealing and/or verification at any time on request.

25.9 Post-scrutineering changes and incident reporting

Any car that is dismantled, modified, or repaired after initial scrutineering in a manner that could affect safety or eligibility, or which is involved in an incident or accident, must be immediately reported to the scrutineers and re-presented for full re-inspection before returning to any official session.

25.10 Incident and accident inspection

The Race Director, Technical Delegate, or their designees may require any car involved in an incident, accident, or suspected rule breach to be stopped and subjected to a full technical and safety check.

25.11 Post-session and post-race scrutineering

At the conclusion of any qualifying session or race, the Stewards, Race Director, or Technical Delegate may select any car(s) or component(s) for further inspection. Full access and assistance must be provided by the relevant Competitor.

25.12 Scrutineering and Parc Fermé officials

All scrutineering, inspection, and Parc Fermé management shall be performed solely by officials appointed and recognised by the Championship Promoter. These officials alone may issue binding technical instructions to Competitors.

25.13 Publication and transparency

After each scrutineering inspection or check, the Stewards will publish a formal report. This report will include the names/numbers of cars inspected and note any non-compliance, but will only disclose technical specifics in the event of a rule breach.

25.14 Official briefings and regulatory meetings

- a) All Team Managers must attend mandatory briefings called by the Race Director or Promoter prior to initial scrutineering and after the first practice or shakedown.
- b) Additional meetings may be scheduled at the discretion of the Race Director or Promoter. Attendance is compulsory for all summoned participants; absence without prior approval may result in sanctions.

25.15 Driver-car allocation and reserve nomination

Prior to the end of initial scrutineering, each Competitor must formally declare, in writing, the allocation of all primary and reserve Drivers to specific cars, specifying corresponding licence levels (per Article 5). No changes may be made to this allocation after this point without the express written consent of the Stewards.

25.16 Parc Fermé, curfew, and security

From the start of the Competition, all cars are subject to Parc Fermé regulations within the Competitors' assigned garage area during curfew periods, as defined in the official schedule. No team personnel may enter the garage during curfew. Competitors are responsible for ensuring that Championship-approved CCTV systems remain operational and unobstructed throughout.

25.17 Component changes, swappable batteries, and approval procedures

Any request to modify, change, or replace any homologated component—including swappable battery packs—at any time during or between Competitions must be made using the official Championship request form and submitted to the Technical Delegate.

- a) No such changes may be undertaken until formal, written approval is received.
- b) Approval decisions are final and not subject to protest or appeal.
- c) Chain-of-custody records must be maintained for all approved battery or major component swaps.

26. Tyres and tyre limitation during the competition

26.1 Approved supplier and specification

Only tyres supplied by the official Championship tyre partner at each Competition may be used. All tyres must conform to the technical specification and markings provided by the supplier and must be fitted and used as delivered—no modifications, treatments, or alterations are permitted unless expressly authorised in writing by the Promoter.

26.2 Permitted treatments and handling

Tyres may not be cut, grooved, shaved, scrubbed, chemically treated, or subjected to any artificial temperature-conditioning method (including heating blankets, ovens, or pre-cooling), whether mounted on the car or not.

The removal of rubber pick-up, application of solvents, or any method to modify performance characteristics is strictly prohibited.

The only exception is an official bulletin from the supplier authorising a uniform process for all teams.

26.3 Tyre usage allocation

- a) **Single-race Competition:** Each car may use a maximum of four (4) new front and four (4) new rear all-weather tyres of identical specification.
- b) **Double-header Competition:** Each car may use a maximum of six (6) new front and six (6) new rear all-weather tyres.
- c) All tyres must be strictly identical and traceable by serial, barcode, or RFID tag to the official allocation.
- d) At the conclusion of each Competition, all tyres (used, unused, and damaged) must be returned to the supplier for verification, recycling, or disposal in accordance with environmental best practices, unless the Promoter grants specific written exemption.
- e) Only tyres allocated and electronically logged by the official Technical Delegate may be present in the garage or pit lane during any session.

26.4 Tyre return and post-event logistics

- a) **Return Procedure:** All tyres—used, unused, or damaged—must be returned by each Competitor to the designated collection point within sixty (60) minutes of the official close of Parc Fermé, unless otherwise instructed.
- b) Tyres will be electronically scanned and logged out of each team's inventory by the supplier's personnel and cross-checked with allocation records.
- c) Competitors are responsible for the correct handover of all marked tyres and must account for any tyre not returned. Failure to return or account for all allocated tyres will be reported to the Stewards and may result in financial penalties, exclusion from results, or a ban from subsequent events.

26.5 Electronic tyre logging and inventory

- a) **Unique Identification:** All tyres are supplied with embedded RFID chips and/or high-contrast barcodes, which are digitally linked to each car's race number and event session via the Championship Tyre Control System.
- b) Every tyre's deployment (fitment, use, removal, return, or transfer) is recorded in real-time and auditable by the Promoter, Stewards, and supplier.
- c) Teams must cooperate with all electronic scanning and inventory checks, and maintain an up-to-date digital log of their tyre status during the Competition.

26.6 Anti-tampering and security measures

- a) Any attempt to tamper with, remove, or bypass RFID tags, barcodes, or any other official identification devices is strictly prohibited.
- b) The supplier's staff will routinely inspect all tyres for signs of tampering, unauthorised marking, or modification before, during, and after each session.
- c) Tampering or attempted circumvention will result in immediate exclusion from the Competition for the car concerned, with additional penalties at the Stewards' discretion, including fines, points deductions, or suspension of the Competitor.

26.7 Tyre handling and storage

- a) Tyres must remain within the Competitor's designated "tyre area" and be fully visible at all times.
- b) Wheel/tyre assemblies may not be removed from this area more than five (5) minutes before the pit lane opens for a session.
- c) Teams must submit and maintain a schematic layout of their "tyre area" for approval by the Promoter and Tyre Supplier two weeks before the season start.

26.8 Tyre marking and replacement

- a) Tyres may only bear markings for car number, set number, and tyre location as prescribed by the supplier.
- b) Replacement of unused, marked tyres with another identical, unused tyre is permitted only upon inspection and electronic re-logging by the Technical Delegate.

26.9 Inflation, pressure, and working ranges

Tyres must be inflated only with atmospheric air. The use of nitrogen, oxygen-enriched, or otherwise modified gas blends is forbidden.

Tyre pressures, camber, and temperature windows as specified by the supplier must be strictly observed.

The supplier and Promoter may inspect pressures and temperatures at any time.

26.10 Tyre parc fermé and operational control

- a) Tyres are subject to a Tyre Parc Fermé during times published by the Stewards.
- b) Only Officials, the Technical Delegate, or supplier staff may handle tyres within the Parc Fermé during these periods.
- c) All tyre movement, collection, or delivery is subject to scanning and must be witnessed by an Official.

26.11 Wet track and adjustment procedures

If a “Wet Track” is declared, Competitors may adjust tyre pressures in Parc Fermé under Official supervision and logging, using only standard compressed air.

26.12 Supervision, monitoring, and penalties

- a) Tyre allocation, usage, and inventory are monitored at all times by the Promoter and supplier via the electronic logging system.
- b) Any breach—including use of unallocated tyres, unreturned tyres, circumvention of electronic controls, tampering, or any other irregularity—may result in exclusion from the Competition, loss of points, suspension, and/or fines at the discretion of the Stewards.

27. Weighing

27.1 Weighing Procedure During Competition

a) Designated Weighing Areas

During all qualifying, practice, and race sessions, cars may be weighed in one or more of the following locations as determined by the Promoter:

- The official scrutineering bay, equipped with a flat, certified horizontal surface not less than 10m x 4m, with calibrated digital scales.
- Temporary scales positioned at designated technical inspection points or in Parc Fermé.
- Any additional area approved and supervised by the Chief Scrutineer or Technical Delegate.

b) Selection and Notification

- Cars may be selected at random or by instruction for weighing at any time during or after sessions.
- The Driver will be notified by the Technical Delegate, a Marshal, or via an official pitlane signal or dashboard message.
- Upon notification, the Driver must proceed directly to the weighing area, deactivate “ready-to-move” or drive modes, and comply with all safety and shutdown protocols.

c) Weighing Process

- The car will be weighed with all fluids as finished, with the Driver onboard (unless otherwise instructed).
- The digital weighing system must record the car's weight and, where required, transmit results electronically to the Race Director, Stewards, and Competitor for audit purposes.
- The result will be provided in writing or via secure digital receipt to the Team Manager and Driver.
- Any refusal, delay, or attempt to bypass the weighing area will be reported immediately to the Stewards.

d) Driver and Car Handling

- If a car is unable to reach the weighing area under its own power, it must be handed over to Marshals, who will escort or recover it for weighing.
- No person may intervene, add, or remove any solid, liquid, gas, or material to/from the car after notification for weighing until released by an Official.
- Only authorised Officials and scrutineers may enter or handle equipment within the weighing area.

e) Driver Weight Determination

- If a Driver leaves the car before it is weighed, or if the Driver must be weighed separately (e.g., after an accident), the Technical Delegate will weigh the Driver and add their weight to the car's result.
- Once the Driver exits Parc Fermé or signs the result, this is deemed acceptance of the weight figure.

f) Minimum Weight Compliance

- The combined weight of the car and Driver must comply with Article 5.1 of the Technical Regulations at all times during and after qualifying, practice, and race sessions.
- Any car found underweight, except where deficiency is clearly due to accidental loss of a component, may be subject to penalties up to and including disqualification.

g) Weighing After the Race and Sessions

- At the end of any session, cars may be selected by the Race Director, Stewards, or Technical Delegate for weighing, with results recorded and, if required, published.
- Additional or spot checks may be conducted at any time, including after refuelling, pit stops, or battery changes.

h) Digital Integrity and Audit

- All weighing events shall be logged in a digital system (with time, car number, Driver, and weight), accessible to the Promoter and Stewards for verification.
- Tampering with weighing equipment, bypassing the weighing process, or interfering with the data trail will result in severe penalties.

i) Access and Conduct

- Only Officials, scrutineers, and authorised technical staff may enter the weighing area during procedures. Any unauthorised presence or interference is prohibited.

27.2 Breach of Weighing Protocol

- Any breach of the weighing procedures—including non-compliance, unauthorised intervention, tampering, or refusal to weigh—may result in penalties, including grid drop, loss of session times, or disqualification, at the discretion of the Stewards.
- Repeated or deliberate breaches may result in further sanctions, including suspension from future Competitions.

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- Upon notification, the Driver must proceed directly to the weighing area, deactivate “ready-to-move” or drive modes, and comply with all safety and shutdown protocols.

c) Weighing Process

- The car will be weighed with all fluids as finished, with the Driver onboard (unless otherwise instructed).
- The digital weighing system must record the car’s weight and, where required, transmit results electronically to the Race Director, Stewards, and Competitor for audit purposes.
- The result will be provided in writing or via secure digital receipt to the Team Manager and Driver.
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- Repeated or deliberate breaches may result in further sanctions, including suspension from future Competitions.

28. General car and personnel requirements

28.1 Electromagnetic emissions and electronic systems

- a) The emission of electromagnetic radiation within the 5–6 GHz frequency band by any device, component, or system on the car or within team infrastructure is prohibited except with prior written approval from the Promoter or Technical Delegate.
- b) All data transmission, telemetry, radio, and Wi-Fi/Bluetooth systems used by Competitors, Teams, or Support Personnel must operate within frequency ranges and output levels authorised by the Promoter and in accordance with all applicable local and international regulations.
- c) The use of unapproved wireless devices, hidden transceivers, or network devices in the paddock, garages, or pit lane is strictly forbidden.

28.2 Accident Data Recorder (ADR) and telemetry

- a) Every car must be fitted with an approved Accident Data Recorder (ADR) sensor module and an integrated telemetry/data logging system in accordance with series Technical Regulations.
- b) The ADR must be installed according to the official technical guidelines and remain fully functional throughout all sessions, including practice, qualifying, the race, and post-race Parc Fermé.
- c) Upon any incident, crash, or significant abnormality, the ADR and all recorded data must be made

immediately available for inspection by the Technical Delegate, Safety Officer, or Promoter's representative.
d) Tampering with or disabling the ADR or associated sensors at any time is strictly prohibited.

28.3 Car positioning and tracking systems

- a) All cars must be fitted with a championship-specified car positioning system (CPS), GPS, and telemetry modules to ensure live real-time monitoring by Race Control and the Promoter.
- b) Only official hardware and software approved by the Promoter may be used. The installation of any device or system capable of mimicking, bypassing, or interfering with the official tracking or telemetry is strictly forbidden.
- c) All data feeds must be continuously active and accessible to Race Control during any on-track activity, including test and demonstration events.

28.4 Car visibility, coverings, and working environment

- a) No car, or part thereof, may be obscured from view by any screen, tarpaulin, temporary wall, or similar obstruction at any time in the paddock, garages, pit lane, or grid, unless required for clear safety, environmental, or mechanical reasons.
- b) Specifically prohibited:
 - i) Motor, gearbox, inverter, or radiator covers while such components are being replaced, serviced, or moved around the garage;
 - ii) Covers placed over spare wings or nose sections in pit lane;
 - iii) Deliberate positioning of trolleys, batteries, wheels, or equipment to obscure car assemblies from view.
- c) Permitted:
 - i) Covers for damaged or fire-affected components;
 - ii) Insulating or heat-retaining blankets for motors, swappable batteries, or gearboxes on the grid or in the pit lane;
 - iii) Protective overnight covers within the garage;
 - iv) Covers during heavy rain or adverse weather while on the grid or pit lane;
 - v) Cockpit covers when a car is in Parc Fermé or during overnight impound.

28.5 Operational staff and team limits

- a) The total number of operational staff per Competitor with circuit access is capped at 27 for the duration of the Competition, from circuit opening to the end of the event (as defined in Appendix 6).
- b) Of these, a maximum of 18 may perform direct mechanical or technical work on the cars at any time.
- c) All operational staff must wear a clearly visible yellow armband or badge issued by the Promoter, denoting their role and access level.
- d) Any individual assigned multiple roles must be registered in the category affording the greatest access or operational responsibility.
- e) Race Drivers and reserve Drivers are exempt from armband requirements but must be listed as operational staff in the official team roster. Reserve Drivers performing technical roles must be so declared.
- f) Each Competitor may register up to three (3) new trainee personnel per season, but no trainee may attend more than two (2) Competitions in this role.
- g) A full list of operational, trainee, remote, exempt, and single-event staff must be submitted to the Promoter no less than seven (7) days before each Competition.
- h) The team is solely responsible for staff assignment to ensure proper operational compliance and the safe, effective running of its cars.

28.6 Supplier and external support staff

- a) Official support personnel from series-approved suppliers may access and work on Competitors' cars or equipment but must wear a distinctive orange armband issued by the Promoter.
- b) These support staff are granted access only to the areas and times strictly necessary for their technical function and must comply with all other operational requirements.
- c) Only those listed on the official staff register for the event may access technical or restricted areas during live sessions.

28.7 Garage, paddock, and technical area access

- a) Only operational, registered staff with appropriate armbands may access the technical, pit, and garage areas during live sessions (including practice, qualifying, and the race).
- b) Guests and other non-operational personnel are limited to the designated “viewing area” in each garage and may not enter working zones while the track is live.

28.8 Remote garage (data and strategy centre) regulations

- a) Each Competitor is allowed one remote operational room (“remote garage”) located outside the circuit precincts for data analysis, simulation, and strategy development.
- b) Remote garage staff are capped at six (6) persons per Competitor from one (1) hour before the first official practice (or shakedown) until three (3) hours after the race start (or after the last race in a double-header).
- c) The use of any additional remote staff requires a corresponding reduction in the on-site operational staff, maintaining the overall cap.
- d) All remote operations must use the championship monitoring and logging system, which must remain online and functional throughout.
- e) During all relevant curfew periods, as defined in Appendix 1, remote staff must observe all operational limitations, and any breach will be deemed a regulatory offence.

28.9 Personnel conduct, environmental and sustainability responsibilities

- a) All Competitors and staff must comply with the Championship’s Code of Conduct and Safety Policies at all times.
- b) All teams are responsible for minimising waste and environmental impact in the garage, paddock, and pit areas, including the correct handling of batteries, electronic equipment, and hazardous materials.
- c) Battery swaps, charging, and powertrain maintenance must be carried out in designated, ventilated areas with full adherence to published safety procedures.

28.10 Digital compliance, IT, and cybersecurity

- a) All IT systems, data loggers, and software platforms used in the operation, management, or analysis of car data must be declared to the Promoter and subject to security review.
- b) Any attempt to access, interfere with, or disrupt championship servers, digital infrastructure, or competitor data is grounds for immediate exclusion and further sanction.
- c) The use of unregistered laptops, tablets, or wireless access points in the technical area is strictly prohibited.

28.11 Special provisions for swappable battery EVs

- a) All swappable battery packs, battery safety modules, and associated high-voltage connectors must be series-approved and bear visible certification marking.
- b) Only trained and registered battery operatives may perform battery swaps, which must be logged electronically in real time using the official battery logging system.
- c) All battery handling, charging, storage, and replacement operations are subject to spot checks by technical or safety officials.
- d) No experimental or prototype battery hardware may be used at any time unless specifically pre-approved in writing for technical evaluation.

28.12 Technical passport and component traceability

- a) Each car must maintain a current and up-to-date Technical Passport, listing chassis, powertrain, battery pack IDs, and any other regulated or replaceable parts.
- b) Any replacement or modification to regulated components requires written authorisation from the Technical Delegate and must be logged in the Technical Passport prior to track use.

28.13 Video monitoring, CCTV, and privacy

- a) All garages and operational areas must have continuous CCTV coverage (provided by the official supplier) from the opening of scrutineering until post-race Parc Fermé.
- b) Teams are responsible for maintaining camera operation and footage for post-event review if requested by the Promoter or Stewards.

