

# GENERAL PRESCRIPTIONS APPLICABLE TO ALL FIA CHAMPIONSHIPS, CHALLENGES TROPHIES AND CUPS AND TO THEIR QUALIFYING EVENTS RUN ON CIRCUITS

*(Except for the Formula One World Championship)*

Each time the word "Championship" is used in these present General Prescriptions, the expression automatically includes the FIA Championships, FIA Challenges, FIA Trophies and FIA Cups, as well as the Regional Championships.

## 1. Application of the General Prescriptions

A. All Regulations of events qualifying for the FIA Championships (Events) shall comply with the International Sporting Code (the Code) and its Appendices, the FIA Official Bulletins, the present General Prescriptions (the Prescriptions), and the Regulations of the Championship (Regulations) of which the Event forms part.

In the event of differences between these various texts, the Code will take precedence.

B. Only the FIA may grant waivers to the above-mentioned Prescriptions and Regulations.

## 2. Status of Events

An Event must have full international event status and be entered on the international sporting calendar.

## 3. Eligible vehicles

Save for hill-climbs, only vehicles of the groups or the formulae specified in the Regulations can be admitted to an Event.

## 4. Registration of Events

A. All applications for the inclusion of an Event in a Championship must reach the FIA Secretariat before the deadline set by the FIA.

B. The Events of a Championship shall be separated by at least two weeks. The FIA reserves the right to shorten or increase the interval according to the special circumstances prevailing.

C. Any ASN wishing to apply for a new Event to be included in a Championship shall notify the FIA who will nominate at least one FIA observer to be present at the event organised during the year preceding the one in which the Event is to be entered on the international sporting calendar.

## 5. Stewards of the meeting, FIA delegates

Amongst the stewards of the meeting, the number of which shall always be odd, there shall be at least two stewards of a nationality different from that of the organiser. Also, the FIA may appoint a technical delegate who shall be responsible for scrutineering and shall have full authority over the national scrutineers. The FIA may appoint other delegate(s) whose names must be included in the regulations.

## 6. Cancellation or moving of an Event

A. The cancellation of an Event shall be notified to the FIA at least three months prior to the date for which the Event was scheduled.

B. The FIA may designate a replacement for a cancelled Event giving priority to any reserve Events.

C. Cancellation of an Event with less than 3 months notice may entail refusal of the entry of the Event in the Championship for the following year, except in cases of force majeure accepted by the FIA.

## 7. Publication of the Regulations

A. The regulations for an Event shall reach the FIA Secretariat for approval, through the relevant ASN, no later than three months prior to the starting date of the Event, after having been approved by the ASN of the organising club. The regulations must be published at least two months before the start of the Event and one month prior to the closing date for entries. Copies of the approved regulations shall also be sent, as soon as

published, to the ASNs of the clubs organising the other Championship Events. The regulations together with all bulletins and official notices shall be published at least in English and in French. One of these two texts will be specified in the regulations as the authentic version.

B. The regulations of the Event must comply with the Code, with these Prescriptions and with the Regulations concerned, except in cases where a waiver has been granted by the FIA.

C. Organisers must state in their regulations if there are any problems with the importation of competition vehicles or spare parts.

D. Any amendment or additional provision to the regulations of an Event may only be announced in accordance with it and the Code by dated and numbered addendum which will be an integral part of the Event regulations.

E. Any addendum to the regulations published before the opening date for entries, shall also be published at least in English or in French and two copies shall be sent to the FIA Secretariat for approval, after submission to the ASN.

These addenda will be posted on the official notice board and will also be communicated to the competitors who must acknowledge receipt by signature, save in case of force majeure duly recognised as such by the stewards.

## 8. Acceptance of Entries

A. Notwithstanding Article 74 of the Code, which authorises the organiser of an Event to refuse an entry, no organiser may refuse the entry of a competitor who has scored at least 30% of the total points obtained by the leader of the provisional Championship classification; for the first Event of the year, the final classification of the previous year's Championship will apply.

