

NXT GEN CUP



NXT GEN CUP SWEDEN
SPORTING AND TECHNICAL REGULATIONS 2023
VERSION 23.07.03

Sporting and Technical Regulations 2023

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1. Introduction

NXT Gen Cup Sweden, hereinafter termed "NXT Gen Cup" or "the Series", is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of SBF (The Swedish Automobile Sports Federation).

Changes to the regulations are also possible during the season via bulletin. Each change to the regulation must be approved by the Series Organiser and the SBF Racing Commission and the participants will be informed in writing via a bulletin. All decisions made by the Series Organiser shall be considered as commercial decisions unless otherwise stated.

The events will be organised in compliance with the SBF General Rules (SBF G) and SBF General Rules – Racing (SBF RA) unless stated otherwise in following or in the Supplementary Event Regulations of the corresponding event.

NXT Gen Cup Sweden competition status: National; Swedish Junior Championship (JSM).

In the event of a conflict between the entry documents and these regulations, then the current version of these regulations shall take precedence.

Unless otherwise expressly stipulated, the statutory value-added tax applicable in Sweden shall be payable on all fees and penalties in these regulations.

2. Organisation

2.1. Series Organiser

LATOJO Solutions AB, hereinafter referred to as the Series Organiser, organises the NXT Gen Cup for 2023.

Contacts information for series organisers are:

NXT Gen Cup
c/o LATOJO Solutions AB
Bockövägen 15
438 54 Hindås
SWEDEN

Phone number: +46 (0)73 970 7066
Home page: www.nxtgencup.com

Fredrik Lestrup – Series Manager, NXT Gen Cup, fredrik@nxtgencup.com
Daniel Rahm – Technical Manager, NXT Gen Cup, daniel@nxtgencup.com

2.2. Name of parent ASN

Svenska Bilsportförbundet (the Swedish Automobile Sports Federation)
Box 705
191 27 Sollentuna

Homepage: www.sbf.se
E-mail: mailbox@sbf.se

2.3. ASN visa

The Series based on these Sporting and Technical Regulations has been approved by the Racing Commission (Racingutskottet) of the SBF - Swedish Automobile Sports Federation on 17.05.2023 RA-protocol 05/23.

2.4. Organising Committee and Sporting Committee

2.4.1. Organising Committee

The Organising Committee for the NXT Gen Cup Sweden at each Series event (unless amended in the relevant event Supplementary Regulations) will be:

- The Series Organiser
- The Series Race Director
- The Series Technical Delegate

Members of the Organising Committee may delegate functions and responsibilities where appropriate to other personnel, and the Series Organiser may nominate additional members of the Organising Committee where necessary.

The address of the Organising Committee is that of the Series Organiser (see article 2.1).

2.4.2. Sporting Committee

A Sporting Committee for the Series will be established comprising of the following people or their nominated representatives:

- The Series Organiser
- The Series Race Director
- The Series Technical Delegate

The role of the Sporting Committee, in cooperation with SBF, Racing Commission, will be to resolve any issues arising in respect of interpretation or application of the Series Sporting and Technical Regulations and will include taking decisions on:

- Any questions concerning points or the classification of the Series.
- Any matters arising from the Series Regulations which are not specific to an individual event.

Decisions taken by the Sporting Committee in cooperation with the representative of the SBF Racing Commission shall be final and are not subject to protest or appeal.

3. Regulations

The Series is governed by the following regulations:

- SBF Regulations.
- SBF Decisions and Provisions.
- SBF Circuit Regulations, except where any special regulations are set out in the rules presented here.
- SBF Environmental Guidelines.
- SBF Mästerskapsracing 2023

- Sporting and Technical Regulations of this Series and the SBF approved modifications and supplements (bulletins).
- Supplementary Regulations for Series events including modifications and supplements.
- The 'Application for Entry' or the 'Application for Guest Entry' signed by the entrant/driver.
- FIA International Sporting Code (ISC) and its appendices.
- FIA Circuit Regulations (FIA General Prescriptions on circuits).
- Anti-Doping Regulations of the National and International Anti-Doping Agency (NADA Coded and WADACode).
- Other FIA and SBF regulations

Anything not explicitly permitted in these regulations is prohibited within the NXT Gen Cup. Furthermore, the Series Organiser refers to the supplementary regulations of each relevant organiser. These general regulations take precedence over the supplementary regulations of the organiser. For questions that arise as a result of these regulations, the Series Organiser is responsible.