28.14 Compliance, breaches, and penalties

- a) Any breach of these requirements—including exceeding staff limits, improper remote operations, unauthorised device use, failure to log battery changes, or improper use of covers—may result in immediate investigation and penalties as per Article 17.3, including warnings, fines, exclusion of staff, deduction of points, or disqualification.
- b) The Stewards and Promoter reserve the right to issue further operational guidance and clarifications at any time.

29. Spare Cars, Powertrains, Swappable Batteries, and Critical Components (24-Hour Endurance Race Provisions)

29.1 Car Allocation and Spare Chassis

- a) Each entry (race number) is permitted only one primary car chassis (homologated monocoque/survival cell) for each Competition.
- b) The use of complete spare cars or additional chassis is strictly prohibited at all times, including official practice, qualifying, and races.
- c) Structural components—excluding the survival cell—may be replaced or repaired during the Competition, only with the prior written approval of the Technical Delegate, who must be informed and must log all such substitutions in the car's Technical Passport.
- d) In recognition of the extreme mechanical demands of a 24-hour race, expedited approvals may be granted **during the race** for safety-critical or force majeure replacements (excluding survival cells), subject to post-race audit and written justification.

29.2 Survival Cell and Chassis Integrity

- a) Each race number may use no more than one homologated survival cell for the entire Championship season.
- b) Any request for survival cell replacement or repair—due to accident, fatigue, or verified structural compromise—requires a formal inspection and written approval by the Technical Delegate, with Stewards' ratification. No action may be taken until authorised, and all changes must be recorded in the Technical Passport.
- c) In-race survival cell swaps are **never permitted**; withdrawal and scrutineering is mandatory if the car's primary structure is compromised.

29.3 Car Location and Circuit Security

- a) After passing initial scrutineering, no car may be removed from the confines of the defined circuit and paddock area during the Competition, except with explicit written authorisation from both the Technical Delegate and the Stewards.

29.4 Season Allocation of Powertrain and Battery Components

- a) For the full Championship season, each entry (race number) is restricted to the following maximum allocation of core components (all tracked and sealed by the Technical Delegate, uniquely identified in the Technical Passport):
 - 2 rear electric Motor Generator Units (MGUs)
 - 2 rear gearboxes
 - 2 rear Motor Control Units (MCUs)
 - 3 championship-approved swappable battery packs per car for the season (RFID/barcode/QR tracked and digitally registered)
- b) Only these allocated components may be used. Use of any additional components or exceeding the quota is prohibited unless formally authorised under force majeure (see 29.4c) and logged by the Technical Delegate.
- c) **Force majeure/exceptional waiver:** If a component suffers verified, race-ending failure or presents a safety hazard during the 24-hour race, a Competitor may submit an emergency request to the

Technical Delegate for a temporary replacement using a championship-sealed pool spare. This must be justified by real-time telemetry or physical evidence, is subject to Stewards' approval, and will incur a significant sporting penalty (e.g., minimum 3-lap penalty or time penalty as determined by the Stewards).

29.5 Penalties for Exceeding Allocations

- a) Use of more than the allowed number of major powertrain or battery components as per Article 29.4 (including under emergency waiver) will result in a **minimum 20-place grid penalty at the next eligible Competition**, or, if during a 24-hour race, a penalty as specified in 29.4c or as deemed appropriate by the Stewards.
- b) Any remaining unserved grid penalty will be converted to a time or lap penalty during the race, per Article 29.11.

29.6 Sealing, Electronic Passports, and Anti-Tampering

- a) Prior to the first Competition, all key components (per Articles 29.4, 29.8, and 29.9) must be physically sealed and electronically registered (RFID, barcode, or QR code) in the car's Technical Passport.
- b) Digital ID tracking and anti-tampering seals must be intact at all times. Breaking, altering, or replacing a seal, tag, or digital registration without written approval from the Technical Delegate is a regulatory breach, subject to immediate investigation and sanction.

29.7 Definition of Component Change

- a) Any direct replacement or swap of an MGU, gearbox, MCU, inverter, or swappable battery pack constitutes a component change and must be declared to the Technical Delegate for inspection and re-sealing.
- b) Any instance in which a seal, RFID, or barcode is missing, damaged, or otherwise manipulated is also considered a component change.
- c) In a 24-hour race, *any in-race component change must be logged, justified, and will be reported in the official post-race audit.*

29.8 Brake and Pad Allocation

- a) Each car (race number) is limited to the following season-long allocation of braking components:
- 4 complete front brake disc sets
 - 8 sets of front brake pads
- b) All brake parts must be championship-approved and serial-numbered, tracked and logged by the Technical Delegate.
- c) In 24-hour races, force majeure brake swaps (due to dangerous failure or proven wear) may be allowed with prior notification, but will be subject to review and possible post-race penalty.

29.9 Additional Season-Limited Parts

- a) Each car (race number) is limited to:
- 2 front powertrains (if applicable)
 - 6 front dampers
 - 6 rear dampers
 - 2 brake-by-wire (BBW) units
 - 2 DC-DC converter (DCDC) units
- b) All components must be registered with unique digital IDs in the Technical Passport.
- c) *For 24-hour races, exceptions for safety-related swaps may be considered only on safety grounds and with significant penalty applied.*

29.10 Penalties for Excess Component Use

- a) Any use of parts beyond the allocation in 29.8 or 29.9 will be reported to the Stewards for penalty

assessment. Penalties may include grid or time penalties, loss of points, lap deductions, or disqualification, as per Article 17.3.

29.11 Timing and Application of Penalties

- a) If a breach occurs after qualifying but before the race, grid penalties are applied to the second subsequent race, except for breaches prior to the season's final race, where the penalty applies to the final race itself.
- b) If the full grid penalty cannot be served, any unserved portion converts to a race time or lap penalty per the following:
 - 1–10 unserved grid places: penalty under Article 17.3(c)
 - 11+ unserved grid places: penalty under Article 17.3(d)
- c) For 24-hour races, penalties for in-race breaches may include a time penalty, lap deduction, or exclusion as determined by the Stewards based on the seriousness of the breach.

29.12 Additional Provisions for Swappable Battery Packs

- a) Only official, championship-homologated swappable battery packs, with current registration and telemetry data in the Technical Passport, may be used in any session.
- b) Battery changes must be electronically registered and verified in real time via the official management system.
- c) Any use of unregistered, tampered, or unapproved batteries results in immediate disqualification from the session and further investigation.
- d) In a 24-hour race, *emergency battery swaps for verified safety or catastrophic failure may be permitted, with the penalty process above.*

29.13 Monitoring, Scrutineering, and Digital Audit

- a) The Technical Delegate and Promoter may inspect, audit, or demand the return of any registered component for technical or software examination at any time.
- b) Teams must provide all digital logs, RFID/barcode/QR records, and component histories upon request.
- c) Refusal or failure to provide access constitutes a serious regulatory breach.

29.14 Final Provisions

- a) All regulations in this article may be updated or clarified at any time by the Promoter and Technical Delegate to ensure sporting integrity, cost control, and technical fairness.
- b) Any ambiguity or attempt to circumvent these provisions will be ruled upon by the Stewards, whose decision is final.

30. Electricity, Charging, and Energy Supply

30.1 Official Energy Supply and Specifications

- a) During each Competition, only electricity supplied by the official event energy provider—designated by the Promoter and approved by the Technical Delegate—may be used for charging any car, swappable battery, or related high-voltage system.
- b) All Competitors will receive full technical details and the official plug-in/connectivity specification prior to each Competition, including any event-specific charging infrastructure or protocols.
- c) No competitor may alter, bypass, or supplement the official electricity supply or charging interface in any way. Use of any alternative, modified, or non-approved supply, system, or hardware will result in immediate disqualification from the Competition, and further sanction at the Stewards' discretion.
- d) The Technical Delegate reserves the right to inspect, monitor, and digitally audit all charging activities, power delivery logs, and any connection to the official event infrastructure at any time.

30.2 Charging Units and Systems

- a) Each Competitor is permitted to use the following sealed charging systems during each Competition, all of which must be registered and physically sealed by the Technical Delegate prior to first use:

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- i. One standard (“garage”) charging unit per Competitor.
 - ii. One pit-lane “boost” or “attack” charger per Competitor, for use only as defined below.
- b) All charging units must be compatible with both high-speed conductive charging (wired) and wireless inductive charging (contactless), reflecting the dual-mode capability of the official battery system.
- c) Only these sealed, officially approved units may be connected to the event energy supply at any time.
- d) All charging activity—including battery swaps, pit lane fast charging, or garage charging—must be logged in real time through the championship’s electronic system, including RFID or barcode scan of the battery and charger ID.
- e) Any attempt to use a non-registered, non-sealed, or tampered charger is a regulatory breach and will result in disqualification.

30.3 Permitted Charging Windows and Conditions

- a) Charging and recharging of cars or swappable batteries may only occur within the official charging windows as defined in the Supplementary Regulations and Appendix 1 of each event.
- b) “Pit Boost” or “Attack” charging units may only be operated in the pit lane during official Practice sessions and Races, subject to event-specific safety protocols and under direct supervision of a Technical Official.
- c) Charging is only permitted when the car or swappable battery is physically connected to the official system (conductive or inductive) and the charging process has been initiated and monitored through the electronic management system.
- d) Any attempt to recharge outside of approved windows, or using unregistered methods, will result in exclusion and further sanction.

30.4 Battery System Technical Requirements

- a) The standardized swappable battery system is engineered for endurance racing, with the following features:
- **Dual-mode charging:** Fully compatible with high-speed conductive (wired) charging and wireless inductive (contactless) charging, enabling both rapid pit-lane/garage charging and wireless top-up scenarios.
 - **Modular underside-mounted design:** Allows battery swaps in under 60 seconds, utilizing a quick-release mechanism with universal docking.
 - **Dual supercapacitor integration:** Both battery-integrated and vehicle-integrated supercapacitors provide instantaneous power buffering, continuity during swaps, and enhanced regenerative energy recovery.
 - **Advanced thermal management:** Active liquid cooling, phase-change materials, and pre-cooled swap technology ensure optimal performance and prevent overheating.
 - **Proprietary cell chemistry:** Optimized for ultra-fast charge-discharge cycles, extreme durability, and minimal degradation over 24-hour race cycles.
 - **Crash protection and safety:** CFRP-reinforced impact casing, integrated fire suppression, high-voltage disconnect, and endurance series-compliant safety features.
 - **Universal charging interface:** Standardized plug-and-play connection for all event chargers, ensuring fairness and technical compatibility.
 - **RFID/barcode logging:** Digital tracking of all batteries and chargers for security and regulatory compliance.

30.5 Safety, Audit, and Data Logging

- a) All charging operations must comply with event safety protocols, including but not limited to: proper PPE, cordon zones, fire suppression readiness, and technical official oversight.
- b) All charging events—whether in-garage, pit-lane, or involving swappable batteries—must be recorded in the event digital log, capturing timestamp, charger ID, battery ID, car number, energy delivered, and operator

name/ID.

c) The Technical Delegate and Promoter may demand live or historical charging data at any time, and may conduct spot audits or forensic analysis post-event.

30.6 Prohibited Practices

a) Any modification, tampering, or bypass of the official charging system or energy monitoring network is strictly prohibited.

b) Use of “private” chargers, generators, external batteries, or non-approved equipment is forbidden and will be sanctioned as a major sporting breach.

c) Competitors may not connect any device to the official charging infrastructure except those previously registered, inspected, and sealed by the Technical Delegate.

30.7 Updates and Special Provisions

a) The Promoter and Technical Delegate reserve the right to update charging specifications or protocols at any time to maintain safety, sporting fairness, and technical compliance.

b) Any emergency deviations or force majeure changes (e.g., to accommodate power outages, infrastructure failures, or urgent safety needs) must be approved in writing by the Technical Delegate and logged in the event report.

30.8 Reference to Event-Specific Regulations

a) Detailed charging schedules, energy allocation, and pit-lane charging procedures for each Competition are set out in the Supplementary Regulations and in Appendix 1, Article 9.

31. General Safety

31.1 Official instructions, signals, and compliance

a) All Drivers and Competitors must at all times comply with signals and instructions issued by Race Control, the Race Director, and Marshals, in accordance with the International Sporting Code (ISC) and Appendix H.

b) No Competitor may display flags, lights, or other devices resembling official signals in the pit, paddock, or on-track.

31.2 Direction of travel and recovery

a) Drivers are strictly prohibited from driving against the direction of the race except to remove the car from an immediate danger as expressly directed by Marshals.

b) Cars may only be pushed for safety reasons under direct Marshal supervision.

31.3 Leaving the track or entering pits

a) Drivers intending to leave the track, enter the pits, or retire must signal in advance and do so safely, minimizing risk to themselves and others.

31.4 Track limits and conduct

a) Drivers may use only the designated track during official sessions. Persistent violation of track limits or unsafe re-entry will result in penalties per Article 17.3.

b) Deliberate attempts to alter the grip or condition of the circuit surface are forbidden except by event organisers for safety purposes.

31.5 Stopped cars and recovery protocols

a) If a car stops on track, Marshals will promptly remove it to prevent obstruction or danger.

b) Receiving outside mechanical assistance to re-join may result in disqualification unless permitted under Article 41.2 (force majeure/safety).

c) Drivers should remain in their car following an incident unless there is an imminent safety risk (e.g. fire, high-voltage warning, etc.).

d) Upon abandoning the car, the Driver Master Switch must be off, the vehicle isolated as per high-voltage safety procedures, and the steering wheel refitted.

31.6 Repairs during neutralisations

a) Only repairs conducted in the team's designated garage area during race suspensions are permitted.

31.7 Fire safety

a) Each pit box must have at least two working 5kg fire extinguishers (FIA Safety Department specification). Teams must ensure all personnel are trained in fire and electrical incident response.

31.8 Touching cars

a) No person except the Driver may touch a stopped car unless in the pit lane, paddock, garage, or starting grid, or under Marshal direction.

31.9 Driving conduct

a) No car may be driven slowly, erratically, or dangerously anywhere within the circuit confines. This applies equally to track, pit entry/exit, and the pit lane.

b) Unsafe conduct will result in severe penalty, up to exclusion.

31.10 Restricted access periods

a) The track, pit entry, and pit exit are restricted zones from 5 minutes before to 5 minutes after every session, and from the start of grid procedures until all cars enter Parc Fermé.

b) Only the following are permitted during these times:

i. Marshals and authorised officials;

ii. Drivers (with permission);

iii. Team staff when directly assisting with car removal from the grid.

31.11 Personal Protective Equipment (PPE)

a) Drivers must always wear homologated overalls, helmet (FIA 8860-2018-ABP or higher), fireproof underwear, balaclava, gloves, shoes, and Frontal Head Restraint (FHR) device as per ISC Appendix L, Chapter III.

b) High-voltage PPE for battery or electric system intervention must be worn by all technical staff as required.

31.12 Pit Lane speed limit

a) The pit lane speed limit is 50 km/h (unless amended by the Race Director and announced in briefing).

b) Speeding fines are €100 per km/h above the limit. Further violations may result in grid, stop/go, or time penalties.

31.13 Mechanical issues and withdrawal

a) A Driver experiencing serious mechanical or electrical issues must leave the track as soon as safely possible.

b) If stopped, all electrical isolation procedures (including Master Switch) must be executed as per official safety protocol.

31.14 Vehicle lighting and ready-to-move mode

a) The upper white light and rear red light must be illuminated whenever "ready-to-move" mode is active.

b) The Race Director may require a car to stop if its lights are not operational; it may only re-join once rectified.

31.15 Signalling area personnel

a) Only 3 identified team members plus the Team Principal per car may enter the pit signalling area during sessions. All must display official credentials.

31.16 Pit Lane and grid age limits

a) No person under 14 years of age is permitted in the pit lane during any session, grid, or post-race Parc Fermé periods, unless specifically authorised.

31.17 Animals and unauthorised items

a) Animals are not permitted anywhere on the track, in the pit lane, or within team areas unless for security services.

31.18 Medical examination and anti-doping

a) At any time, the Race Director or Medical Delegate may require a Driver to undergo medical examination or anti-doping test. Failure or refusal results in exclusion.

31.19 Compliance with safety appendices

a) Failure to comply with Appendix H (Supplement 10) or any fire safety, electrical safety, or emergency procedures results in disqualification of the car and/or Driver.

31.20 General safety and operational requirements

a) Any breach of the Code, Sporting Regulations, or fire/electrical safety procedures is grounds for exclusion and further disciplinary action.

31.21 In-session conduct and unauthorised vehicles

a) Drivers may not drive any non-approved vehicle on track during Competition except during official sessions or with written permission from the Race Director.

31.22 Track walks and circuit access

a) Drivers and team staff may only walk the track during official "Track Walk" periods stated on the Official Timing.

31.23 Pit Lane and equipment restrictions

a) No team may install or place any equipment, barrier, or device on the pit lane, track, walls, or fences unless expressly approved.

31.24 High-voltage and battery safety

a) All team staff and Drivers must complete annual high-voltage safety and fire training before participation in any Competition.

b) In the event of an electric safety incident, no car or battery may be handled except by qualified personnel, and all procedures for fire/electrical isolation must be followed.

c) Electric "isolation zones" will be marked around any car suspected of battery or HV system failure until cleared by the Technical Delegate.

31.25 Additional 24-hour race requirements

a) Enhanced night visibility lighting and pit lane safety lighting must be maintained throughout all hours of darkness.

b) Fatigue management policies are recommended for all team staff and Drivers, including mandatory rest breaks as prescribed in team procedures.