B. In the regulations of the Event, the organiser may state the minimum number of entered cars. If that number is not reached, the organiser may cancel the Event after obtaining the FIA's approval.

## 9. Competition Numbers

Each car will carry the competition number of its driver(s). Competition numbers must be on the car for inspection during scrutineering.

## 10. Scrutineering and sporting checks

A. During the initial sporting checks and scrutineering, which will take place at the times and places specified in the Regulations or the regulations of the Event, the competitor must have available all the required documents.

B. Unless a waiver is granted by the stewards, competitors who do not keep to the set time limits will not be allowed to take part in the Event.

C. No competitor, driver or other person concerned with a car can be required to sign any waiver or other document unless this requirement is explicitly stated in the regulations.

D. The clerk of the course or the chief medical officer can require a driver to have a medical examination at any time during an Event.

E. No car may take part in an Event until it has been passed by the scrutineers.

F. The scrutineers may:

a) check the eligibility of a car or of a competitor at any time during an Event,

b) require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,

c) require a competitor to pay the reasonable expenses which exercise of the powers mentioned herein may entail,

d) require a competitor to supply them with such parts or samples as they may deem necessary.

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

H. The clerk of the course may require that any car involved in an accident be stopped and checked.

I. Checks and scrutineering shall be carried out by duly appointed officials who shall be responsible for the operation of the parc fermé and who alone shall be authorised to give instructions to the competitors.

J. The stewards will publish the results for each car scrutineered and, if required, make them available to other competitors. These results will not include any specific figure except in respect of fuel analysis or where a car is found to be in breach of the Technical Regulations.

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

#### 11. Parc fermé

A. Only those officials charged with supervision may enter the parc fermé. No intervention of any kind is allowed there unless authorised by such officials.

B. Parc fermé regulations will apply in the area between the start/finish line (the Line) and the parc fermé entrance for Events run on circuits.

C. The parc fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it.

#### 12. Weighing (except for Historic Events)

A. The weight of any car may be checked during the Event as follows:

a) During and after qualifying practice.

1) At the pit entrance, the organiser will provide a flat horizontal surface measuring 6m x 3m, which will be used for the weighing procedure.

2) All drivers entered in the Event will be weighed, wearing their complete racing apparel, during the Event. The weights of the drivers will then be entered into a software programme which is under the control of the FIA technical delegate.

3) During qualifying practice, this software programme will also select cars at random to undergo the weighing procedure. The FIA technical delegate will inform the driver by means of a red light at the pit entrance that his car has been selected for weighing.

4) On seeing the red light, the driver will proceed directly to the weighing area and stop his engine.

5) The car will then be weighed and the result given to the driver in writing.

6) If the car is unable to reach the weighing area under its own power, it will be placed under the exclusive control of the marshals who will take the car to be weighed.

7) A car or driver may not leave the weighing area without the consent of the FIA technical delegate.

b) After the race:

Each car crossing the Line will be weighed.

If a car is weighed without the driver, the weight determined under 2 above will be added to give the total weight required by the Technical Regulations.

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

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

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

B. Any breach of these provisions for the weighing of cars may result in the exclusion of the relevant car.

#### 13. General Safety

A. Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary

in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

B. During practice and the race, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.

C. If a car stops during practice or a race (except under Article 17 l c) and d) ), it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to help; however, if any assistance is given which causes the engine to start, the car will be excluded from the results of the qualifying practice or race during which the assistance was given. A driver who abandons a car must leave the steering wheel with the car.

In cases where a practice session is divided into two parts separated by an interval, all cars abandoned on the circuit during the first part may be brought back to the pits during the interval and may participate in the second part.

D. Repairs to a car may be carried out only in the paddock and pits and on the grid before the start.

E. If refuelling is allowed, it may only be carried out in the pits or on the starting grid until the 5 minute board is shown.

F. Save as specifically authorised by the Regulations or by the Code, no one except the driver may touch a stopped car unless it is in the pits or on the starting grid.