3.1. Official Language

English is the only official language of NXT Gen Cup, except for the relating SBF regulations for which only the Swedish language is binding. The official language of the International Sporting Code is stated within its document.

3.2. Responsibility, Modification of the Regulations, Cancellation of the Event

The participants take part in any event organised NXT Gen Cup at their own risk. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.

Modifications to these regulations may in principle be carried out only by the relevant authorities. After the beginning of the event, modifications should be carried out only by the Race Director (Clerk of the Course) of the event by means of bulletins, but only in case of necessity for safety reasons and/or reasons of force majeure, or by order of the authorities or Series Organisers, or concerning the details given in the regulations about the length of the track, the duration of the races, the number of laps and the officials and marshals, or in case of an obvious mistake in the regulations.

The series organiser reserves the right to cancel or postpone the event or individual races for the aforementioned reasons, subject to the agreement of the respective ASN and the FIA, if it affects the calendar. Compensation or claims for performance are excluded in this case.

4. Entries

Competitors invited to participate in the series by the Series Organisers, shall submit their application to enter NXT Gen Cup via the provided entry form. The application needs to be sent, in original AND as a digital copy at the 25th of May 2023 at the latest.

NXT Gen Cup
c/o LATOJO Solutions AB
Bockövägen 15
438 54 Hindås
SWEDEN

E-mail: info@nxtgencup.com

If the entrant is below legal age of majority in their respective home country OR under the age of 18, all legal guardians must sign the entry form.

The Series Organiser reserves the right to refuse or approve any application, late or otherwise.

By signing the registration form, the competitor/driver confirms that non-participation (except in the case of force majeure/the decision whether force majeure exists is the responsibility of the Series Organiser) will be penalised with a commercial fine of €5,000 plus VAT per car per event/weekend. The fine must be paid to the Series Organiser. The Series Organiser reserves the right to exempt drivers from this obligation or, in special cases, to approve different regulations (e.g., using a substitute driver).

The licensing requirements from section 5 below must be observed. If these articles are violated, no admission to the start can be granted. In this case, the registration fee paid will not be refunded.

The Series Organiser reserves the right to cancel the entire series NXT Gen Cup, if less than 14 participants registered for the series.

By signing the application form, participants declare the renunciation of claims of any kind for damages that arise in connection with the event or championship, namely to NXT Gen Cup, LATOJO Solutions AB, KÖHAB Fordon AB, Bayerische Motoren Werke AG or any of the series partners as well as their organs, employees and representatives.

4.1. Entry Fees

The registration/entry fees as well as a possible deposit are payable as specified on the entry form. The following registration/entry fees are payable by the participants:

€45.500 (fifty-five thousand five-hundred Euros) plus VAT.

The registration fee is to be paid to the Series Organiser immediately upon receipt of the registration fee invoice.

Only a fully paid entry fee in combination with a complete, filled out and approved application form will be considered as an entry in NXT Gen Cup. Drivers who have entered NXT Gen Cup but do not participate or retire from the series will not be entitled to any reimbursement of entry fees.

All accepted applicants will receive written confirmation of their registration. For costs not included in the series entry fee, see the series entry form.