32. Practice Sessions

32.1 Discipline, Scope, and Safety

a) All pit lane, paddock, garage, and on-track safety protocols that apply during the race are equally and fully applicable during all practice sessions, including official Free Practice, Qualifying Practice, and any warm-up or night practice, unless otherwise specified in these Sporting Regulations or the Supplementary Regulations for the event.

b) During every practice session, all cars are deemed to be in full technical conformity with the Championship's Technical Regulations and may be subject to random or targeted inspection at any time. Any car found non-compliant during or after practice may be excluded from the session, forfeit lap times, or face additional penalties as determined by the Stewards.

c) All Drivers and team members must comply with practice session protocols as briefed in the Drivers' Meeting. Failure to attend any mandatory briefing (including battery safety demonstrations and night practice briefings) may result in loss of track time or further sanction.

32.2 Pit Lane Signals and Track Access

- a) The pit lane exit will be controlled at all times during practice sessions by a clearly visible green and red-light system.
- b) Cars may only leave the pit lane when the green light is illuminated and must be ready to stop if the light reverts to red.
- c) A blue flag and/or a flashing blue light may be shown at the pit lane exit to warn Drivers of cars approaching on the main circuit. All Drivers must observe these signals and may not impede the safe entry of other cars onto the circuit.
- d) Drivers and team personnel must follow the marshal instructions for all pit lane and track activities, and ensure all movements are made in a safe and sportsmanlike manner.

32.3 Driving Infringements and Penalties

- a) Any driving infringement, including but not limited to exceeding pit lane speed limits, causing avoidable contact, dangerous driving, or unsportsmanlike conduct during a practice session, may result in the Stewards imposing grid place penalties, time penalties, disqualification from the session, or any other disciplinary measures deemed appropriate.
- b) Unless a driving infringement is clear and undisputed, such incidents will normally be reviewed and investigated after the session has concluded, with reference to Article 18.1 and supporting evidence such as onboard video, Race Control telemetry, and marshal reports.
- c) All infringements and penalties will be published in the official event bulletin and are subject to appeal only as defined in these Sporting Regulations.

32.4 Unnecessary Stopping or Impeding

- a) Any Driver who, in the opinion of the Stewards, stops unnecessarily on the circuit or in the pit lane, or who unnecessarily impedes or blocks another Driver, shall be subject to the penalties set out in Article 32.3.
- b) The assessment of what constitutes “unnecessary” will be based on the specific circuit conditions, session context, and overall sportsmanship. This may include consideration of traffic management during endurance stints, rejoining the track safely at night, and respecting battery isolation zones in the event of an electric incident.

32.5 Session Interruption, Red Flag, and Emergency Procedures

- a) If it becomes necessary to stop any practice session due to an accident, circuit blockage, weather hazard, or any other situation deemed dangerous by Race Control, the Race Director will order red flags to be shown at all Marshal posts, with abort lights illuminated at the Start/Finish Line and pit entry.
- b) Upon display of the red flag, all Drivers must immediately reduce speed to a maximum of 50 km/h, proceed with maximum caution back to the pit lane, and return directly to their respective garages. Drivers must not overtake under red flag conditions unless instructed by Marshals for safety reasons.
- c) Any car abandoned on the track will be promptly recovered and moved to a safe location by Marshals or authorised recovery teams.
- d) At the end of each practice session, no Driver may cross the Finish Line more than once except when expressly authorised for a practice start by the Race Director.
- e) The Race Director may call for a full or partial pit evacuation, medical drill, or fire drill at any time during a red flag stoppage, and all teams must comply immediately.

32.6 Rights and Discretion of the Race Director

- a) The Race Director has absolute authority to interrupt, extend, shorten, or terminate any practice session at their discretion, including for the purposes of safety, management of circuit incidents, or to facilitate emergency drills and night running.
- b) No protest, complaint, or appeal will be entertained regarding the potential or actual effect of such interruptions, extensions, or curtailments on qualifying for the race or on lap times set.
- c) The Race Director may also reorder or reassign practice sessions to accommodate circuit conditions, nightfall, or technical checks.

32.7 Mandatory Practice Participation and Endurance-Specific Requirements

- a) No Driver may start in the race unless they have completed at least one timed lap during an official practice session, unless expressly waived by the Stewards due to force majeure or exceptional circumstances.
- b) For 24-hour races, at least one official **night practice session** must be scheduled. All competing Drivers must complete a minimum number of laps (to be specified in the Supplementary Regulations) in night-time conditions, using full race lighting and in compliance with endurance-specific safety checks.
- c) A Driver failing to complete the mandatory night practice requirement may be denied race participation or face grid penalties.

32.8 Electric Vehicle and Battery Safety During Practice

- a) All high-voltage, swappable battery, and electric system safety protocols apply in full during practice.
- b) Any car experiencing a battery isolation event, electrical fire, thermal runaway, or other electric incident during practice will be subject to immediate technical quarantine and inspection before being permitted to rejoin.
- c) Charging and battery swaps are only permitted during official practice within defined windows and locations, and must be logged per Article 30.
- d) Only authorised team personnel, wearing full PPE as specified by the Technical Delegate, may interact with high-voltage systems in the pit lane, paddock, or garage during practice.

32.9 Data Acquisition, Telemetry, and Incident Reporting

- a) All cars must have fully operational telemetry, accident data recorder (ADR), and live data acquisition systems enabled throughout all practice sessions, transmitting required data to Race Control and the Technical Delegate in real time.
- b) Any attempt to tamper with, bypass, or disable telemetry, data acquisition, or driver-assist systems is strictly prohibited and will result in immediate penalty, including possible exclusion from the event.
- c) All incidents, near-misses, and battery safety events must be reported to Race Control immediately by the team's designated representative.

32.10 Night Practice Sessions and Endurance-Specific Drills

- a) At least one official night practice session, with a minimum duration and lap count set by the Promoter and detailed in the Supplementary Regulations, shall be held before every 24-hour Competition.
- b) All cars must participate in night practice to allow checks of lighting systems, high-voltage status lights, and emergency driver extraction under reduced visibility.
- c) Teams are responsible for verifying the visibility and operation of car number panels, status lights, and driver identification systems at night.
- d) A full safety car drill or code-60 simulation may be integrated into night practice to familiarise all Drivers and teams with night-specific race control procedures.

32.11 Emergency Drills and Response Training

- a) During the event schedule, all teams and on-site personnel must participate in at least one emergency response drill, as instructed by the Race Director or Safety Delegate.
- b) These drills may include, but are not limited to: simulated track blockages, electric vehicle fire suppression, high-voltage isolation, medical evacuation, rapid driver extraction, and circuit power-down exercises.
- c) Team compliance will be logged, and failure to participate, delayed response, or disregard for emergency protocol may result in penalties, up to and including exclusion from the Competition.

32.12 Battery Safety Demonstration and Technical Briefing

- a) Prior to the first official on-track session, all technical and pit lane staff from each team must attend a mandatory **battery safety demonstration** and technical briefing, led by the Technical Delegate and Event Fire Officer.

- b) The session will cover high-voltage PPE, safe handling and transport of swappable batteries, identification of battery failure signs, isolation and quarantine procedures, and protocols for responding to thermal events or fires.
- c) Attendance is mandatory; no car may take part in any on-track session until at least one nominated team safety representative has signed the official attendance register for the battery safety briefing.
- d) A live demonstration, which may include battery fire simulation or real-world isolation and handling drill, is recommended and may be streamed for training and compliance purposes.

33. Free Practice Sessions

33.1 Shakedown Session (Pre-Free Practice)

- a) When circuit homologation, schedule, and event logistics allow, a pre-practice “Shakedown Session” may be organised to ensure cars, systems, and energy management are functioning correctly prior to full-speed running.
- b) The Shakedown may be run in any of the following formats, as specified in the Supplementary Regulations or by direction of the Race Director:
 - i. **Safety Car Format:** Conducted under full-course yellow or Safety Car control, as per Article 2.10 of Appendix H to the International Sporting Code. This ensures safe system checks without competitive lap times.
 - ii. **Untimed Limited-Lap Session:** A 15-minute untimed session during which each car may complete a maximum of three (3) laps at reduced power (max RESS output: 110kW) and only the rear powertrain is permitted. No 4WD mode unless explicitly authorised.
 - iii. **Alternative Conditions:** The Technical Delegate and Promoter may specify any other special conditions or session configuration for the purposes of safety, technical checks, or specific shakedown tests (including battery health validation, thermal management assessment, or software update trials).
- c) All cars must undergo initial battery status checks, wireless telemetry validation, and high-voltage system safety confirmation before being released for full Free Practice.

33.2 Free Practice Sessions – General Format

- a) Two official Free Practice Sessions will be scheduled prior to the start of the Race, unless otherwise specified for double-header events, or due to force majeure.
- b) Unless otherwise published in the official timetable, each Free Practice session will have a maximum scheduled duration of **40 minutes**. For events with two races, a single session of at least 40 minutes will be scheduled prior to the second race.
- c) Under exceptional circumstances (e.g., weather, technical issues, circuit requirements), the Race Director, in consultation with the Technical Delegate, may modify the length, number, or timing of Free Practice Sessions at their discretion.
- d) At least one Free Practice Session must be held during night-time hours at all 24-hour events, enabling mandatory night running for all entries.

33.3 Power and Energy Management During Free Practice

- a) The maximum total power output permitted from the RESS (Rechargeable Energy Storage System) during Free Practice is **350kW**, in accordance with the official RESS Usage Restrictions and event-specific Supplementary Regulations.
- b) Any use of “4-Wheel Drive Mode” during Free Practice is subject to the same RESS power limits (max 350kW total output), with the front powertrain limited to a maximum output of 50kW and 60Nm of torque.
- c) Battery health and usage must be monitored continuously via telemetry; abnormal voltage, current, or temperature readings may result in an immediate recall to the pit lane for safety checks.
- d) Charging or swapping of batteries is permitted during Free Practice, but must be conducted in accordance with Article 30, logged via RFID/barcode/QR, and under direct supervision of the Technical Delegate.

33.4 Technical Controls, Parc Fermé, and Random Checks

- a) There is **no Parc Fermé** condition immediately after Free Practice Sessions. However, all cars remain subject to random technical inspections at any point during or immediately following Free Practice.
- b) The Technical Delegate, Promoter, or their designated officials may inspect any car for compliance with technical, electrical, or safety regulations, including high-voltage system checks, battery swap integrity, and data logger review.
- c) Cars and teams must fully cooperate with any such inspection and provide unrestricted access to data logs, battery history, and component seals or IDs.

33.5 Practice Starts and Grid Procedures

- a) At the end of each Free Practice Session, Drivers may be authorised to perform practice starts directly on the grid, under marshal and Race Director supervision.
- b) Any car remaining on track after the chequered flag may proceed directly to the starting grid for a practice start, rather than returning to the pits.
- c) All Drivers performing a practice start must wait for preceding cars to complete their starts before moving into grid positions. Under no circumstances may a Driver attempt a start if another car is stationary on the same side of the grid ahead.
- d) Use of 4WD Mode during practice starts is authorised, but must remain within the maximum limits of Article 33.3 and subject to all RESS monitoring requirements.

33.6 Rookie Driver and Young Driver Requirement

- a) On at least one occasion during the Championship season, each Competitor must field a “rookie” Driver—defined as a Driver not on the official Season Entry List (per Article 13.7) and who has never participated in an official Automobili La’Bergitla Endurance Series or equivalent FIA endurance race.
- b) Each Competitor must provide written notice to the Promoter and Technical Delegate at least seven (7) days prior to the relevant event, specifying the rookie Driver’s full name, experience, and the assigned car number.
- c) The rookie Driver must complete at least the minimum number of laps required for night practice and participate in all mandatory safety, battery, and emergency response briefings.
- d) Any exception or substitution of the nominated rookie Driver due to force majeure must be approved by the Stewards in writing.

33.7 Additional Endurance-Specific Free Practice Provisions

- a) At least one Free Practice Session shall include a **night running segment** of no less than 20 minutes for 24-hour events, to ensure all teams and Drivers can verify lighting, battery change protocols, and driver identification under night-time conditions.
- b) Teams must participate in scheduled **battery safety demonstration** and **emergency response drills** during Free Practice or as directed by the Race Director.
- c) The Promoter may schedule specific “live battery swap” or “wireless charging” demo windows during Free Practice for public demonstration and technical validation.
- d) No car may run in Free Practice without passing all pre-session scrutineering and battery system safety checks.

34. Qualifying Practice Sessions

34.1 Qualifying Session Structure, Timing, and Communications

- a) A single Qualifying Practice Session shall be held on the day of the Race, comprised of two principal phases: the “Group Qualifying” segment, followed by the “Duels” knockout stage.
- b) The Qualifying Practice Session shall commence no earlier than two (2) hours after the official conclusion of the final Free Practice session, as specified in the official event timetable and the Supplementary Regulations.
- c) The complete Qualifying format—including driver and car group assignments, Duel bracket procedures, all Parc Fermé entry/exit controls, and any timing modifications—shall be published in the Supplementary Regulations and announced via Official Communication by the Promoter prior to each Competition.
- d) In multi-driver endurance events, each car entered must declare, prior to the start of Qualifying, the Driver

who will participate in each phase. Each registered Driver must complete at least one (1) full timed lap in qualifying (Group or Duel phase), unless waived by the Stewards for reasons of force majeure or safety.

e) All Competitors must ensure that every Driver assigned to a car is present and available for driver change practice, safety briefings, and technical scrutineering prior to the session.

34.2 Parc Fermé and Permitted Operations

- a) All cars and teams participating in Qualifying shall be subject to full Parc Fermé conditions from five (5) minutes prior to the scheduled start of the first Qualifying Group, until at least thirty (30) minutes after the official Qualifying results are signed and published by the Race Director, unless otherwise directed in writing by the Stewards or Technical Delegate.
- b) During Parc Fermé, no work may be performed on any car or component except as expressly permitted by these Regulations, or specifically authorised by the Technical Delegate for safety or force majeure.
- c) The following operations are permitted under the direct supervision of an Official or Technical Delegate:
 - i. Connection of an auxiliary battery (for data transfer only, no charging);
 - ii. Placement or removal of a driver information monitor;
 - iii. Tyre changes (restricted to four [4] team members per car, within the designated garage area);
 - iv. Adjustment or filling of air pressure in the brake-by-wire (BBW) system;
 - v. Fitting or removal of cooling or temperature conditioning equipment for the RESS, front or rear powertrains;
 - vi. Any emergency intervention specifically approved by the Stewards or Technical Delegate.
- d) Each car under Parc Fermé must display a distinctive sign or placard provided by the Promoter, clearly visible at all times, and remain accessible for inspection by Officials.
- e) Tyre changes during Qualifying Groups must respect the minimum published pit-in and pit-out time, and all cars must avoid impeding others in the fast lane. The minimum speed in the fast lane during this session shall be 48 km/h, except for reasons of safety or when entering the working lane.
- f) No team member shall enter Parc Fermé except as authorised, and all activity shall be logged by an Official.

34.3 Group Formation and Assignment (Endurance-Specific Provisions)

- a) Except for the first event of the season, assignment of Drivers to Groups A and B shall be based on the current provisional general classification of the Championship (as set out in Article 7.2).
- b) Drivers in odd-numbered positions will be placed in Group A; those in even-numbered positions in Group B. New Drivers/entries will be assigned in numerical car number order.
- c) For the opening round, each team must assign one Driver per car to each Group, and submit this assignment in writing to the Stewards before the close of administrative checks.
- d) Each team must ensure that all registered Drivers for the event complete at least one full timed lap in qualifying, unless an exemption is granted due to force majeure.
- e) The official Group lists and any updates will be published in the Official Communication.

34.4 Garage and Pit Lane Procedure (Endurance Specification)

- a) Throughout Qualifying Practice, cars must first stop in the working lane in front of their respective garages, using the fast lane only if this does not impede other cars. Cars may then be pushed or rolled backwards into the garage.
- b) Priority is always given to cars moving in the fast lane.
- c) Endurance pit lane discipline: Maximum of six (6) team personnel permitted in the pit lane during any Qualifying phase; no refuelling or battery changes permitted unless ordered by Race Control for safety reasons.
- d) All movements in the pit lane and garage areas are subject to video and Official monitoring; any unsafe actions will be penalised.

34.5 Group Phase: Duration, Power, Driver Time, and Advancement

- a) Each Qualifying Group (A and B) will consist of up to twelve (12) cars, with a maximum of twelve (12) minutes of uninterrupted track time per Group, unless modified by the Race Director for force majeure or safety.
- b) There is no restriction on the number of laps any car/Driver may complete during Group Qualifying, provided they comply with technical and sporting regulations.

- c) Group A will run first, followed by Group B.
- d) All laps during Group Qualifying are subject to a maximum RESS output of 300kW.
- e) Each Driver must set at least one (1) timed lap within the first six (6) minutes of their Group session. Failure to do so will be reported to the Stewards and may result in penalty, unless waived for technical or safety reasons.
- f) In multi-driver cars, all registered Drivers must complete at least one timed lap in any Group or Duel phase.
- g) The four (4) fastest Drivers by single-lap time from each Group advance to the Duels stage. Positions 5–12 in each Group are set by best lap time.

34.6 The Duels: Knockout Structure, Power, and Procedures

- a) The eight (8) Drivers advancing from Groups (four per Group) are paired for the Quarter-final Duels as follows:
 - Duel A: 3rd-fastest vs 2nd-fastest of Group A
 - Duel B: 4th-fastest vs 1st-fastest of Group A
 - Duel C: 3rd-fastest vs 2nd-fastest of Group B
 - Duel D: 4th-fastest vs 1st-fastest of Group B
- b) Winners of the Quarter-finals advance to Semi-final Duels (A vs B; C vs D), and winners of each Semi-final proceed to the Final Duel.
- c) Duel starting order and on-track sequence shall be based on the fastest lap times in the previous phase, with the quicker Driver running last.
- d) The use of 4-Wheel Drive Mode is permitted in all Duels, provided it is within Article 1.77 of the Technical Regulations.
- e) Maximum total RESS output during Duels is 350kW, with a front powertrain cap of 50kW and 60Nm torque.
- f) Each Duel consists of an out lap (from pit lane), a single flying/timed lap, and an in lap (return to pit lane). Out/in laps must not exceed 120% of the fastest Group lap time unless otherwise directed.
- g) All battery telemetry, data logging, and ADR (Accident Data Recorder) systems must be operational throughout.