G. When the track is closed by race control during and after practice and after the showing of the green flag, no one is allowed on the track except the marshals in the execution of their duty and the drivers when driving, or under the direction of the marshals and the mechanics during the formation lap, until all relevant cars, whether mobile or not, have arrived in the parc fermé.

H. During a race, the engine may only be started using the starter, except in the pit lane where the use of an external starting device may be allowed.

I. Drivers taking part in practice and the race must always wear the clothes and helmets specified in the Code.

J. A speed limit may be enforced in the pit lane during practice and reconnaissance laps. Any driver who exceeds this limit will be fined the sum specified in the Regulations.

K. If a driver has serious mechanical difficulties during practice or the race, he must leave the track as soon as it is safe to do so.

L. The car's lights and/or the car's red rear light and/or rear fog lights must be illuminated at all times when it is running on treaded tyres and/or on a track that has been declared wet. The technical delegate may check the light at any time until 15 minutes before the green flag. No penalty will be imposed if the light fails during a race, nor need the car be stopped.

M. If a driver is involved in a collision, he must not leave the circuit without the consent of the stewards.

N. Throughout practice there will be a green/red light at the pit exit. Cars may only leave the pit lane when the green light is on.

O. During the race, drivers leaving the pit lane will do so on their own responsibility. However, a flashing blue light or a stationary blue flag will warn of cars approaching.

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

Q. Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.

#### 14. Practice

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

B. No driver may start the race without having taken part in a qualifying practice session.

C. The interval between the end of the non-qualifying practice sessions and the start of the qualifying practice sessions on the same day will be given in the Regulations. Any delay in ending the first session must result in an identical delay in starting the second session. Only in the most exceptional circumstances can a delay in starting the non-qualifying practice session or some other difficulty on race morning result in a change to the starting

time of the race. The minimum interval between the last qualifying practice session and the start of the race must be 18 hours.

D. The clerk of the course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. In the case of non-qualifying practice only, the clerk of the course with the agreement of the stewards may decline to prolong the practice period after an interruption of this kind. Furthermore, if, in the opinion of the stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled and may not be permitted to take part in any other practice session that day.

E. Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of the drivers.

F. All laps covered during the qualifying practice sessions will be timed to determine the drivers' positions at the start.

### 15. Briefing

A briefing will take place after the end of the last qualifying practice session or of the non-qualifying practice session on race day (Warm Up) in the location allocated for this purpose. All competitors (or their appointed representatives) and drivers of those cars which are eligible to take part in the race must be present throughout the entire briefing, under penalty of exclusion from the race.

### 16. Starting grid

A. At the end of the last qualifying practice session, the list of qualified cars will be officially published.

B. Only these cars will be allowed to start the race.

C. The final starting grid will be published after the Warm Up. Any competitor whose car(s) is/are unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the clerk of the course accordingly at the earliest opportunity and, in any case, no later than 45 minutes before the start of the race. If one or more cars are withdrawn, the grid will be closed up accordingly.

D. The grid will be drawn up in the order of the fastest time achieved by each driver taking both qualifying practice sessions into account. Should two or more drivers have set identical times, priority will be given to the one who set it first.

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

F. The rows on the grid should be separated by at least 8 metres. The exact distance will be given in the Regulations.

G. Access to the grid will close ten minutes before the time scheduled for the start of the race. After this time, any car which has not taken up its position on the grid will not be permitted to do so and must start from the pits.

H. Within the limits of the maximum number of cars allowed for the circuit concerned, up to 3 cars which did not achieve the required qualification minimum for reasons of force majeure may be authorised by the stewards to start the race. However, they may only be permitted to start on condition that :

- they do not eliminate cars which are already qualified,
- they are judged capable of achieving the qualification minimum,
- the drivers satisfy all safety requirements, including knowledge of the circuit.

Cars thus accepted will be placed at the back of the starting grid. The stewards of the meeting may also authorise drivers who have taken part in qualifying practice but failed to qualify for reasons of force majeure recognised as such by the stewards, to start the race, under the same conditions as above.