The series entry fee provides the driver entered with the following:

- all entry fees for the events of the NXT Gen Cup calendar in 6.1.
- provision of an LRT NXT1 in line with the technical regulations for the events
- all necessary revisions and updates of the LRT NXT1 during the series
- all wear related repairs
- all tyres permitted by the regulations per event
- all operating materials and fluids of the provided vehicle
- all mechanic activities for coordination and wear-related repair work (except painting and foliation work of car body parts)
- engineering support and driver coaching
- four (4) catering tickets per event
- four (4) paddock tickets
- one (1) parking ticket

- one (1) OMP NXT Gen Cup race suit, with room for max. three (3) driver's sponsor logos
- NXT Gen Cup clothing for the driver to wear during race weekends
- access to driver's sponsor areas on car and overalls. See separated template and information package supplied by series.
- educational package "Creating the Race Driver – The marketer"

4.2. Competition Numbers

On the entry form, the applicant can request a start number (no. 2 through no. 99). Prior to the first event a start number list will be published by the Series Organiser.

For part-time entries, a competition number will be assigned by the Series Organiser.

4.3. Guest Entrants

Guest drivers are allowed upon approval by the Series Organiser. Guest drivers will be subject to an per event entry fee of €8 500 plus VAT which shall be paid in full before the start of the event.

Guest entrants will not score championship points but are listed in the official results and are not removed from the finishing order when assigning points to full series participants.

The Series Organiser reserves the right to occupy one or more cars with "VIP drivers" or "test cars" for parts of/full events. VIP drivers and test cars are treated like guest starters.

4.4. Age regulations

NXT Gen Cup is open for entrants who are between ages 15 through 24 during some part of the calendar year 2023. Guest drivers are not subject to this age restriction.

5. Licenses

All drivers need to have a National or International (ITD-C or above) Racing License from their respective FIA associated ASN. If the license holder is not of Swedish nationality, a written starting permission from their respective ASN is required.

All drivers will be entered using the entrant license of NXT Gen Cup.

6. E-safety

To be eligible to compete in the championship, the participant must have completed and passed High Voltage training and E-Safety courses assigned and approved by the Series Organizer and/or the local ASN.

7. Insurance, Liability Exclusion and Disclaimer

7.1. Organiser's/promoter's insurance

In accordance with ASN Event Regulations.

7.2. Declaration by the competitor (entrant) driver and passenger on the exclusion of liability

Participants take part in the event at their own risk. They bear the sole responsibility under civil and criminal law for any damage caused by them or the vehicle used if no exclusion of liability is agreed. By submitting their 'Application for Entry' respectively 'Application for Guest Entry', entrants, drivers and passengers waive any claims or rights to pursue action for damages in connection with the event against:

NXT Gen Cup, LATOJO Solutions AB, KÖHAB Fordon AB, its officers, sponsors, and suppliers, The FIA, the SBF, the SBF affiliated and member organizations, their presidents, executive bodies, managing directors, secretary's general, SBF-Affiliates/regional clubs, the SBF local clubs and the promoter/Series organizer, The organizer, LATOJO Solutions AB the officials and marshals, circuit owners/lease holders, government agencies, racing services and all other persons involved with the organization of the event, The organization responsible for the construction and maintenance of roads, where damage is caused by the condition of the roads including accessories used during the event and any agents or other persons employed to perform an obligation on behalf of the above persons and entities except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agent of the group of persons released from liability, and except for legal claims based on the product liability law and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability;

And also against:

The other participants (entrants, drivers, passenger), their assistants, the owners, or registered keepers of other vehicles,

Their own entrant, the own driver/s, their own passenger/s (barring any other special agreements between competitors and driver/s and/or passenger/s!) and their own assistants.

They also waive claims for any kind of damage originating in connection with the test events and race competitions (untimed, timed practice, qualifying practice, warm-up, races), except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

This disclaimer shall become effective for all parties concerned upon submission of the 'Application for Entry' respectively 'Application for Guest Entry'. The disclaimer applies to claims for any legal reason whatsoever, including claims for damages based on contractual and non-contractual liability and to claims from tortious acts.

Implied exclusions from liability shall remain unaffected by the above non-liability clause.