34.7 Detailed Duel Launch, Track, and Technical Procedures

- a) Except for the first Duel, the first Driver in each subsequent Duel may enter the fast lane and proceed to pit exit only after the previous Duel's second Driver has departed.
- b) Pit exit light sequence: green for five (5) seconds (first Driver), red for ten (10) seconds, then green for five (5) seconds (second Driver).
- c) If a Driver fails to leave the pit lane in the designated window, he/she is classified as "did not start" and does not advance. If the second Driver is blocked by the first, the second Driver advances and may set a reference lap for subsequent Duel order.
- d) Next Duel starts when previous Duel's second Driver crosses the intermediate timing line 2 on their timed lap.
- e) If both Drivers in a Duel fail to leave on time, pit exit remains red for ninety (90) seconds, then resets; the second Driver advances by default.
- f) No car may activate 350kW power before the last sector of the out lap; any breach will result in lap deletion and further penalty.
- g) Any impeding or obstruction (during out/in laps) may result in lap time deletion and further sanctions.
- h) In the event neither Driver sets a valid time, neither advances.
- i) Each team must ensure all on-car safety, battery, and telemetry systems remain active and unmodified throughout the Duels.

34.8 Ranking, Multi-Driver, and Grid Formation After Duels

- a) The Final Duel winner is awarded pole position, the other Finalist is classified second.
- b) Semi-final Duel losers are classified third and fourth, in order of lap times.
- c) Quarter-final Duel losers are classified fifth through eighth, according to their lap times.
- d) Remaining positions (ninth and lower) are filled according to finishing order in their respective Groups, with odd/even grid allocation (pole-sitter's group fills odd positions, other group fills even positions).

- e) For cars with multiple registered Drivers, grid position is assigned to the car, not individual Drivers, and the starting Driver for the Race must be declared prior to grid formation.
- f) In the event of identical times, priority is given to the Driver (or car) who set the time first.
- g) Drivers who fail to set a valid Duel time are ranked after all other Duel participants, in their respective Duel order.
- h) All results and grid positions remain provisional until technical and data audits are completed.

34.9 End-of-Session Parc Fermé, Withdrawal, and Scrutineering Protocols

- a) At the end of each Group or Duel, all cars must proceed immediately to Parc Fermé as directed by Marshals; cars stopping on circuit and unable to rejoin under their own power are prohibited from further participation unless returned to the pit lane prior to session end.
- b) Any car not leaving the pit lane during Qualifying is considered under Parc Fermé from session end onward.
- c) All cars are subject to full technical inspection, data download, seal checks, and safety verification in Parc Fermé, including mandatory battery isolation and telemetry integrity tests.
- d) For multi-driver entries, all registered Drivers must be present at Parc Fermé for technical/safety briefings, unless excused in writing by the Stewards.

34.10 Red Flag, Incident, and Penalty Procedures

- a) If a Driver or car causes a Red Flag during Qualifying (Group or Duel), the Stewards may cancel the best lap time of the Driver/car in the relevant session, with no right of appeal.
- b) In the event of multi-car incidents, the Stewards may at their discretion exempt Drivers not directly responsible for the stoppage from penalty.
- c) Any car or team found in breach of battery, telemetry, or technical requirements during or after Qualifying may be disqualified from Qualifying results or face further sanction, at the discretion of the Stewards.
- d) Any force majeure or exceptional circumstance affecting qualifying format, procedure, or timing will be resolved by the Race Director in consultation with the Stewards, whose decision is final.

34.11 Additional Endurance-Specific Notes and Technical Oversight

- a) The Technical Delegate, Promoter, and Stewards reserve the right to intervene, inspect, or audit any car, component, software, or process during Qualifying, Parc Fermé, or technical checks.
- b) All battery swaps, charging actions, and software updates must be logged and reported during Qualifying.
- c) Any procedural deviation, attempt to circumvent Parc Fermé, or unsporting conduct will be reported for sanction up to disqualification from the event.
- d) Pre-race night qualifying or low-visibility laps may be required for all entries at 12/24-hour events, as announced in Official Communication.
- e) In all cases, the spirit of sportsmanship, safety, and technical integrity must be maintained.

35. Post-Qualifying Parc Fermé

35.1 Parc Fermé Commencement, Duration, and Access

- a) Parc Fermé for all cars participating in Qualifying shall commence five (5) minutes prior to the scheduled start of the first Qualifying Group and remain in effect until at least thirty (30) minutes after the publication of official Qualifying results, unless otherwise directed in writing by the Race Director or Stewards.
- b) Any car that does not participate in its assigned Qualifying Group shall automatically be considered under Parc Fermé from the end of the session in which it was scheduled to participate.
- c) Only authorised personnel—namely, the Race Director, Stewards, Technical Delegates, and approved team representatives—may enter the Parc Fermé area.
- d) The Parc Fermé area must be continuously monitored and secured. All technical inspection, scrutineering, and data analysis will be conducted within this area.

35.2 Work Restrictions, Safety, and Technical Oversight

- a) No work may be conducted on any car in Parc Fermé except as specifically permitted by these Sporting

Regulations or as authorised by the Technical Delegate for safety reasons.

- b) The only routine actions allowed are those listed under Article 34.2 (e.g., tyre changes, RESS conditioning, or approved auxiliary battery connection for data transfer).
- c) All cars must remain available for technical, electrical, and safety inspection at all times, including battery isolation and wireless telemetry checks.
- d) The Technical Delegate may require any car to undergo additional technical analysis, data download, or physical inspection before release from Parc Fermé.

35.3 Release from Parc Fermé and Additional Inspections

- a) No car shall be removed from Parc Fermé, nor may any work be performed, until the required thirty (30) minute hold has elapsed and the Race Director or Stewards give formal approval, except as otherwise instructed in writing.
- b) Cars selected for additional inspection, protest, or technical analysis may remain in Parc Fermé until such procedures are complete, at the discretion of the Technical Delegate or Stewards.

35.4 Breaches, Sanctions, and Force Majeure

- a) Any unauthorised intervention, movement, or work on a car under Parc Fermé may be considered a breach of these Regulations and may result in penalties up to disqualification from Qualifying results or the Competition.
- b) In cases of force majeure or other exceptional circumstances, the Stewards retain full authority to modify or suspend Parc Fermé requirements, provided all changes are documented and communicated to all Competitors.

36. The Grid (Endurance Race Format)

36.1 Publication of Official Qualifying Results

At the conclusion of all Qualifying Practice Sessions, the complete list of official lap times and the final classification for each Driver and car entry shall be published by Race Control. This classification forms the preliminary basis for the starting grid.

36.2 Grid Formation and Endurance-Specific Procedures

- a) For all Endurance Competitions, the starting grid for the race will be determined according to the final classification of the Qualifying Practice Session and the procedures set out in Article 34.8 (Duels):
 - i. The first eight (8) grid positions will be occupied by the cars that reached the Duel stage, with the winner of the Final Duel securing pole position.
 - ii. Positions from ninth (9th) to last will be filled by cars not participating in the Duels, based on the results of their respective Qualifying Groups.
 - iii. Of these, Drivers classified 5th–12th in the Group of the Final Duel winner will be assigned to odd-numbered grid slots (9, 11, 13, etc.), while those 5th–12th in the other Group will be assigned even-numbered slots (10, 12, 14, etc.).
- b) **Endurance Contingencies:**
 - If, for exceptional reasons (e.g., adverse weather, force majeure, red flag stoppage, or timing system failure), the Duel phase cannot be completed, the starting grid will revert to the Group stage results. Drivers in positions 1–12 of the fastest overall Group will take odd grid positions, and drivers from the other Group will take even positions.
 - Should neither Group complete qualifying, the grid will be established from the final Free Practice classification.
 - Endurance regulations permit multiple drivers per car; all registered drivers for each entry will be listed on the published grid.

c) Grid Penalties:

- Once the provisional grid has been established, any sporting or technical grid position penalties will be applied to the affected entries in the sequence the infractions were committed.

- Any team incurring penalties for infractions during the previous session(s), including for battery swaps outside permitted windows, failure to meet driver time minimums, or infringements under Article 34 (Qualifying), will have penalties reflected on the final published grid.

36.3 Final Grid Publication and Withdrawals

- a) The definitive starting grid shall be published no less than sixty (60) minutes before the official race start time.
- b) If any car or entry is unable to start for any reason, the Competitor must notify the Stewards and Race Director as soon as practicable, and in any case no later than seventy-five (75) minutes before the commencement of the grid formation procedure.
- c) Should one or more entries be withdrawn after publication of the grid, the grid shall be closed up accordingly, and a final revised grid will be re-issued not less than sixty (60) minutes before the start.

36.4 110% Qualifying Time Rule (Endurance Context)

- a) Unless the track has been officially declared wet by the Race Director, any car whose best qualifying lap exceeds 110% of the fastest lap time in its qualifying group may be excluded from the starting grid.
- b) In exceptional circumstances (e.g., incidents, technical malfunctions, or force majeure), the Stewards may, at their sole discretion, grant permission for such a car to start the race, provided the driver has demonstrated sufficient pace and safety during Free Practice.
- c) In cases where multiple entries are accepted under this dispensation, the Stewards shall determine their grid positions.

36.5 Ties and Priority

If two or more cars achieve identical qualifying times, priority in grid placement will be given to the car that set the time first, according to the official timing system.

36.6 Endurance Grid Specifics and Additional Provisions

- a) Should the Qualifying Practice Session be cancelled in its entirety, or only partially completed, the starting grid will be determined using the final classification of the most recent Free Practice session.
- b) In multi-driver endurance entries, all nominated drivers must be listed on the starting grid and are subject to driver stint and minimum time requirements as defined in the Supplementary Regulations and Endurance Sporting Code.

36.7 Communication and Changes

- a) Any amendments to the grid—whether due to penalties, technical compliance, or withdrawal—must be communicated to all Competitors without delay via an official bulletin and on the event notice board.

37. Starting Procedure

37.1 Reconnaissance Lap and Dummy Grid Formation

- a) Forty (40) minutes prior to the scheduled start of the grid positioning procedure, the pit exit shall be opened. Cars will be permitted to leave the pit lane to complete a reconnaissance lap, with only the designated starting Driver (as registered with Race Control) at the wheel. The use of “4-Wheel Drive Mode” is prohibited during this period, and the maximum RESS power output is restricted to 300kW.
- b) On completion of the reconnaissance lap, each car must stop on the dummy grid in its assigned starting order, with “ready-to-move” deactivated.
- c) Any car entering the pit at the end of the reconnaissance lap must start from the end of the pit lane, as specified in Article 36.2.
- d) A car that does not complete a reconnaissance lap and reach the dummy grid under its own power is not permitted to start from the grid, unless specifically authorised by the Stewards on grounds of force majeure.
- e) Burnouts, tyre spinning, or any deliberate act intended to increase tyre temperature on the dummy grid or while proceeding to grid position is strictly forbidden.
- f) Teams with multiple Drivers must confirm the starting Driver at least sixty (60) minutes prior to the opening of pit exit for reconnaissance, with notification to Race Control.

37.2 Pit Lane Closure and Late Starters

- a) Thirty-two (32) minutes before the race, a warning signal will be issued that the pit lane will close in two (2) minutes.
- b) At thirty (30) minutes before the start, a second signal will sound and the pit exit will be closed.
- c) Any car still in the pit lane at closure must start from the end of the pit lane, in qualifying order.
- d) Any car arriving at the pit exit after the five (5) minute signal must start behind any car already at the end of the pit lane.
- e) These cars may only join the race after the pit exit light turns green, and the entire field has passed the pit lane exit on lap one.
- f) In circuit configurations with a significant offset between grid and pit exit, the Stewards may impose an energy offset penalty, published in the official bulletin. The total maximum energy permitted for the race remains unchanged.

37.3 Dummy Grid Technical Operations

- a) Teams may install temperature conditioning systems for the RESS, front and rear powertrains while on the dummy grid or pit lane start.
- b) The use of electric generators is strictly prohibited on the starting grid, dummy grid, or pit lane for cars starting from the pit lane.
- c) Cars may not be energised (power bus voltage > 60V) on the dummy grid while spectators are present or before the three (3) minute signal, unless expressly authorised by the Race Director.
- d) Tyre removal is only permitted on the dummy grid in the event of a tyre change, repair, or adjustment. In such instances, the removed tyre must remain within one (1) metre of the car, and must be refitted immediately after the operation is complete.
- e) Any breach of these procedures may result in a penalty at the discretion of the Stewards.

37.4 Countdown to Start: Signals and Protocol

- a) The approach to the start will be signalled by boards at ten (10) minutes, five (5) minutes, three (3) minutes, one (1) minute, and fifteen (15) seconds before the start, each accompanied by an audible warning.
- b) At the five (5) minute signal:
 - All non-essential personnel must leave the dummy grid, except for Drivers, officials, and team technical staff.
 - All cars must have wheels fully fitted and valve caps secured. No wheels may be removed (except in pit lane), nor may tyre pressures be adjusted.
 - Any cooling or conditioning systems must be removed.
 - Any Driver whose car is not fully fitted with wheels at this time may be penalised per Article 16.3(c).
- c) From the three (3) minute signal and before the one (1) minute signal, cars must be energised (power bus voltage > 60V) and remain in neutral (or virtual neutral).
- d) From the one (1) minute signal, cars may be put into “ready to move” state in accordance with Technical Regulation Art 8.29.
- e) By the fifteen (15) second signal, all personnel must vacate the dummy grid, taking all equipment. Any Driver needing assistance after this signal must raise their arm; Marshals will push the car into the pit lane and display yellow flags to warn following Drivers.

37.5 Grid Positioning Procedure and Restrictions

- a) When the green lights are shown, cars will proceed from the dummy grid to the starting grid in starting order, led by the pole position car. The pit lane speed limit must be respected.
- b) Any car remaining on the dummy grid will be pushed into the pit lane by Marshals. Such Drivers must not attempt to start their car and must comply with all instructions from Marshals.
- c) Practice starts are forbidden during grid positioning.
- d) Overtaking is permitted only to re-establish the original starting order if a car is unduly delayed; no car may gain position otherwise.

37.6 Final Grid Protocol and Standing Start

- a) Upon arrival on the starting grid, cars must stop in their assigned grid positions and keep their motors

energised.

b) The start will be by standing start, with the signal given by means of a sequence of lights operated by the Starter:

- Once all cars are stationary, a sequence of five (5), four (4), three (3), two (2), and one (1) second lights will appear.

- At any point after the one (1) second light is shown, the race will commence by extinguishing all red lights.

c) The pit wall must remain clear of all non-essential personnel for the start, except for officials and fire marshals.

37.7 Aborted Start and Delays

a) If a problem arises before the start that may endanger the field, the affected Driver must raise their hands. Marshals for that row must immediately wave yellow flags. The Race Director may then display abort lights and a "START DELAYED" board.

b) All cars will remain on the grid while the affected car is moved into the pit lane. Once clear, the start procedure will recommence. The Competitor may attempt to resolve the issue; if successful, the car may start from the end of the pit lane. If multiple cars are affected, their starting order will be by arrival at the pit lane.

c) Tyre changing is not allowed on the starting grid during a delayed start unless authorised by the Race Director.

37.8 Start Incidents After the Race Begins

a) If a car is immobilised after the start, Marshals will wave yellow flags and push the car into the pit lane by the fastest route.

b) The Driver must not attempt to restart the car while being pushed.

c) Once in the pit lane, the team may attempt repairs and, if successful, the car may rejoin the race per Marshals' instructions.

37.9 Variations and Safety Car Starts

a) The start procedure may be varied only in the following circumstances:

- If it begins to rain after the five (5) minute signal but before the start, and the Race Director deems setup changes necessary, abort lights will be shown and the procedure will restart at the ten (10) minute signal.

- If the start is imminent and the track is unsafe (e.g., excessive water), the start may be delayed and details communicated on timing monitors.

- If the race begins behind the Safety Car, the protocols of Article 38.16 will apply.

37.10 Safety Car Start and Re-Start Options

a) If the race starts behind the Safety Car, the Race Director may order one of two procedures at the end of the Safety Car period:

- i) "Standing Start": A message will be sent to all Competitors, Automobili La'Bergitla Endurance Series panels will display "SS", and the Safety Car will return to pit lane. The field will return to the grid and follow standard starting procedures (Articles 36.13–36.15).

- ii) "Rolling Start": If conditions remain unsuitable for a standing start, a "ROLLING START" message will be sent and the procedures of Article 38.13 will apply, with "4-Wheel Drive Mode" forbidden.

b) In both cases, Article 38.14 shall apply. Race time behind the Safety Car counts towards the added laps per Article 37.2.

37.11 Penalties, Video Review, and Sporting Control

a) False starts or grid infractions may result in penalties under Article 16.3.

b) The Stewards may use any video or electronic means to assist with decisions and may overrule judges of fact.

c) Breaches of the Code or these Sporting Regulations relating to the start procedure may result in disqualification of the car and Driver.

37.12 4-Wheel Drive Mode for Standing Starts

a) "4-Wheel Drive Mode" is permitted at every "Standing Start," either at the initial start or after a Safety Car

period, but only when the car is stationary in its grid position.

b) During such use, front powertrain energy is limited to 250kJ, maximum front power is 50kW, and torque request is limited to 200Nm.

c) Once either powertrain drops below 5kW and the car is above 110kph, “4-Wheel Drive Mode” must be deactivated.