### 17. Starting procedure

A. The starting signal will be given by means of lights. During the start of a race, the pit wall must be kept completely free of people, with the exception of properly authorised persons wearing the appropriate passes.

B. 30 minutes before the time scheduled for the start of the race, the cars will leave the pits to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped. Should they cover more than one reconnaissance lap, they must compulsorily and at a greatly reduced speed use the pit lane between each of the laps, and may under no circumstances cross the grid.

C. 17 minutes before the starting time, a warning signal announcing the closing of the pit exit in 2 minutes will be given. 15

minutes before the starting time, the pit exit will be closed and a second warning signal will be given. Any car which is still in the pits may start from the pits, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position. Where the pit exit is immediately after the Line, cars will join the race when the whole field has passed the pit exit on its first racing lap. Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.

D. The approach of the start will be announced by signalling boards shown ten minutes, five minutes, three minutes, one minute and thirty seconds before the start. These boards will be accompanied by an audible warning and will have the following meanings:

a) Ten minute board: everybody except drivers, officials and team technical staff must leave the grid.

b) Five minute board: beginning of the count down.

c) Three minute board.

d) One minute board: engines will be started with drivers sitting in their cars. Team technical staff must then leave the grid.

e) Thirty second board: 30 seconds after this board, a green flag will be shown at the front of the grid whereupon the cars will begin a formation lap, maintaining their starting order with the pole position driver leading. During this formation lap, practice starts are forbidden and the formation must be kept as tight as possible. Passing is allowed only in order to maintain formation.

E. Any driver who is unable to start the formation lap must signal this (by raising his arm or opening his door). After all the other cars have started their formation lap, his mechanics may push the car on the track to start the engine under the supervision of the marshals. The car may then start its formation lap but is forbidden to pass any other moving car. If it will not start after repeated attempts, it must be pushed to the pit entrance or exit (as specified by the race director at the drivers' briefing) where the mechanics may attempt to start it.

F. Any car which fails to start or to maintain starting order throughout the formation lap must start the race behind the last line of the grid and must be stationary when the red light comes on. If this car is not stationary when the red light comes on, it must (on circuits where this is practicable) go into the pits at a reduced speed. It may then start from the pits as specified in Article 17 C above.

G. For races with a standing start, when the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running. A marshal holding a board bearing the car's race number will stand opposite each row of the grid. As soon as the car on his row has come to a halt, he will drop his board from view. Once all the cars have come to a halt and all the boards have been dropped from view, the starter will show a 5 second board, and 5 seconds later he will switch on the red light. At any time after the red light becomes visible, the race will be started by showing a green light. For races with a rolling start, the cars will be preceded by a Pace Car and followed by an intervention vehicle. At the end of the formation lap (or, where applicable, at the end of the last formation lap), the Pace Car will withdraw in front of the Line and at that moment, the car which has obtained pole position must drive at the same speed and the other cars must maintain their position until the start signal is given.

At the end of the formation lap, if the conditions so require, the clerk of the course will order the Pace Car to carry out one or more additional formation laps. Should such an additional formation lap be carried out, the start of the race will be considered to have been given at the end of the first formation lap.

H. If, after returning to the starting grid at the end of the formation lap, a driver's engine stops and he is unable to restart the car, he must signal this immediately and the marshal responsible for that row must immediately wave a yellow flag. If the start is delayed, a marshal with a yellow flag will stand in front of the car concerned to prevent it from moving until the whole field has left the grid. The driver may then follow the procedure set out in Articles 17 E and 17 F above. The other cars will maintain their grid positions and the vacant position(s) will not be filled. Should there be more than one driver in this situation, their new positions at the back of the grid will be determined according to their relative positions on the grid at the start of the formation lap.