Furthermore, the disclaimer in the 'Application for Entry' and/or the 'Application for Guest Entry' for the NXT Gen Cup Sweden 2023 must be signed by the entrant and the driver.

By submitting the 'Application for Entry' and/or the 'Application for Guest Entry', the entrant/driver/passengers note that there is no insurance coverage within the framework of the motor traffic insurance (automobile liability, physical damage insurance, car occupant accident insurance) for any damages sustained during the event, on permanent or also temporary racetracks.

If an injury occurs or is detected during an event or in the case of health detriment which could temporarily or permanently call into question the fitness to participate in motor sport events, the entrant/driver/passengers – under consideration of the possible safety risk which might result not only for him/her but also for third parties – releases all treating doctors from their duty to treat medical records confidentially amongst each other and with regard to the Clerk of the Course, Race Director, the Stewards, the chief medical officer, the SBF doctors, coordination automobile sport and the assurer claims department. Herewith the signatory confirms that he/she fully accepts the SBF license.

The entrant/driver/passengers agree to the storage, transmission, and administration of personal data in accordance with the SBF Data Protection Provisions (GDPR), under consideration of the Swedish Data Protection Act. At all times he/she has the possibility to request information from the SBF Data Protection Officer on this data and/or to make use of his/her right of objection.

The data protection provisions are available from the organiser on-site.

8. Events

8.1. Calendar

Event	Date	Track	Race no.
Official Test 1	7/8 June	Gelleråsen Arena	
Race Event 1	8/9 July	Falkenbergs Motorbana	1, 2
Race Event 2	28/29 July	Oschersleben	3, 4
Race Event 3	5/6 August	Nürburgring	5, 6
Official Test 2	15 August	Gelleråsen Arena	
Race Event 4	18/19 August	Gelleråsen Arena	7, 8
Exhibition Event	25/26 August	Helsingborg City Race	
Race Event 5	31/1 August/September	Ring Knutstorp	9, 10
Race Event 6	22/23 September	Mantorp Park	11, 12

8.2 Maximum Number of Participants

According to circuit license and specific event regulations.

8.3 Running of Events

8.3.1 Sessions

Race weekends will run in a two-day format unless event specific regulation state otherwise.

Day 1

- Free Practice, 20 minutes
- Qualifying, 20 minutes

Day 2

- Race 1, 15 minutes
- Race 2, 15 minutes

8.3.2 Practice and Qualifying

One Free Practice session and one timed Qualifying session of 20 minutes each are scheduled for each event, unless event specific regulation state otherwise.

Each driver must complete two (2) timed laps during Free Practice or Qualifying. Any driver failing to do so will not per granted permission to start the race. The final decision shall be taken by the Race Director.

Should it become necessary to stop a practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order red flags to be shown at all marshal posts and the abort lights to be shown at the start line. When the signal to stop practice is given overtaking is forbidden and all cars must proceed slowly back to their respective pits or other place/space decided by the Race Director. All cars abandoned on the track will be recovered. The event organiser will bring them back to the pit lane, if possible, without being obliged to do so.

The Race Director may interrupt practice as often and if they think necessary to clear the track or to allow the recovery of a car. An interruption of the free practice or official timed practice does not lead to an extension of the corresponding part of the event or to change the schedule. Should one or more sessions thus be interrupted, no protest will be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start the races.

In order to qualify for starting the races, a driver must perform a lap time within 130% of the fastest lap time of the session. Final decision to be taken by the Race Director.

8.3.3 Qualifying

If a driver sets a faster sector time in a sector where the driver passes a yellow flag, this lap time will be deleted. Additional classification and/or other penalties may be inflicted by the Race Director.

Any driver taking part in qualifying session who, in the opinion of the Race Director, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to penalties.

Immediately after the qualifying, the fastest lap times of each driver will be published. Should several drivers set identical times during a qualifying, priority will be given to the driver who set it first.