38. The Race

38.1 Race Start, Schedule, and Endurance Principles

a) The official race start time shall be published no less than 3 hours after the conclusion of Qualifying Practice, in accordance with the Official Timetable and Endurance Series Sporting Code.

b) Each race will be run to a predetermined distance expressed in laps or total race time (as specified in Article 5.6), to which “Added Laps” may be appended, as detailed below.

c) The number of laps or duration of each race will be designed to test endurance, efficiency, and reliability of cars, drivers, and teams, including factors such as battery conservation, multi-stint strategy, and driver rotation where applicable.

d) All Endurance Races must include at least one scheduled Driver Change (see Article 38.9), with the minimum and maximum continuous driving times to be set by the Supplementary Regulations for each event.

38.2 Pit Lane Exit, Safety, and Blue Flag Procedure

a) Drivers may only rejoin the circuit from the pit lane when the exit light is green, doing so under their own responsibility.

b) Marshals will display a blue flag and/or activate a flashing blue light to warn of approaching cars on track, but ultimate responsibility for safe re-entry rests with the Driver.

c) Any infringement, including unsafe release, pit exit under red light, or ignoring blue flags, will result in penalties at the discretion of the Stewards.

38.3 Added Laps and Full Course Yellow/Safety Car Procedures

a) Up to a maximum of 7 Added Laps may be incorporated to compensate for time lost under Full Course Yellow (FCY) or Safety Car (SC) periods, with the calculation methodology published in the Official Bulletin.

b) Added Laps will be calculated based on a Reference Lap Time (announced prior to the Competition). For every cumulative period under FCY/SC that equals the Reference Lap Time, one lap is added, up to the maximum.

c) Notifications of the number of Added Laps will be displayed on timing monitors and communicated in writing by the Stewards at least three (3) laps before the scheduled race distance concludes.

d) If an FCY or SC period occurs after the race leader has completed 80% of the original scheduled distance, no further Added Laps will be counted. If an FCY or SC period overlaps the 80% threshold, only the portion preceding 80% will be considered.

e) The allocation of Added Laps is final and not subject to appeal.

38.4 Stint Rules, Driver Changes, and Multi-Driver Protocols

a) Each team must complete at least one driver change during the race, unless otherwise specified for single-driver formats in the Supplementary Regulations.

b) The minimum and maximum driving time per Driver per stint and per event will be published for each Competition. No Driver may exceed the maximum continuous stint time or total driving time.

c) Driver changes may only occur in the designated pit area, with the car stationary and under the supervision of team personnel and race officials.

d) All Driver ID systems must be updated and verified by the team within one lap of a change. Failure to do so may result in penalty.

e) If a Driver is unable to continue, a team may substitute another eligible Driver, provided the Stewards and Medical Delegate approve.

f) In the case of relay-style races, the procedure for car release and handover zones will be outlined in the Supplementary Regulations.

38.5 Powertrain, Energy Limits, and Race Modes

- a) During the race, the maximum RESS (Rechargeable Energy Storage System) output to the rear powertrain is 300kW in “Normal Mode.”
- b) “Attack Mode” may be engaged at 350kW only after passing through the designated activation zone and not during the first two laps, or under FCY, SC, or Yellow Flag conditions.
- c) “4-Wheel Drive Mode” is permitted when Attack Mode is active, capped at 50kW front powertrain and 60Nm torque.
- d) Regeneration is limited to 600kW total (250kW front, 350kW rear), or as set out in the Technical Regulations and circuit-specific appendices.
- e) Any modification of energy parameters outside permitted windows, or use of race modes in breach of regulations, will result in penalties.

38.6 Pit Stop Procedures, Mandatory Pit Boost, and Tyre Rules

- a) Pit stops must be executed only within the team’s designated area and in compliance with all safety and operational rules.
- b) When mandated by Bulletin, each Competitor must complete at least one Pit Boost (fast charging stop) per car per race, with the timing and technical requirements (SoC window, energy allocation, minimum stop time) as published in the event appendices.
- c) During Pit Boost, no work may be done on the car except plugging/unplugging the boost charger. All four wheels must remain on the ground; tyre changes are not permitted until the charge is complete and the charger disconnected.
- d) Only two persons may operate on the car during Pit Boost, plus a third to release the car. All must wear appropriate PPE including head/eye protection and FIA-approved overalls. Charger operators must use Class-0 gloves with FIA gloves on top.
- e) Double stacking (having more than one car from the same team in the pit at once for a Pit Boost) is prohibited. Only one car per team may be serviced at any time for a Pit Boost.
- f) The minimum pit stop time is measured from the moment the car is stationary in the pit box and charger connected to the moment the car moves to rejoin the fast lane.
- g) If the race is suspended, a Pit Boost may only be completed if the car was in pit entry/lane at the time of the red flag. Otherwise, a time penalty will be added for any missed Pit Boost as specified in the event bulletin.

38.7 Tyre Management, Repairs, and Replacement

- a) Tyre changes are permitted only in the designated pit area except in force majeure situations or as authorised by the Race Director.
- b) Teams must observe all tyre allocation, identification, and usage rules as published in the Official Documentation and Appendices.
- c) Any unauthorised tyre changes or breach of tyre protocols will result in a penalty.

38.8 Safety Car, Full Course Yellow, and Incident Handling

- a) All procedures for SC, FCY, and race suspension are governed by Articles 40 and 41.
- b) During SC or FCY, all competitors must reduce speed, maintain position, and respect all marshal signals, timing monitors, and Official instructions.
- c) No overtaking is permitted under SC/FCY except as specifically authorised (for pitting, incident avoidance, etc.), and speed limits must be observed at all times.
- d) Resumption of racing after SC/FCY or Red Flag will be signalled by the Race Director in accordance with the restart procedure set out in these Regulations.

38.9 End-of-Race, Finish Signal, and Parc Fermé

- a) The end-of-race signal will be given at the finish line after the leader has completed the prescribed number of laps or race duration (plus any Added Laps).
- b) Upon receiving the end-of-race signal, all cars must slow down and proceed to Parc Fermé, following Marshals’ instructions.
- c) Any car not required for scrutineering must be placed in Parc Fermé in the Competitor’s garage, with no work or modification permitted until the Parc Fermé period is lifted by the Race Director or Stewards.

d) Parc Fermé will last for at least thirty (30) minutes after the official results are signed, unless otherwise ordered.

38.10 Maximum Usable Energy and Post-Race Procedure

- a) The energy that may be supplied to the MGU by the RESS is strictly defined by Article 7.5 of the Technical Regulations and must not be exceeded at any point.
- b) If a car reaches this energy limit, maximum power must immediately be cut to zero (0) kW, and both the “rain” light and “ready-to-move” light must blink as an alert.
- c) Once the car has crossed the finish/control line, and following authorisation from the Race Director, MGU power may be reactivated to return to the pits.

38.11 General Safety and Compliance

- a) All Drivers, teams, and personnel must comply with these Sporting Regulations, the Technical Regulations, and any additional instructions issued by Race Control.
- b) Any breach—including but not limited to unsafe pit conduct, energy irregularities, stint or driver change violations, tyre allocation breaches, or failure to follow official signals—will be subject to penalties up to exclusion from the results at the Stewards’ discretion.
- c) Video and electronic evidence may be used in all Stewards’ decisions; their verdict is final.

39. Safety Care Procedure

39.1 General Description and Operation

- a) The Safety Car (SC) shall be operated by an Endurance Series-approved Driver and accompanied by an observer with the ability to identify all cars, in permanent radio contact with Race Control at all times.
- b) The Safety Car will be available throughout the event and, unless otherwise specified, shall take up position at the front of the grid no less than 45 minutes before the grid positioning procedure.
- c) The SC’s primary function is to neutralise the race in the event of an incident that creates an immediate risk to Drivers, officials, or trackside personnel, where a full suspension of the race is not warranted.

39.2 Deployment and Signalling

- a) The SC may be deployed at the order of the Race Director.
- b) When deployed, the message “SAFETY CAR DEPLOYED” will appear on timing monitors, and all Marshal posts will display waved yellow flags and “SC” boards.
- c) The SC will enter the track with its lights illuminated, regardless of the leader’s position.

39.3 Procedure During SC Deployment

- a) All Drivers must immediately reduce speed and form a single line behind the SC, leaving no more than 10 car lengths between each car unless circumstances dictate otherwise for safety reasons (e.g., avoiding sudden braking or collision).
- b) Overtaking is prohibited under SC conditions except in specific circumstances outlined in 39.8 below.
- c) No car may be driven erratically, unnecessarily slowly, or in a way deemed dangerous to others during SC periods, whether on track, in pit entry, or in the pit lane.
- d) Teams are reminded that, during long endurance races, the SC may remain on circuit for multiple laps, and teams should plan energy, battery temperature management, and driver fatigue accordingly.

39.4 Pit Lane Protocol Under Safety Car

- a) Unless otherwise instructed by Race Control, pit lane entry remains open while the SC is deployed.
- b) The pit exit light will turn red when the SC passes the first Safety Car Line and will return to green when the last car in the queue crosses the second Safety Car Line.
- c) Cars may pit under SC for driver changes, energy management, or technical issues, but any mandatory Pit Boost or strategic pit stops must still meet the prescribed regulations (see Article 38.6).
- d) It is forbidden to serve drive-through or stop-go penalties during SC periods unless the car had already entered the pit lane before the SC was deployed.

39.5 Exceptions Permitting Overtaking

A Driver may overtake another car (including the SC) only if:

- a) The SC observer uses the green light to signal that lapped cars may un-lap themselves and pass the SC, in which case they must proceed at reduced speed and without overtaking further until joining the back of the line.
- b) Entering the pit lane (after reaching the first SC Line), a car may pass cars on the track or the SC itself.
- c) Leaving the pit lane (before the second SC Line), a car may be overtaken or may overtake.
- d) The SC is returning to the pits and has reached the first SC Line.
- e) In the pit entry/lane/exit, cars may overtake if all are within that specific area.
- f) A car is stopped in its garage while the SC uses the pit lane (see 39.6).
- g) A car slows with an obvious technical problem or hazard.
- h) To re-establish correct running order as signalled by the SC or Race Control.

39.6 SC Use of Pit Lane

- a) Under certain circumstances (e.g., incident in final sector, blocked track), the Race Director may direct the SC to lead the field through the pit lane.
- b) If the SC uses the pit lane with its lights on, all cars must follow, with no overtaking permitted. Any car entering its garage for technical reasons may do so, but must not rejoin until cleared by pit exit light.

39.7 Race Neutralisation and Minimum SC Duration

- a) The SC shall remain deployed until the leader is directly behind it and all remaining cars are lined up behind the leader, with no more than 10 car lengths between them.
- b) The SC must complete at least one full lap unless a red flag is immediately required.

39.8 Safety Car Withdrawal and Restart Protocol

- a) When Race Control determines it is safe to resume racing, the message “SAFETY CAR IN THIS LAP” will be displayed on timing monitors. The SC’s lights will be extinguished as a signal to the field.
- b) From this moment, the lead car may control the pace and, if necessary, create more than 10 car lengths’ gap for safety but must not accelerate or brake erratically.
- c) All yellow flags and SC boards will be withdrawn as the SC enters the pit lane, and green flags/lights will be displayed until the last car has crossed the line.

39.9 Endurance-Specific Considerations During SC

- a) Each lap completed behind the SC counts towards the total race distance and time. Teams must adapt their energy strategy, driver fatigue management, and pit windows accordingly.
- b) Teams are responsible for monitoring driver stint time during SC periods—if a driver change is mandated within a certain window, the clock does not pause during SC deployment.
- c) Battery temperature and tyre pressure must be actively managed during extended SC periods; teams may request permission from Race Control to activate additional cooling systems if the SC period exceeds 15 minutes, but only with explicit written approval.

39.10 Final Lap and Finish Under Safety Car

- a) If the SC is deployed on the last lap or remains out as the leader starts the final lap, it will enter the pit lane at the end of that lap and the field will take the chequered flag as normal, with overtaking prohibited.

39.11 Starting or Resuming the Race Behind the SC

- a) The race may be started or resumed behind the SC if conditions so require, in accordance with Articles 36.17 and 41.7.
- b) In this case, the SC’s lights will be on at the 10-minute signal for a race start or the 5-minute signal for a restart, and all cars must follow the SC in grid order, maintaining no more than 10 car lengths apart.
- c) Overtaking is only permitted if a car is delayed leaving the grid, or there is more than one car at the pit exit and one is unduly delayed, but only to re-establish the correct order.

39.12 Use of Data, Video and Stewards’ Discretion

- a) The Stewards may use any electronic or video evidence to investigate incidents or breaches under SC

conditions.

b) Any breach of SC procedures—including unsafe behaviour, overtaking without authorisation, or failure to respect speed limits—may result in penalties or exclusion from the results at the Stewards' discretion.

40. FULL COURSE YELLOW ("FCY") Procedure

40.1 Purpose and Activation

a) The Full Course Yellow ("FCY") procedure is a neutralisation protocol used to safely and rapidly control the speed of all cars on track in response to an incident, obstruction, or hazard, without deploying the Safety Car.

b) The FCY may be deployed at the discretion of the Race Director whenever there is an incident requiring immediate speed reduction and predictable on-track behaviour from all Drivers, but not a full race suspension or Safety Car deployment.

c) The decision to deploy FCY will be communicated simultaneously by illuminated "FCY" digital panels, the display of FCY boards and waved yellow flags at all Marshal posts, and a message on official timing monitors.

40.2 Speed Reduction and On-Track Behaviour

a) Upon the FCY signal, **all cars must reduce speed to 50 km/h within a maximum of five (5) seconds** of the display. The reduction to 50 km/h must be smooth and controlled.

b) While under FCY, all cars must proceed in single file, maintaining their relative position, and should keep a consistent and safe distance to the car ahead and behind. However, only speed—not gap—is actively policed by Race Control.

c) Any car driven unnecessarily slowly, erratically, or in a potentially dangerous manner—on track, in pit entry, or pit lane—will be reported to the Stewards for potential penalty, up to and including disqualification.

40.3 Overtaking and Track Limits

a) **Overtaking is strictly prohibited** under FCY conditions, both on the circuit and in the pit entry/exit, except for the following:

- i. If a car is clearly slowing with a technical problem or has come to a halt and presents a hazard.
- ii. If instructed explicitly by the Race Director for safety reasons.

b) All Drivers must respect track limits and avoid erratic line changes or unpredictable movements under FCY.

40.4 Pit Lane and Pit Stop Protocols Under FCY

a) The pit lane entry and exit remain open during FCY periods unless specifically closed by the Race Director for safety or operational reasons, in which case notification will be issued on the official monitors and via radio.

b) The **maximum speed in the pit lane, pit entry, and pit exit is also limited to 50 km/h** while FCY is active.

c) Cars may pit freely under FCY, but **must stop for a minimum of ten (10) seconds** at their pit box if conducting any service, including driver change, energy replenishment, or technical intervention. This is to ensure no advantage is gained from pitting under FCY relative to green flag conditions.

d) It is forbidden to serve any drive-through or stop-and-go penalties (as defined in Article 16.3 c) or d)) during FCY unless the car was already in the pit entry when FCY was activated.

e) In circuit layouts with unique safety considerations, the Race Director may, at his/her discretion, **close the pit exit by switching the pit exit light to red** when the race leader reaches Safety Car Line 1, and reopen it (green) when safe.

f) Cars entering the pit lane may overtake cars remaining on track only after crossing Safety Car Line 1; cars exiting the pit lane may overtake others in the pit lane until they reach Safety Car Line 2.

40.5 Special Endurance Series Considerations

a) During FCY, teams must adapt their driver stint and energy management strategy; time spent under FCY counts towards maximum driver stint limits and does not pause the driving time clock.

b) Any battery management, temperature conditioning, or technical operations performed during FCY must comply with Parc Fermé and safety rules.

c) Teams must ensure that pit stop crew activity under FCY does not compromise safety or exceed the maximum number of personnel allowed for pit work, as outlined in these Sporting Regulations.

40.6 FCY Countdown and Return to Racing

- a) The Race Director will provide a **five (5) second countdown prior to returning to green flag racing**.
- b) Upon “Green Flag” notification on the monitors and by the withdrawal of all FCY boards/yellow flags (replaced by waved green flags at Marshal posts), normal racing and overtaking may resume, irrespective of track position or proximity to the Finish/Control Line.
- c) All cars are required to accelerate safely and may overtake once the green flag is shown, but must continue to respect all normal racing regulations.

40.7 Escalation to Safety Car

- a) If, during FCY, the Race Director determines that the hazard cannot be cleared safely or that greater neutralisation is required, the procedure may be escalated to a full Safety Car deployment without returning to green. In this event:
 - i. The “SAFETY CAR DEPLOYED” message will be shown on monitors, and all Marshal posts will display SC boards.
 - ii. All cars must then follow the Safety Car protocol as outlined in Article 39.
- b) Any pit lane procedures or driver changes begun under FCY must be completed in accordance with the rules in place at the time of FCY activation.

40.8 Stewards’ Oversight and Enforcement

- a) The Stewards reserve the right to use video, telemetry, and pit lane monitoring data to investigate and penalise any breach of FCY procedures, including but not limited to unsafe speed, overtaking, or unsporting conduct.
- b) Repeated or egregious breaches of FCY may be grounds for disqualification or further disciplinary action at the discretion of the Stewards.