I. If a problem arises when the cars reach the starting grid at the end of the formation lap, the following procedure shall be followed:

- a) If the red light has not been switched on, a red flag and a "start delayed" board will be shown at the Line.
- b) If the red light has already been switched on, the starter will show the red flag (leaving the red light on) and a "start delayed" board will be shown at the Line.
- c) In both cases a) and b), all engines will be stopped and the start procedure will recommence at the five minute point, with the race distance reduced by one lap. If, after the start, a car is immobilised on the starting grid, it shall be the duty of the track marshals to push it into the pit lane by the fastest route. If the driver is able to re-start the car whilst it is being pushed, he may rejoin the race.
- d) If the driver is unable to re-start the car whilst it is being pushed, his mechanics may attempt to start it in the pit lane. If the car then starts, it may rejoin the race. The driver and mechanics must follow the instructions of the track marshals at all times during such procedure.

J. Should Article 17 I above apply, the race will nevertheless count for the Championship no matter how often the procedure is repeated, or how much the race shortened as a result.

K. No refuelling will be allowed on the grid if more than one start procedure proves necessary under Article 17 I above.

L. A time penalty, which will be specified in the Regulations, will be imposed for any false start.

M. A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue.

N. Any variation in this start procedure must be indicated in the Regulations.

Any breach of the provisions of the Code or of these Prescriptions relating to the starting procedure may result in the exclusion of the car and driver concerned from the Event.

#### 18. Stopping the race or practice

A. Should it become necessary to stop the race or practice because the circuit is blocked as the result of an accident or because weather or other conditions make it dangerous to continue, the clerk of the course shall order a red flag to be shown at the Line. Simultaneously, red flags will be shown at all marshal posts. The decision to stop the race or practice can only be taken by the clerk of the course (or in his unavoidable absence, his deputy). When the signal to stop is given:

- a) during practice, all cars shall immediately reduce speed and proceed slowly back to their respective pits, and all cars abandoned on the track will be recovered;
- b) during a race, all cars shall immediately reduce speed and proceed slowly to the red flag line in the knowledge that:
  - the race classification will be that at the end of the penultimate lap before the lap in which the signal to stop the race was given,
  - race and service vehicles may be on the track,
  - the circuit may be totally blocked because of an accident,
  - weather conditions may have made the circuit undriveable at racing speed,
  - the pit lane will be open.

All cars must stop at the red flag line until directed by marshals to proceed to the grid, to enter the pit lane or to proceed to the parc fermé.

B. The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given:

Case A: Less than two full laps. If the race can be restarted, Article 19 A will apply.

Case B: Two or more full laps but less than 75% of the scheduled race distance (rounded up to the nearest whole number of laps). If the race can be restarted, Article 19 B will apply.

Case C: 75% or more of the scheduled race distance (rounded up to the nearest whole number of laps). The cars will be sent directly to the parc fermé and the race will be deemed to have finished when the leading car crossed the Line for the penultimate time before the race was stopped.

#### 19. Restarting a race

A. Case A:

- a) The original start shall be deemed null and void.
- b) The length of the restarted race will be the full scheduled race distance.

c) The drivers who are eligible to take part in the race shall be eligible for the restart either in their original car or in a spare car.

d) After the signal to stop the race has been given, all cars able to do so will proceed directly but slowly to the grid or pits as directed by the marshals.

e) The cars may be worked on.

f) Refuelling will be allowed until the five minute board is shown.

B. Case B:

a) The race shall be deemed to be in two parts, the first of which finished when the leading car crossed the Line for the penultimate time before the race was stopped.

b) The length of the second part will be three laps less than the scheduled race distance, less the first part.

c) The grid for the second part will be a standard grid with the cars arranged in the order in which they finished the first part.

d) Only cars which took part in the first start will be eligible and then only if they returned to the grid or pits under their own power by an authorised route.

e) No spare car or reserve will be eligible.

f) The cars may be worked on.

g) No refuelling or removal of fuel will be allowed.

h) If the race was stopped because of rain, a "rain" sign must be displayed at the Line.

C. In both Case A and Case B

a) 10 minutes after the stop signal, the pit exit will close.

b) 15 minutes after the stop signal, the five minute board will be shown, the grid will close and the normal start procedure will recommence.

c) Any car which is unable to take up its position on the grid before the five minute board is shown will be directed to the pits. It may then start from the pits as specified in Article 17 C.