8.3.4 Starting Grid

The order of the starting positions for Race 1 result from the fastest lap times determined in qualifying as follows:

The driver with the fastest lap time is in starting position one, the driver with the second fastest lap time is in starting position two and so on. The starting positions cannot be exchanged.

The starting grid for Race 1 will be determined by the fastest lap time for each driver in the official Qualifying session.

The starting grid for Race 2 will be determined by the race result of Race 1, with the order of the top eight (8) reversed.

If more than one driver fails to achieve a lap time in a qualifying session (for reasons other than the cancellation of the qualifying), these drivers will be placed at the end of the grid in their relative order in the Driver's Championship. For the first event of the year the driver's relative positions will be determined by their relative order during Free Practice. If more than one drivers have not posted a lap time during Free Practice, their relative order will be determined by the series organiser.

If the official Qualifying is stopped and cannot be re-started due to extraordinary circumstances, the following applies:

- a. If, at the moment of the stopping of the Qualifying, all drivers have started and completed a lap outside the pit plane, the starting grid for Race 1 will be based on the lap times set in this Qualifying.
- b. If, at the moment of the stopping of the qualifying, not all of the drivers have started and completed a lap outside the pit lane (timed lap), the first part of the starting grid for Race 1 will be based on the lap times set by the drivers who have completed a timed lap. The second part of the starting grid for Race 1 with all the drivers who have not completed a timed lap will then be based on the current Drivers' Championship standing. Guest drivers will in this case start last in order of starting number.

c. If for some reason Qualifying cannot be held, the starting grid for Race 1 with all the drivers who have not completed a timed lap will then be based on the current Drivers' Championship standing.

Guest drivers will in this case start last in order of starting number.

d. If no Qualifying session takes place at the first event of the season, the order of the starting position will be determined on the basis of the times achieved in the Free Practice of this event. If this is not possible, the starting grid for Race 1 will be determined by a lottery procedure.

8.3.5. Formation Lap and Race Start

No formation lap will be used, only the to-grid lap will be used. This lap must be performed with the pit speed limiter active. Drivers are allowed to use this lap to heat the tyres as they wish.

On the to-grid lap yellow flag conditions apply.

On events where possible, a shortcut should be used on the to-grid at the Series and Event Organiser's discretion in order to minimise energy usage of the to-grid lap. The to-grid lap procedure will be described in an event specific bulletin and/or at the Driver's Briefing.

Standing starts will be used for all races.

8.3.6. Races

Races will be 15 minutes of each circuit.

The Series Organiser and/or Race Director are allowed to shorten races prior to race start.

If a race is cancelled for reasons of force majeure or for safety reasons, the Series Organiser reserves the right to reduce the number of races in the Series or to determine a substitute event. The Series Organiser is not obliged to reschedule a race within an event in its original format.

There are no mandatory pit stops during the races.

9. Classification

9.1 Scale of Points

The car placed first will be the one having covered the scheduled distance in the shortest amount of time. To be classified for points, 70% of the winner's race distance rounded down to the next full lap, needs to be covered by the participant. Guest starters do not receive points, but are classified in the final race result.

The following points will be awarded if a race is shortened or stopped and not resumed:

At least 75% distance covered: full points

Suspension after completion of the 2nd race lap but less than 75% of the scheduled distance: 50% of full point.

Suspension before completion of the 2nd race lap: no points awarded.

The goal for the Race Director should always be for the race to restart until full distance has been completed, subject to Force Majeure and the Race Director's discretion.

All the results achieved in the races will be taken into consideration for the classification established at the end of the year. There are no void results.

Complaints regarding the series classification shall be addressed to the SBF Judicial Committee.

a) Race

For each race, points are awarded for the Driver’s Championship

Position	Points	Position	Points
1st	30	9th	8
2nd	25	10th	7
3rd	21	11th	6
4th	17	12th	5
5th	14	13th	4
6th	12	14th	3
7th	10	15th	2
8th	9	16th	1

Points are awarded according to the result of each race. Guest starters classified in a point scoring position in a race will not score points in the championship. Finishers classified behind guest starters will not be moved up the points order.