41. Suspending A Race

41.1 Authority and Criteria for Suspension

- a) If, at any time during the race, the Race Director determines that Competitors, Officials, or Marshals are placed in immediate physical danger due to weather, accidents, blocked track, or other incidents, and the circuit cannot be safely negotiated even behind the Safety Car, the race shall be suspended.
- b) In such circumstances, the Race Director will order **Red flags to be shown at all Marshal posts**, and abort lights illuminated at the Start and at all relevant signalling points.
- c) The message “RACE SUSPENDED” will be displayed on all official timing monitors and communicated to teams via radio and direct messaging.

41.2 Actions Upon Suspension

- a) When the suspension signal is given, **all overtaking is strictly forbidden**.
- b) The pit exit will be immediately closed, and all cars on circuit must proceed at reduced speed (no more than 50 km/h), with caution, to the pit lane, maintaining their order as per the last recorded timing sector.
- c) Cars must proceed to their respective garage positions if repairs are required, or otherwise stop in the working lane in front of their garage in single file. Any car stopped in the working lane is considered under Parc Fermé conditions as per Article 43.1.

41.3 Procedures in the Pit Lane During Suspension

- a) While the race is suspended, no work may be performed on cars in the working lane except as specifically permitted by these Sporting Regulations:
 - i. Safety-related repairs as authorized by the Technical Delegate;
 - ii. Changing tyres to the appropriate wet or dry compound if the “Wet Track” message is shown on timing screens;
 - iii. Connection of battery cooling, and temperature conditioning systems as approved.
- b) **No fitting or removal of temperature conditioning systems for the RESS** is allowed in the working lane, unless explicitly authorized by the Technical Delegate for safety.
- c) If a car is placed in the garage during the suspension for repairs, it will be considered as removed from Parc

Fermé. Such cars may only rejoin the race after the suspension is lifted, and will be placed at the back of the restart order (see 41.5).

41.4 Order and Positioning for Restart

- a) The restart order shall be based on the running order at the last completed sector prior to suspension.
- b) All cars which stopped in the working lane will be lined up at the pit exit, in restart order.
- c) Any car which entered the garage for repairs will be lined up at the end of the pit lane behind all other cars, in the order in which the team notifies the Race Director that repairs are complete and the car is ready to rejoin.
- d) Any car unable to return to the pit lane due to a blocked track will be recovered and may resume the race in their correct order once the circuit is cleared, provided the car is deemed safe to continue.
- e) The Technical Delegate reserves the right to require repairs on any car deemed unsafe, regardless of location (garage or working lane).

41.5 Management of Race Timing and Laps

- a) **Race time will be stopped** during the suspension period, but all completed laps at the time of suspension will remain counted towards the race total.
- b) The Race Director will make every reasonable effort to ensure that the full scheduled race distance or time limit is completed after the suspension is lifted, within the constraints of local regulations and circuit operational limits.
- c) “Added Laps,” as described in Article 37.2, may be used to restore lost green flag running time at the discretion of the Race Director and Stewards.

41.6 Communication and Restart Process

- a) The Race Director will provide regular updates to Competitors regarding the expected restart time and any specific instructions via the official timing system and direct team radio.
- b) Prior to the restart, cars must be ready in the working lane (or garage, if repairs have been completed), under Parc Fermé conditions, at the pit exit in restart order.
- c) When conditions permit, the Safety Car will be positioned at the pit exit and all cars will be released from the pit lane, in restart order, behind the Safety Car for at least one formation lap. The restart will proceed according to the procedures set out in Articles 36 and 39 as appropriate (standing or rolling start).
- d) Any cars unable to comply with restart procedures will only be permitted to join the race upon specific instruction from the Race Director.

41.7 Special Endurance Considerations

- a) Time spent under suspension will not count towards maximum permitted driving time per Driver, nor towards compulsory pit stop intervals, unless specifically stated otherwise in the Supplementary Regulations for the event.
- b) Teams should ensure all team personnel, except those explicitly authorized, vacate the pit lane and working areas during suspension, except for safety or essential operational purposes.

41.8 Additional Provisions

- a) The Stewards and Technical Delegate retain full authority to inspect cars and enforce all regulations during the suspension period.
- b) Any unauthorized work or movement of cars in contravention of these rules may result in sanctions, including exclusion from the results.

41.9 Compliance and Marshals’ Instructions

- a) All Drivers and team personnel must at all times comply with the instructions of Marshals and Officials during a race suspension.
- b) Failure to do so may result in penalty, up to and including disqualification from the Competition.

42. Resuming A Race

42.1 Timing and Communication of Restart

- a) The period of race suspension shall be kept as brief as safety permits.
- b) As soon as a provisional or confirmed resumption time is known, the Race Director will inform all Competitors via the official timing monitors, public address, and direct team messaging systems.
- c) Any changes to the restart procedure, or special requirements (such as wet weather protocol or grid rearrangement), will be published immediately in an Official Communication.

42.2 Preparation for Restart and Release Order

- a) When instructed by the Race Director, all cars positioned in the working lane shall prepare for resumption in the order established at the point of suspension, as defined in Article 41.4.
- b) Any car that had entered the garage for repairs must be notified as ready by the team to the Race Director before restart and will be placed at the back of the line at the pit exit.
- c) The pit exit will remain closed until the green signal is given.
- d) Where applicable, any lapped cars or cars between the Safety Car and the overall leader may be released from the pit lane, under the direction of Marshals, to complete an additional lap—without overtaking—so as to join the rear of the line of cars following the Safety Car. This ensures correct race order is restored prior to resumption.

42.3 Final Countdown and Team Withdrawal

- a) At the one (1) minute signal prior to the restart, cars may be energized (“ready to move” state as per Technical Regulations), and final pre-restart checks completed.
- b) At the fifteen (15) second signal, all team personnel must vacate the fast lane and working lane, removing all equipment.
- c) Any driver unable to leave the working lane at the restart must raise an arm for assistance; once the remainder of the field has left, Marshals will push the car to a safe area. Marshals with yellow flags will warn approaching Drivers. Any cars overtaking stationary cars in the lane may do so solely to re-establish correct order and must not gain any unfair advantage.

42.4 Resumption Behind the Safety Car

- a) The race will resume when the green lights at the pit exit are illuminated and the Safety Car leaves the pit lane, leading the field.
- b) All cars must follow the Safety Car in single file, no more than 10 car lengths apart, in the order established by the Race Director.
- c) The Safety Car will remain on track for at least one (1) full lap unless the Race Director determines that additional laps are required (e.g., wet conditions, unready field, or ongoing incident).
- d) During the lap(s) behind the Safety Car, **overtaking is only permitted if a car is delayed leaving its position and cars behind cannot avoid passing it without undue delay to the remainder of the field.**
- e) Any car unable to re-establish the original order before reaching the first Safety Car line must re-enter the pit lane and may only rejoin the race once the full field has passed the end of the pit lane.

42.5 Conduct During Restart Lap(s)

- a) All drivers must maintain a constant speed, avoid erratic driving, and refrain from weaving or accelerating/braking in a manner likely to endanger others.
- b) No overtaking is permitted except as described above; any infringement will be reported to the Stewards and penalized under Article 16.3.

42.6 Options for Race Restart (Standing or Rolling Start)

- a) The Race Director will determine, based on circuit and weather conditions, whether to resume racing with a **Standing Start** or a **Rolling Start**:
 - i. **Standing Start:** A message “STANDING START” will be sent via the official messaging system; all light panels will display “SS”, yellow flags and SC boards will be withdrawn, and the Safety Car’s lights extinguished. The Safety Car will enter the pit lane at the end of the lap, the first car in line may dictate the pace (minimum 48 km/h), and all cars must return to the grid and follow the standard starting procedure as set out in Article 36.
 - ii. **Rolling Start:** If the Race Director deems a standing start unsafe, a message “ROLLING START” will be sent via

the official system. The field will remain in single file behind the Safety Car, which will gradually increase pace and extinguish its lights prior to the green flag or start light signal. No "4-Wheel Drive Mode" is permitted during the rolling start lap.

b) In both scenarios, time spent under Safety Car conditions before the green flag or start lights are extinguished will be **counted towards "Added Laps"** in accordance with Article 37.2.

42.7 Special Provisions for Endurance Events

a) Any specific rules relating to Driver stint lengths, compulsory pit stop windows, or energy management during suspension and restart periods will be defined in the Supplementary Regulations for the event.

b) Time spent under Safety Car or red flag conditions does not count towards individual Driver maximum stint durations unless otherwise stipulated.

42.8 Failure to Resume

a) If the Race Director deems the race cannot safely be resumed, the final classification will be based on the order at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

b) Results will be published and communicated in accordance with standard protocols, and Parc Fermé regulations will immediately apply.

42.9 Marshals and Stewards' Authority

a) Throughout the restart process, all instructions from Marshals, the Race Director, and the Stewards must be strictly followed.

b) Any breach of procedures, including unsafe conduct, unauthorized overtaking, or failure to comply with restart instructions, will be subject to penalties up to and including exclusion from the results.

43. Finish

43.1 End-of-Race Signal and Classification

a) The official end-of-race signal shall be given at the Finish/Control Line as soon as the leading car has completed the full race distance prescribed for the event, inclusive of any "Added Laps" in accordance with Article 37.2 and the official race bulletin.

b) Only laps completed on the track and crossing the Finish/Control Line under the car's own power will be counted for classification.

c) In order to be classified as a finisher, each car must cross the Finish/Control Line on the race circuit (not via the pit lane) after the chequered flag has been shown, unless prevented from doing so by force majeure and as approved by the Stewards.

43.2 Early or Delayed Race Finish

a) If for any reason the end-of-race signal is given before the scheduled distance or time has been completed, the race shall be deemed to have finished at the moment the leading car last crossed the Finish/Control Line before the signal was shown.

b) If the end-of-race signal is delayed for any reason, the race will be deemed to have finished when it should have finished, according to the schedule and any published Added Laps, not when the signal was actually shown.

c) The Stewards reserve the right to make any corrections necessary to the classification in the event of an early or late finish.

43.3 Post-Race Parc Fermé and Conduct

a) After taking the chequered flag, all cars must reduce speed, complete a full in-lap, and proceed directly to the Parc Fermé area as instructed by Marshals and Officials. No unnecessary delay or deviation is permitted.

b) Overtaking is strictly forbidden after the chequered flag, except where unavoidable for safety reasons or if a car has slowed abnormally due to technical issues.

c) No team personnel, objects, or celebrations are permitted on the track after the finish, except that the winner may be handed their national flag by an Official for the victory lap.

d) Drivers must not receive any object or outside assistance of any kind, except as provided by the Marshals,

until their car is under Parc Fermé conditions.

e) Any car unable to return to Parc Fermé under its own power will be placed under exclusive control of the Marshals, who will arrange for its transport and ensure that Parc Fermé conditions are maintained.

43.4 Endurance Event Specific Provisions

a) In the case of relay or multi-driver teams, only the driver completing the final stint is required to bring the car to Parc Fermé, but all team members must report for post-race technical and sporting checks if required.

b) The classification will be determined by the greatest distance covered in the time allotted, including Added Laps, and in the event of a tie, the car that crossed the Finish/Control Line first is ranked ahead.

43.5 Steward's Discretion and Appeal

a) Any irregularity, unsporting conduct, or failure to comply with finish procedures may be penalised by the Stewards, including disqualification from the results.

b) Protests regarding the classification or end-of-race procedure must be lodged in accordance with the Sporting Regulations and will be subject to the Stewards' final decision.

44. PARC FERMÉ AND QUARANTINE AREA

44.1 Access and Authorised Personnel

a) Entry to the Parc Fermé is strictly limited to authorised Officials charged with its supervision, designated Technical Delegates, the Race Director, and Stewards.

b) In addition, each Competitor may designate up to two (2) mechanics per car to enter the Parc Fermé, exclusively for the following permitted operations:

- Connecting an auxiliary battery to the car solely for the purpose of data transfer or data download (provided this connection is also approved for BBW top-up and is certified by the Technical Delegate),
 - Filling or adjusting air pressure in the brake-by-wire (BBW) system,
 - Fitting or removing a temperature conditioning system for the Rechargeable Energy Storage System (RESS), front and/or rear powertrains.
- c) No other work, adjustment, or intervention of any kind is permitted within Parc Fermé unless expressly authorised in writing by the appointed Official(s) present.

44.2 Parc Fermé Area and Procedure

a) When Parc Fermé is operational, its regulations extend from the Finish/Control Line through all designated access routes to the official Parc Fermé entrance.

b) All cars proceeding from the end-of-race signal must follow the prescribed route and are considered under Parc Fermé conditions from the moment they cross the Finish/Control Line.

c) No external equipment, tools, or team personnel are permitted within the route or inside Parc Fermé unless specifically allowed under these regulations or with the express authorisation of the Technical Delegate.

44.3 Physical Security and Quarantine Arrangements

a) The Parc Fermé must be of sufficient size and configuration to accommodate all classified cars, including potential post-race quarantine inspection areas, and must be secured to prevent any unauthorised access.

b) Security personnel or Officials must be posted at all access points for the full duration of Parc Fermé operation, including any quarantine or isolation areas for cars selected for technical investigation, scrutineering, or post-race protest.

c) The Parc Fermé and any Quarantine Area must be monitored at all times by either stewards, security staff, or video surveillance as deemed appropriate by the Organisers.

44.4 Quarantine/Isolation Protocol for Selected Cars

a) Any car designated for post-race technical inspection, scrutineering, or protest may be required to enter a designated Quarantine Area within the Parc Fermé, to be isolated from other competitors and subject to additional security measures.

b) No personnel other than the Technical Delegate, Race Director, Stewards, and expressly authorised technical

staff may enter the Quarantine Area.

c) Only activities pre-approved in writing by the Technical Delegate are permitted, and a full log of all persons and activities within the Quarantine Area must be maintained and provided to the Stewards on request.

44.5 In-Garage Parc Fermé Protocol

a) If the event regulations permit Parc Fermé conditions to apply to cars in Competitors' own garages (for example, at endurance races with staggered finishing times or overnight breaks), the following must be observed:

- Cars must be cordoned off using tensa-barriers or similar physical barriers as provided by the Promoter/Organiser,
 - A distinctive identification sign, provided by the Organiser, must be placed visibly on each car,
 - No team personnel may cross the barrier or access the car except for the strictly permitted activities listed in Article 44.1, and then only under the direct supervision of a Technical Official.
- b) The Technical Delegate may require additional security measures (e.g., tamper-evident seals) at any time.

44.6 RESS (Battery) Charging/Discharging and Safety Protocol

a) Charging or discharging of the RESS (or other HV systems) under Parc Fermé conditions is **strictly prohibited** unless prior, express authorisation has been granted by both the Technical Delegate and the Stewards.

b) Such authorisation may be issued only via the Organiser's or Championship's designated RESS supplier, and must be documented in writing or via official electronic communication.

c) In such cases, **one additional mechanic per car** may be allowed into Parc Fermé, but only to assist with safety-critical procedures (e.g., HV isolation using a certified safety hook). This individual must be clearly identified and may not conduct any other operations on the vehicle.

d) All other Parc Fermé rules continue to apply.

44.7 Endurance-Specific and Multi-Driver Team Provisions

a) For endurance events with multi-driver teams, the Parc Fermé procedures apply equally to all cars, regardless of the number of drivers or pit crew involved during the race.

b) All drivers, including those not completing the final stint, and the respective team manager, must be available for technical inspection or post-race inquiry as required by the Officials.

44.8 Penalties and Enforcement

a) Any breach of Parc Fermé or Quarantine Area regulations—whether unauthorised access, impermissible intervention, tampering, or attempted concealment—will be reported immediately to the Stewards and may result in penalties up to and including exclusion from the event results and further disciplinary action.

b) The Stewards' decision regarding any incident within Parc Fermé or Quarantine is final and binding.

45. Classification

45.1 Determination of Winner and Race Positions

a) The car classified first shall be the one that has covered the scheduled race distance (as defined in Article 5.6), plus any "Added Laps" as determined under Article 37.2, in the shortest aggregate time.

b) Where applicable, if the race duration is defined by a set period (e.g., 75 minutes or as otherwise notified under Article 5.6), the car leading at the Line at the conclusion of that period shall be classified first.

c) All cars will be classified by the total number of complete laps covered. For cars completing the same number of laps, their order of classification shall be determined by the sequence in which they last crossed the Finish/Control Line.

45.2 Minimum Race Distance for Classification

a) Any car failing to complete at least 90% of the number of laps completed by the overall winner (rounded down to the nearest whole number) shall not be classified.

b) For multi-driver teams, the result will be attributed to all drivers who participated in the car during the race, provided each driver completed at least one timed stint.

45.3 Official Results and Publication

a) The official classification will be published as soon as practicable after the race, signed by the Clerk of the Course or Race Director.

b) The official classification is the sole valid result, subject to amendments arising from post-race technical inspections, Stewards' decisions, protests, or appeals in accordance with these Sporting Regulations and the Code.

c) No results or points may be awarded until the official classification is published.

46. Podium Ceremony

46.1 Attendance and Protocol

a) In the case of multi-driver teams, **all Drivers** registered for the car finishing first, second, or third overall are required to attend the official prize-giving ceremony on the podium, together with a designated representative of the winning Competitor (team).

b) All podium finishers must present themselves in full race apparel (including suits properly fastened and, where required, caps and sponsors' insignia) as soon as possible after the publication of provisional results or upon instruction from Officials.

c) Immediately following the podium ceremony, all Drivers of the classified podium teams and the winning team representative must make themselves available for television interviews, media activities, and the official post-race press conference as directed by the Organisers.

46.2 Compliance

a) Failure of any Driver or required team representative to attend, or lateness to any part of the podium ceremony or subsequent official media duties without valid reason, may result in penalties imposed by the Stewards, including but not limited to fines or exclusion from results.