The organiser must have sufficient personnel and equipment at his disposal to enable the foregoing timetable to be adhered to even in the most difficult circumstances.

#### 20. Safety Car

The Safety Car regulations shall comply with the provisions of Appendix H, Chapter 2, Article 5.

#### 21. Finish

A. The end-of-race signal will be given at the Line as soon as the leading car has covered the full scheduled race distance or has covered the greatest distance within the scheduled race time.

B. Should for any reason (other than under Article 18 A) the end-of-race signal be given before the leading car completes the scheduled number of laps, or before the prescribed time has been completed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

C. After receiving the end-of-race signal all cars must proceed on the circuit directly to the parc fermé without stopping and without any assistance (except that of the marshals, if necessary).

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

#### 22. Advertising

A. An organiser may only prescribe advertising on the background for the competition numbers with the specific consent of the FIA.

B. Such advertising on the background for competition numbers shall not exceed an area of 50 cm long by 14 cm high above or below the white background.

#### 23. Classifications

A. In addition to the classifications provided for in the Regulations, subject to the consent of the FIA, the regulations of an Event may make provision for sub-classifications by groups of cars, as defined in Appendix J (Art. 251.1.2), sub-classifications by cylinder capacity classes, or special classifications based on a performance index.

B. The sole method to be used for determining the general classification of a race in a Championship will be as follows:

- For all speed races on circuits and of less than 4 hours duration, only cars which have covered at least 90% of the distance

covered by the winner will be classified (rounded down to the nearest whole number of laps).

- For all races run on circuits and lasting 4 hours or more, only cars having covered at least 70% of the distance covered by the winner will be classified (rounded down to the nearest whole number of laps).

- If a car takes more than twice the time of the winner's fastest lap to cover its last lap, this last lap will not be taken into account when calculating the total distance covered by that car.

- When a race is run in more than one part, the winner is the one who completes the prescribed total distance in the least total time, or the greatest total distance in the prescribed total time.

C. The organiser's ASN shall send the results of the Event to the FIA Secretariat within the following week, as well as to all the organisers of the remaining Events in the Championship.

#### **24. Dead heat**

##### **A. Drivers**

The rule for deciding between drivers who have scored exactly the same points total shall be as follows:

1) according to the value of the places (first place, second place, third place, etc.) achieved in the general classifications of the Events and having served to make up their points total;

2) according to the value of the places achieved in the general classifications of all the Events in which each of the tying drivers has taken part.

3) in the event of a further tie, the FIA itself will decide the winner, on the basis of whatever other considerations it thinks fit.

##### **B. Automobile makes**

The rule for deciding between makes which have scored exactly the same points total shall be as follows:

1) according to the value of the places achieved in the contingent of Events having served to make up to points total for each make, taking into account only one place per Event for each make;

2) according to the value of the places achieved in all the Events in which the tying makes have taken part, taking into account only one place per Event for each make;

3) according to the value of the places achieved in all the Events in which the tying makes have taken part; if a make has achieved more than one place in the same Event, these places may be cumulated;

4) in the event of a further tie, the FIA itself will decide the winner, on the basis of whatever other considerations it thinks fit.

#### **25. Protests and Appeals**

The Regulations shall contain all necessary information as to the amount of the protest and appeal fees laid down by the FIA.

#### **26. Application and Interpretation of the Prescriptions and of the Regulations.**

Should any dispute arise as to the interpretation of these Prescriptions, the FIA will be the only authority to make a decision.

#### **27. Fair and impartial coverage**

The organiser of an event shall ensure that the person entitled to exploit the broadcasting rights will procure that any broadcast coverage is fair and impartial and that it does not misrepresent the results of the event.

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CIRCUITS**

For non-circuit Events (except for FIA Rally Championships Events, for which separate General Prescriptions will apply), Articles 12 to 21 of the above Circuit General Prescriptions will not apply.  
Articles 1 to 11 and 22 to 27 will apply.