47. PRESS CONFERENCE AND PROMOTION AFTER THE RACE

47.1 Post-Race and Qualifying Media Obligations

a) Upon request by the Organisers or Promoter, **all registered Drivers** are obliged to attend, without payment, any official press conferences, media sessions, or interviews.

b) **Immediately after qualifying and/or the prize-giving ceremony, all Drivers classified first, second, and third in qualifying and/or the race** (including all registered Drivers in the case of multi-driver teams) must make themselves available for a press conference at a location specified by the supplementary regulations.

c) All Drivers must wear their closed overalls and designated caps during these media sessions. Failure to attend or any lateness will result in a penalty of €3,000, with an additional €1,000 for each subsequent infraction.

47.2 Promotional and Public Relations Activities

a) All Drivers are required to participate in any promotional activity requested by the Organiser or Promoter, including but not limited to autograph sessions, prize-giving, press conferences, pit lane walkabouts, pre-race parades, or fan engagement events.

b) Drivers, Competitors, and Manufacturers grant the Organiser and Promoter the right to use their names, images, and likeness for any promotional, advertising, publicity, or public relations purposes in connection with the Championship or Series.

c) The use of the official Championship or Series logo by any Competitor, Manufacturer, Driver, agent, or representative is strictly prohibited unless prior written permission has been obtained from the Organiser or Promoter.

48. Season Entry Fees

48.1 Context & Rationale

The Automobili La’Bergitla Endurance Series is established as the world’s foremost all-electric, multi-driver, 24-hour endurance championship. Our entry fee structure is purpose-built to reflect the high technical standards, extensive energy and battery systems, and global operational scale of the series. All fees directly support the series’ commitment to integrated technical support, centrally managed battery and rapid-swap energy infrastructure, sustainable event logistics, and exceptional hospitality for teams and partners.

48.2 Official Entry Fee Schedule: 2030–2031

A) Main Championship Classes

Category	Season Entry Fee (GBP, ex VAT)	Notes & Eligibility
Manufacturer / Constructor (OEM)*	£595,000	Full season, all rounds, direct technical input, factory teams
Works/Supported Customer Team	£425,000	Full season, all rounds, partial OEM or technical partner backing
Independent/Privateer (GT-E/Pro-Am)	£275,000	Full season, all rounds, non-OEM, eligible for innovation grants
Wildcard/One-Off Entry	£38,500 per race	Per race, subject to grid space and technical/hospitality limits
GT-E Cup (Amateur/Young Driver)	£110,000	Full season, dedicated class for talent and sustainability

*From the 2031–32 season, any entity homologating a chassis or powertrain will be classified as a “Constructor” and subject to additional fee provisions (see Article 48.6).

B) Entry Fee Inclusions

- **Series-Supplied Battery Allocation:**
 - Each entry is entitled to use **three (3) series-supplied, homologated swappable battery modules per car, per race**, as standard.
 - Battery modules are provided with a minimum usable capacity as set out in the Technical Regulations (e.g., *not less than 90 kWh per module*), sufficient to support continuous 24-hour endurance operation under race conditions.
 - Batteries are centrally charged using the series’ zero-carbon energy supply, and are made available through a controlled swap system managed by the Organiser.
 - **Replacement and Rotation:** Each car may swap any or all of its three allocated battery modules at any time during the race using the official series pit lane swap protocol. Damaged, degraded, or faulty modules are to be immediately surrendered to the Technical Delegate for inspection and, if approved, will be replaced from the series’ technical pool without additional fee, unless damage is due to team error or accident (in which case a capped supplementary charge will apply).
 - Additional battery modules beyond the standard allocation are available on application at a capped supplementary fee (see Commercial Terms and Technical Regulations).
- **Integrated Energy Infrastructure:**
 - Access to rapid-swap, zero-carbon charging and energy delivery systems in the pit lane at all events, managed and maintained by the series.

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- All battery logistics, charging, and hazardous goods handling included.
- **Technical and Sporting Support:**
 - Participation in technical briefings, regulatory and compliance assistance, and access to series-led innovation and technology workshops.
 - Real-time telemetry data integration and full scrutineering support, including post-race analytics.
- **Sporting Participation:**
 - Full entry for all scheduled rounds, including overnight, rain, and continuous endurance running.
 - Multi-driver team registration (up to five drivers per car).
 - Team staff accreditation for up to fifteen (15) personnel and full paddock access.
- **Commercial and Hospitality Benefits:**
 - Hospitality for up to fifteen (15) team members per round (expandable on a surcharge basis).
 - Media, digital, and broadcast exposure as part of the series' global promotional platform.
 - Eligibility for post-race sustainability analytics, awards, and innovation rebates (up to 20% for teams meeting innovation/green criteria).
- **Logistics:**
 - Preferential rates for series-arranged "green" logistics, including battery/hazardous goods shipping and event support.

C) Exclusions

- Chassis and powertrain build/acquisition costs (as per technical regulations).
- Travel, accommodation, and all non-event staff expenses.
- Damages, fines, or sporting penalties.
- Additional battery modules beyond the standard allocation.
- Optional media/PR support or additional hospitality.

D) Refunds and Withdrawals

- 80% refund if entry is withdrawn before the published final entry deadline.
- Full refund minus a £10,000 administration fee if an event or season is cancelled due to force majeure.

E) Fee Escalation and Multi-Year Commitment

- All fees indexed annually to UK CPI + up to 5% (cap).
- 15% discount for teams committing to three consecutive seasons.
- Additional loyalty and innovation bonuses (5–10%) for returning or qualifying teams.

F) Constructors' Surcharge (from 2031–32)

- Teams scoring Constructors' Championship points will pay a progressive surcharge of £2,950 per point scored in the previous season, subject to a total annual cap of £4,000,000.
- This ensures that high-achieving teams proportionally support the championship's continued growth, while preserving accessibility for new entrants.

48.3 Commercial and Sporting Justification

This entry fee framework is engineered to sustain the technical, operational, and sporting demands of the world's leading all-electric, 24-hour, multi-driver endurance series. By incorporating the series' unique rapid energy infrastructure, battery logistics, and enhanced hospitality, the structure offers exceptional value to manufacturers, customer teams, and privateers—supporting a balanced grid, technical innovation, and long-term championship growth.

All figures are exclusive of VAT and subject to the Sporting and Commercial Regulations of the series. Detailed financial, sporting, and technical terms are available on request in the La'Bergitla Series Commercial Terms.

APPENDIX 1: COMPETITION INFORMATION REQUIRED UNDER ARTICLE 9

A. SERIES & EVENT ADMINISTRATION

1. National Sporting Authority (ASN)

- Authority Name: _____
- Address: _____
- Telephone: _____
- E-Mail: _____

2. Event Organiser

- Organiser Name: _____
- Address: _____
- Telephone: _____
- E-Mail: _____

3. Competition Details

- Official Event Name: _____
- Date(s): _____
- Location: _____

4. Key Timings

- Administrative Checks Start: _____
- Scrutineering Start: _____
- Sporting Checks Start: _____
- Start Time(s) of Each Race:
 - Course 1: Date _____ Time _____
 - Course 2: Date _____ Time _____
 - (add more as needed)

5. Enquiries Contact

- Name: _____
- Address: _____
- Telephone: _____
- E-Mail: _____

B. CIRCUIT & TECHNICAL DETAILS

6. Circuit Information

- Location/Access: _____

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- Length of One Lap: _____
- Number of Laps: _____
- Reference Lap Time: _____
- Track Direction (e.g., clockwise): _____
- Pit Exit Location: _____
- Start Line Location: _____
- Finish Line Location: _____
- Start-Finish Line Offset (if applicable): _____
- Pole Position (left/right): _____
- Maximum Pit Lane Speed Limit: _____
- Maximum Number of Cars (track licence): _____
- Starting Mode (e.g., rolling/standing): _____

7. Key On-Site Locations

- Stewards' Office: _____
- Race Director's Office: _____
- Series Office: _____
- Sporting Checks: _____
- Scrutineering, Flat Area & Weighing: _____
- Parc Fermé: _____
- Briefing Room: _____
- Official Notice Board (digital/physical): _____
- Winner's Press Conference: _____
- Press Centre: _____
- Media Accreditation: _____
- Tyre Parc Fermé: _____

C. ADDITIONAL EVENT INFORMATION

8. Event-Specific Operations

- Cars & Freight Availability: _____
- Charging Times (battery & energy infrastructure): _____
- Shakedown Sessions: _____
- Curfew Details: _____
- Tyre Parc Fermé Procedures: _____

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9. Trophies & Special Awards

- Supplementary Trophies: _____
- Special Awards: _____

10. Appointed Officials (by ASN/Organiser)

- Stewards: _____
- Clerk of the Course: _____
- Event Secretary: _____
- Chief Scrutineer: _____
- Chief Medical Officer: _____
- Rescue Chief: _____

11. Other Event-Specific Provisions

- Protest Fee: £ _____
- Appeal Fee: £ _____
- Right of Review Fee: £ _____
- General Medical Information: _____
- Medical Centre Location: _____
- Medical Centre Telephone: _____

Note:

All information above must be completed and published in the Supplementary Regulations or Event Programme at least [X] days prior to the event.

PART B — EVENT OFFICIALS

(To be completed and published by the Organising Authority or Appointed Series Officials)

- **Chairperson of the Stewards:** _____
- **2nd International Steward:** _____
- **Driver Adviser to the Stewards:** _____
- **Race Director:** _____
- **Deputy Race Director:** _____
- **Starter:** _____
- **Stewards' Secretary:** _____
- **Technical Delegate:** _____
- **Technical Delegate (Electronics):** _____
- **Deputy Technical Delegate:** _____
- **Medical Delegate:** _____
- **Press Delegate:** _____
- **Pit Lane Delegate:** _____
- **Series Observer:** _____
- **Safety Car Driver:** _____
- **Chief Timekeeper:** _____
- **Sporting Delegate:** _____
- **Other Appointed Officials (list as needed):** _____

PART C — DETAILED EVENT TIMETABLE

(Attach or insert full event timetable here, including all sessions, briefings, scrutineering, track activity, support events, and curfews. The timetable should be approved by the Organising Authority and published in advance.)

PART D — ORGANISATION AGREEMENT & SANCTION

- **Organisation Agreement:**
 - A copy of the Organisation Agreement, including commercial, regulatory, and sporting terms, is available upon request from the Event Secretary or Series Management.
- **Series/ASN Sanction:**
 - Official sanctioning and approval details, including any applicable national or international series visa or permit numbers, must be indicated here.
 - **Event/Series Visa or Permit Number:** _____

Note:

All officials must be appointed and confirmed prior to the publication of the Supplementary Regulations. Any updates or changes must be communicated to competitors and teams via the official notice board or event communications channel.

APPENDIX 2: PODIUM CEREMONY

1. MASTER OF CEREMONIES

A Master of Ceremonies shall be appointed by the Organisers for every event.

This individual is responsible for the overall orchestration and timekeeping of the podium ceremony, coordinating the movements of all podium finishers, dignitaries, presenters, and technical staff.

The Master of Ceremonies ensures that each aspect of the ceremony—from the drivers' arrival from Parc Fermé to the national anthem, trophy presentations, and media transitions—runs according to the official schedule and established series protocol.

The Master of Ceremonies shall also liaise with television production, audio-visual teams, and security personnel to ensure seamless ceremony flow, proper dignitary introductions, and safety of all participants.

2. PODIUM

a) Rostrum and Dais

- The design, construction, and finish of the podium stage and dais must adhere to the official series' branding, safety, and accessibility guidelines, as approved in the technical manual and graphic standards book.
- A minimum clearance of **120 cm** must be maintained between the edge of the winner's dais and any podium barrier or retaining wall, providing an unobstructed walkway for presenters and finishers.
- The dais must include clearly marked standing positions for each dignitary presenting a trophy, as well as for the drivers and team representative.
- Each trophy is to be displayed in advance on a separate, branded plinth or pedestal, positioned for ease of presentation and camera visibility.
- The podium must be accessible for drivers and presenters, with non-slip stairs or ramps compliant with accessibility requirements.

b) Flags

- National or team flags shall be displayed in a digital format (16:9 aspect ratio) using a high-resolution screen above or behind the podium.
- Flag graphics must match the nationalities of the winning lead driver and the winning team, confirmed before the ceremony, and be displayed during the anthem and trophy presentation.
- In the event of a team comprised of multiple nationalities, the series will determine the appropriate flag protocol in advance, ensuring respect for all participants.

c) Floor

- The podium floor must be constructed of level, reinforced materials capable of safely supporting all participants, trophies, and equipment.
- A **non-slip vinyl** or equivalent high-grip surface must be fitted across the entire stage and accessways to ensure driver and presenter safety, even in wet conditions.
- Branding elements, such as series logos or title sponsors, may be integrated into the floor design in accordance with the series' visual identity guidelines.

3. ANTHEMS

- The national anthem of the winning driver's country and the anthem or theme of the winning team (if different) will be played in full.
- Nationalities and anthem selections must be verified in advance with the Organiser and any relevant governing body.
- A professionally installed sound system must provide clear, broadcast-quality audio, ensuring the anthems are audible to all attendees and for international TV transmission.
- Music appropriate for celebration (series theme, partner tracks, etc.) should be played immediately after the official anthems and during the traditional podium festivities (e.g., champagne celebration).
- The podium ceremony should be narrated with a live commentary, either by the Master of Ceremonies or a designated presenter, broadcast to the venue and on international feeds. The presenter's location may be off-camera, at the discretion of the organisers.

4. TROPHIES

a) Awarded Trophies

- Trophies shall be presented to:
 - The winning driver(s) (all registered drivers on the winning car in the case of multi-driver teams)
 - The second-placed driver(s)
 - The third-placed driver(s)
 - The team representative of the overall winning team

b) Trophy Requirements

- Trophy design is at the discretion of the Organisers, but must visibly reflect the status, tradition, and innovation of the championship.
- Trophies must display:
 - The official series or event logo
 - The full official name of the Competition and/or the event's title sponsor
 - The position (1st, 2nd, 3rd, or "Winning Team")
- The winner's trophy shall be larger or otherwise visually distinct from those for second and third place.
- The trophies for second and third place may share a common design.
- Maximum individual trophy weight: **5 kg**; all trophies must be robust, easy to handle, and secure for transportation.

5. CEREMONY SCENARIO & PODIUM PERSONNEL

- Only persons formally listed by the Master of Ceremonies—podium finishers, presenters, dignitaries, and technical staff—are permitted on the podium during the ceremony.
- No unauthorised persons, security, or guests are allowed on the podium at any time. All access is by prior accreditation only.
- The names and titles of dignitaries and presenters will be confirmed in advance and announced at the appropriate moment during the ceremony.
- The Master of Ceremonies may accompany or assist presenters and will remain on the same side of the podium as the dignitaries and winners for smooth handover of trophies.
- The entire ceremony should be choreographed in advance, and dignitaries, presenters, and winners briefed on protocol and positions.

6. TELEVISION BROADCAST

- TV cameras must be installed directly opposite the podium at a height level with the stage, providing a clear, unobstructed view of all celebrations, presentations, and interviews.
- Additional cameras may be positioned at podium level and in Parc Fermé for live shots of the drivers' arrival and the trophy handover.
- The live TV broadcast feed will be coordinated by the Organisers, with direct liaison between the TV director and Master of Ceremonies.

7. PARC FERMÉ PROCEDURE

- The designated Parc Fermé area must be as close as possible to the podium stage—ideally immediately beneath or adjacent—with direct, secure access for drivers and staff.
- Upon race completion, all podium finishers must proceed without unnecessary delay from Parc Fermé to the podium, as directed by staff.
- An individual nominated by the Organisers and in radio contact with the Master of Ceremonies is responsible for escorting podium finishers to the stage.
- Only authorised officials and accredited media may approach the drivers before official TV interviews are concluded.
- Series or partner-branded caps must be distributed to drivers before they step onto the podium for televised images.
- If a podium-finishing driver is stranded on circuit at the end of the race, a course car must be dispatched immediately for collection and direct transfer to the podium area.

8. PRESS ROOM & MEDIA DUTIES

- Immediately following TV interviews on the podium, all podium-finishing drivers and the winning team representative must proceed directly to the press room for scheduled media interviews.
- The press room will be signposted and located for swift access from the podium.
- Drivers must remain in their official race suits and caps for all media duties.

9. WATER, TOWELS, AND HATS

- Three (3) water bottles, three (3) towels, and three (3) series or partner-branded caps must be provided at the Parc Fermé location for the drivers.
- If the Parc Fermé and podium are not co-located, a duplicate set of these items must be available at the podium to ensure drivers' comfort and branding integrity.
- No drinks other than water are permitted in Parc Fermé or in the press/interview rooms.

10. PODIUM PROTOCOL AND REHEARSALS

- A detailed, event-specific ceremony procedure document will be prepared and distributed to all staff, presenters, and key participants prior to the event.
- All individuals with a role in the ceremony (drivers, dignitaries, presenters, team representatives, production staff) will be required to attend a short rehearsal or protocol briefing prior to the event, ensuring familiarity with the sequence and timing.
- The Organisers reserve the right to adjust podium ceremony timings and personnel as required by live broadcast schedules, weather, or force majeure.

End of Appendix 2

APPENDIX 3: ORGANISATION RULES

CONTENTS

1. Duties & Authorities
2. Advertising Spaces & Championship Rights
3. PR & Promotion
4. Passes
5. Paddock
6. Accident Data Recorder (ADR)
7. Telemetry Systems
8. Websites & Digital Access
9. Forms & Applications
10. Official Advertising & Branding

1. DUTIES & AUTHORITIES

The Series Operations Director is appointed by the Championship Promoter in consultation with the ASN and serves as the principal liaison for all Competitors, Drivers, and official partners of the La’Bergitla Endurance Series.

Key Responsibilities:

- **Administrative Coordination:** Organise all administrative checks, submit documentation, and act as the primary point of contact for Event Organisers and Promoters.
- **Official Testing & Track Operations:** Plan and execute all official Series test sessions, including venue allocation and technical support.
- **Pass & Accreditation Management:** Issue all team and guest passes, parking permissions, and other accreditations according to the official access policy.
- **Paddock & Garage Allocation:** Assign and coordinate all team paddock spaces, garages, and support zones in collaboration with local event staff, ensuring optimal operational flow and safety.
- **Communication & Briefings:** Disseminate all official communications, bulletins, and race information to teams, Drivers, and Officials.
- **Hospitality Coordination:** Oversee Series hospitality services for teams, drivers, sponsors, and VIP guests.
- **Promotional & Sponsorship Activities:** Coordinate all championship-wide promotional events, sponsor activations, and hospitality programming.
- **Media & Broadcast:** Engage with media partners, coordinate with broadcast production, and deliver post-event analytics and reporting.

The Series Operations Director is empowered to issue official instructions, resolve disputes on-site, and ensure regulatory compliance at all times.

2. ADVERTISING SPACES & CHAMPIONSHIP RIGHTS

All on-car, on-driver, and on-team advertising must comply with the legal requirements of the host country and Series Branding Guidelines.

2.1 On-Car and Driver Branding:

- All liveries and driver suits must conform to the Series' official branding manual (see Appendix 4).
- Both drivers in a team must wear substantially the same livery and overalls design.
- Special event or commemorative liveries require prior approval from the Series Promoter.

2.2 Onboard Camera & Media Rights:

- The Series Promoter reserves the right to fit one or more on-board cameras and audio devices to any car, provided all safety standards are met.
- No additional in-car cameras are permitted except those authorised by the Series Promoter and Technical Delegate.
- Placement of official stickers or digital branding (e.g. dashboard position for driver-facing camera) is at the discretion of the Series Operations Director.

2.3 Podium & Grid Advertising:

- All podium branding, backdrop, and dignitary signage must be approved in advance by the Series Promoter.
- Grid board, grid crew, and any pre-race display attire or props are subject to the approval of the Series Promoter.

2.4 Merchandising & Licensing:

- Use of the Series logo, event titles, and other championship marks for merchandising or any commercial purpose requires prior written consent of the Series Promoter.

2.5 Rights & Revenues:

- All media, audio/visual, and sponsorship rights are the property of the Series Promoter (and ASN as applicable).
- The Promoter reserves the right to alter, assign, or create new commercial rights or advertising spaces, subject to fair notification and ASN approval where required.

3. PR & PROMOTION

- **Team & Driver Media:** All Competitors must submit up-to-date team and driver profiles, images, and promotional assets by the annual deadline set by the Series.
- **Event Participation:** All registered drivers and nominated team representatives must, when requested, attend official Series activities—such as photo sessions, autograph signings, community engagement, and fan forums—at no cost.
- **Media Availability:** Podium finishers and key drivers must remain available for up to 60 minutes for media or virtual appearances the week after each event, and as requested for end-of-season activities.

- **Consent & Image Rights:** Entry in the Series constitutes agreement by all Drivers, Teams, and sponsors for the unrestricted use of their image, team branding, and racing content in all Series marketing, promotional, and media channels, including digital, social, broadcast, and merchandising.
- **Obligatory Events:** Each team must participate with at least one car or driver at three official promotional events per season, if so, requested by the Series.
- **Official Data:** All official timing, telemetry, and performance data generated during the Series are the property of the Promoter and may be used for marketing, reporting, and media.

4. PASSES

4.1 General Conditions:

- Only the Series Operations Director may issue or revoke paddock, pit lane, grid, and parking passes.
- All personnel, guests, and contractors must wear their Series pass visibly at all times; passes are strictly personal and non-transferable.
- The exchange, duplication, or falsification of passes is prohibited and will result in immediate removal and possible further sanctions.
- Pass numbers and distribution for each event will be notified in advance; additional or special passes (e.g., grid, pit wall) are at the sole discretion of the Series Promoter.

4.2 Distribution:

- Each entered driver and reserve receives a personal and guest pass.
- Teams must submit a full list of all personnel and their designated pass allocations.
- Full pass policies and visual samples are available in Appendix 6.

5. PADDOCK

5.1 Team Facilities & Services:

- Only service providers approved by the Promoter may operate in the paddock or supply team areas.
- Paddock access and setup times are controlled and communicated before each event.
- Standard team paddock allocation: up to 15.0 x 10.0 metres (w x d) per entered car or equivalent, at no extra cost.
- Area assignments and locations are managed by the Series Operations Director in consultation with local Organisers.

5.2 Public Engagement & Hospitality:

- Teams are encouraged to keep service tents or boxes open to fans during official event times.
- Dismantling or closing of service areas before the official end of event without authorisation is prohibited and may result in penalties.
- Damage to infrastructure during setup/teardown is the responsibility of the team and may result in charges by the circuit or promoter.

5.3 Official Series Hospitality:

- All teams receive a baseline allocation of hospitality passes for the season (minimum four, typically two per driver and two for team officials), invoiced after each round.
- Sponsors and partners may activate additional hospitality areas, stands, or displays with approval and in accordance with hospitality guidelines.

6. ACCIDENT DATA RECORDER (ADR)

- The use of an approved Accident Data Recorder (ADR) is mandatory at all official events.
- The device must be obtained from the appointed Series supplier and installed as specified in the Technical Regulations.
- Data from the ADR may be used for accident investigation and safety analysis by the Promoter, ASN, and Regulator.

7. TELEMETRY SYSTEMS

- The official telemetry system (as specified in the Technical Regulations, e.g., MMM Telemetry or other supplier) must be installed in every competing vehicle.
- Telemetry data is property of the Promoter and is subject to series data privacy and competition integrity standards.
- Unauthorised use or dissemination of telemetry data outside the Series is prohibited.

8. WEBSITES & DIGITAL ACCESS

- The official Series digital noticeboard, timing, and live data are available via the official Series website or results portal (URL to be communicated annually).
- The official digital technical passport and documentation hub will be made accessible to Competitors and Officials through a secure link.
- All teams are required to monitor and respond to official digital communications throughout the season.

9. FORMS & APPLICATIONS

- Standard Series forms are available on request or via download, including:
 - Paddock Logistics Form
 - Private Testing Application
 - Accident Confirmation Report
 - Hospitality Pass Request
 - Technical Derogation Application

10. OFFICIAL ADVERTISING & BRANDING

- All vehicles, driver suits, and team apparel must comply with the Series' official Branding Manual (Appendix 4) at all times, unless derogation is granted in writing.
- All advertising materials, including stickers and badges, are the responsibility of the team; official files are supplied by the Promoter.
- Compliance will be checked at all events; failure to meet branding requirements at any stage (including pre-season or testing) may result in penalties or loss of points.
- All mandatory Series, title sponsor, and championship partner branding must be displayed as prescribed.
- Reserved or unallocated branding areas must remain clear unless assigned by the Promoter.
- The Promoter reserves the right to alter or supplement advertising spaces at its discretion with due notice to teams.

End of Appendix 3

APPENDIX 5: ATTACK MODE

1. OVERVIEW & PRINCIPLE

Attack Mode is an innovative, optional race feature, unique to The Automobili La’Bergitla Endurance Series, created to promote overtaking, strategic flexibility, and spectator excitement. The mechanism allows drivers temporary access to increased power output, compelling teams to weigh tactical risk versus reward in pursuit of competitive advantage. Attack Mode protocols are set out in this Appendix and in all relevant Series Technical Bulletins.

2. SYSTEM ARCHITECTURE

Activation:

The Attack Mode system must be armed by the driver using a dedicated push button on the steering wheel, directly interfaced with the official Series event data logger. System wiring and activation logic must comply with Series Technical Regulations and be available for inspection at all times.

Data & Communication:

All system signals and status data (arming status, activation status, loop crossing, timing, etc.) are to be broadcast on the nominated CAN2 channel, using the message structure specified by the Series Organisers.

Security & Integrity:

Attack Mode systems, wiring, and event logger interfaces must be sealed and tamper-proof, with any modification, bypassing, or interference subject to disqualification and further penalties.

3. ACTIVATION PROCEDURE

Arming:

Each car may arm Attack Mode a maximum of five (5) times per race. Arming is strictly limited to a five (5) second window immediately prior to entering the first Attack Zone loop on each attempted activation.

Activation Zones:

Circuits will incorporate up to three (3) Attack Loops, each precisely mapped and identified in the Event Supplementary Regulations. To achieve a valid activation, the car must traverse the armed Attack Loop(s) as specified for that race. Incorrect sequence, failure to arm, or timing errors will result in forfeiture of that activation attempt.

Maximum Activations:

Each car is limited to a maximum of two (2) successful Attack Mode activations per race, unless explicitly altered in Supplementary Regulations for a given event. Unused armings are not transferable between cars or drivers.

Activation Feedback:

Visual and/or auditory confirmation must be provided to the driver via the car dashboard or steering wheel display, indicating a valid arming, successful activation, and countdown timer for High Power Mode.

4. PERFORMANCE PARAMETERS

Power Output:

When Attack Mode is successfully activated, the permitted power output increases to 350 kW (“High Power Mode”). The vehicle must revert to the standard maximum output of 300 kW once the activation timer has expired.

Duration & Scenarios:

The duration of each activation (“tHighPowerModeTimer”) is determined by the pre-selected time split scenario and validated by the Series logger before the start of the race.

Example scenarios:

- Scenario 1: 2 minutes (activation 1) + 6 minutes (activation 2)
- Scenario 2: 4 minutes + 4 minutes

The Organisers will confirm the available scenarios and time splits for each event in advance.

End of Activation:

Once the activation timer reaches zero, all Attack Mode parameters are automatically reset, and the car's power output must revert to the baseline level. Any attempt to extend High Power Mode beyond the permitted time will be grounds for immediate investigation.

5. STRATEGY, DRIVER INPUT, AND SCENARIO SELECTION

Scenario Selection:

Prior to the first Attack Mode activation, each team/driver must declare their selected time split scenario via the nominated input protocol (typically via steering wheel interface). Once a scenario is selected and the first activation is executed, this choice is locked for the remainder of the race.

Free Practice & Qualifying:

Attack Mode is unrestricted during these sessions: unlimited armings and activations are permitted, and time/power settings may differ from the race configuration, as set out in the session-specific bulletins.

Strategic Considerations:

Activation timing, location, and the tactical risk of losing track position in the Attack Zone are fundamental to endurance race strategy. Teams are responsible for ensuring compliance with all procedural and sporting rules when deploying Attack Mode.

6. SAFETY CAR (SC), FULL COURSE YELLOW (FCY), AND YELLOW FLAG CONDITIONS

Attack Mode Suspension:

If any sector containing an Attack Loop is placed under Safety Car or Full Course Yellow conditions, the relevant Attack Loops will be automatically disabled by the Series logger, and activation will be impossible until normal green flag conditions resume.

Yellow Flag Protocol:

Should any part of the Attack Zone fall under yellow flag or local yellow, teams and drivers remain fully responsible for not arming or activating Attack Mode in such circumstances. Physical marshal flags always override electronic instructions.

Race Control Authority:

Race Control reserves the right to suspend, modify, or withdraw Attack Mode for any car, driver, or the entire field at any time on the grounds of safety or sporting fairness. Decisions of Race Control are final and non-negotiable.

7. SYSTEM DATA, MONITORING, AND POST-RACE COMPLIANCE

Event Logging:

All Attack Mode activity—including armings, activations, loop crossings, timer values, and scenario declarations—must be continuously recorded on the official Series event logger. This data will be used for post-race technical checks and regulatory enforcement.

Tampering & Manipulation:

Any unauthorised alteration or interference with Attack Mode controls, logger interface, or activation logic is strictly prohibited and will result in severe sporting and technical penalties, up to and including exclusion from the results.

8. BATTERY (RESS) AND POWER REGULATIONS

Compliance:

The use of Attack Mode must always adhere to current Series powertrain regulations, including all battery (RESS) limits, discharge rates, and event-specific technical restrictions as communicated by the Series or the official battery supplier.

Technical Bulletins:

Supplementary powertrain guidance, battery usage restrictions, or Attack Mode-specific updates may be issued by the Series Technical Delegate prior to each event and are binding on all entrants.

9. GENERAL CONDITIONS & AMENDMENTS**Series Discretion:**

The Organisers may revise the number of permitted armings/activations, power levels, time splits, or operating procedures for Attack Mode at any time, provided such changes are published via Supplementary Regulations ahead of the affected round.

Clarification & Dispute Resolution:

All questions regarding Attack Mode operation, compliance, or interpretation shall be resolved by the Stewards or Technical Delegate. Their decisions are final and binding.

Championship Supremacy:

This Appendix supersedes any prior guidance, technical memo, or advisory notes regarding Attack Mode. It is binding for all competitors and teams in The Automobili La'Bergitla Endurance Series.

Notification:

Any event-specific variations or clarifications will be communicated through official bulletins or Supplementary Regulations.

APPENDIX 6: PASSES

1. PURPOSE & SCOPE

This Appendix establishes the official pass system for The Automobili La’Bergitla Endurance Series, defining roles, access permissions, and operational security for all personnel, teams, guests, and partners. The aim is to ensure only properly accredited individuals may enter restricted, live, or working areas at any time.

2. GENERAL CONDITIONS

- Passes are strictly personal, non-transferable, and valid only for the accredited individual and function.
- Passes must be **visibly worn at all times** within the paddock, garage, pit lane, grid, or other restricted zones.
- The forging, copying, or misuse of passes (including lending or unauthorized access) is strictly prohibited and subject to immediate ejection and further sanctions.
- Security and event staff have the right to request ID and conduct spot checks at any time.

3. PASS TYPES AND ACCESS LEVELS

A) Team Working Pass

- **Colour:** Yellow (or as specified)
- **Eligible Roles:**
 - Mechanics, Engineers, Team Manager, IT, Technical Director, Technical Manager, Sporting Manager, Manufacturer Support, Team Principal, Logistics Coordinator, Travel/Team Coordinator, Driver Support, PR, Team Media, Team Doctor, Physio.
- **Access:** Paddock, garage (front and back), technical area, live pit lane, grid (with correct armband for assembly), timing/IT rooms.
- **Front-of-Garage/Technical Area (Live Track):** Permitted **only** for those roles listed above and only when on duty and signed on for the session.
- **Pit Lane (Live Session):** Permitted with working armband; strict compliance with pit lane safety and attire regulations is mandatory.

B) Guest Pass

- **Colour:** Blue (or as specified)
- **Holders:** Team guests, partners, sponsors.
- **Access:** Designated viewing zones, hospitality, paddock guest areas.
- **Restrictions:** **No access** to garage, pit lane, grid, or technical areas during live sessions.

C) Supplier/Contractor Pass

- **Colour:** Orange armband (for working suppliers)
- **Eligible Roles:** Series partners, official technical/logistics providers.
- **Access:** Back of garage, logistics compounds, and specified technical or IT areas only as required by contract.

- **Restrictions:** No access to live pit lane or front-of-garage unless issued a working armband for the relevant session.

D) Media Pass

- **Colour:** Red (or as specified)
- **Holders:** Accredited journalists, photographers, TV crew.
- **Access:** Media centre, mixed zone, viewing gantries, paddock, pre-approved garage tours (with escort).
- **Restrictions:** No working on cars, no access to live technical area or pit lane except by special armband or tabard, and only for pre-approved broadcast activities.

E) Grid Access / Grid Procedure Armband

- **Issued for grid assembly and pre-race procedures only.**
- **Eligible:** Selected team members (roles as above), key media, VIPs (for ceremonies only, not working areas).
- **Access:** Grid, as specified, within a set time before race start.
- **Restrictions:** Only working team staff with both pass and armband may touch or work on cars during grid procedure.

4. LIVE TECHNICAL & PIT LANE ACCESS: ROLES & RULES

Access to restricted, live track areas (front of garage, technical area, pit lane) is strictly limited to:

- Mechanics
- Engineers
- Team Manager
- IT/Data Staff
- Technical Director
- Technical Manager
- Sporting Manager
- Manufacturer Support Personnel
- Team Principal
- Logistics Coordinator
- Travel/Team Coordinator
- Driver Support
- PR/Team Media
- Team Doctor
- Physio

Key Rules:

- All personnel must be signed on and listed on the official team entry for each session.
- Appropriate attire, PPE, and armbands are mandatory.
- Only essential staff are permitted in live working areas to ensure operational safety and regulatory compliance.

5. ACCESS MATRIX

Area	Team/Working	Guest	Supplier	Media	Grid Armband
Paddock	Yes	Yes	Yes	Yes	No
Garage (back/IT/logistics)	Yes	No	Yes	Escort	No
Garage (front/live technical)	Yes*	No	No	No	No
Pit Lane (live session)	Yes*	No	Yes**	No	No
Grid (assembly)	Yes*	No	Yes**	By approval	Yes
Viewing/Hospitality	Yes	Yes	Yes	Yes	No

* For working roles only, with correct pass and armband.

** Only with specific operational need and issued working armband.

6. ENFORCEMENT & SANCTIONS

- Any breach, misuse, or unauthorized presence will be reported to the Stewards and may result in immediate pass withdrawal, exclusion from the event, and disciplinary action for the individual and their team.
- Series Organisers, Security, and Marshals have full authority to enforce pass rules at all times.

7. PASS ISSUE & ADMINISTRATION

- Passes distributed during accreditation; teams must submit a full list of names/roles prior to each event.
- Lost passes must be reported immediately for deactivation and re-issue (subject to admin fee).
- Repeat loss, misuse, or attempts at fraudulent access may result in permanent withdrawal.

8. SPECIAL NOTES

- No minors (under 16) in restricted or live areas at any time.
- Updated pass/access rules will be communicated in Supplementary Regulations or Event Bulletins before each event.