One (1) point will be awarded in the Driver’s Championship to the driver recording the fastest lap by a classified driver.

b) Qualifying

The top 3 drivers in Qualifying results will be awarded points in the Driver’s Championship in addition to the points awarded in the race:

Position	Points
1st	4
2nd	2
3rd	1

If the Qualifying session is cancelled or less than three drivers post a lap time in the Qualifying session, no points will be awarded. Points will not be awarded to guest starters. Finishers classified behind the guest starters will not be moved up the points order.

9.2. Equity of Points

In the event of a tie in championship points between two or more competitors, the number of wins achieved by the competitors involved in the tie will be used to determine the overall final standing. Should a tie still exist, it will be resolved:

i) By taking into account the number of second places achieved; then third places etc.
etc.

ii) If equal after application of i), the order of the competitors in the Driver’s Championship will be set by the finishing order of the latest race.

9.3 Championship Results

The winner of the NXT Gen Cup Sweden is the driver who has scored the highest number of points in all of the events listed in the Calendar under 6.3.1.

10. Testing

Private testing or training is only allowed when organised by the Series Organisers.

11. Administrative Checks

11.1 Driver's meeting/briefing

The Driver's meeting/briefing is scheduled at every event according to the Event Schedule or Event Bulletin. The exact place (possible online) and time of the drivers' briefing will be published in the Event Bulletin. Every driver who is eligible to participate in the event, must attend the entire Drivers' briefing. Failure to participate, late arrival or early departure will be penalised with a sporting fine of SEK 500 and a commercial fine of SEK 500 imposed by the Race Director. The excused absence or paying the set penalty does not substitute the participation at the drivers meeting/briefing. Competing without attending a Driver's meeting/briefing is only permitted by special approval from the Race Director.

The commercial fines collected in regards to Driver's meetings during the season will be donated to the Swedish Childhood Cancer Fund at the end of the year.

12. Scrutineering

The drivers must present the compulsory driver's safety equipment at scrutineering. The car must be presented in the configuration as it will be used in the competition (incl. competition numbers) and it must comply with the applicable technical regulations.

The following car documents must be presented:

- Technical passport
- Certificate for rollover structure

The drivers are responsible for the compliance of, and presenting their equipment for scrutineering. The Series Organiser is responsible for providing cars which pass scrutineering.

13. Pit Lane

Only drivers, officials from the Event or Series Organiser and representatives from the Series Organiser which are issued with a Pit Lane Pass are allowed in pit lane before, during and after sessions.

Climbing on to the protective fences in pit lane is not allowed. No children under 15 years (drivers excluded) of age or animals are allowed in pitlane.

The Series Organiser or commissioned service provider by the Series Organiser will provide at least one mechanic for two registered cars during an event of NXT Gen Cup. The number of mechanics from the Series Organiser or commissioned service provider by the series organizer working on an individual car simultaneously is not limited.

13.1. Pit stop safety and competitor responsibility when moving to, in and from the pit area

To avoid any doubts, the pit lane is divided into two lanes. The lane closest to the pit wall is designated "fast lane", and the lane closest to the garages is designated the "work lane". The "work lane" is the only area where any work may be carried out on a car.

Maximum allowed speed in fast lane and on to-grid laps is 60 km/h. Changes to the maximum permissible speed in the fast lane or on to-grid laps for safety reasons is in discretion of the Race Director.

During all sessions but Race 1 or Race 2, any driver who exceeds the pit lane speed limit will be fined 100 SEK per km/h over the speed limit. If a driver exceeds the pit lane speed limit during Race 1 or Race 2, the driver will be penalized with a drive-through penalty. If the penalty for speeding in pit lane is issued during when there are less than two laps left of the race, the penalty is converted to a 20 second time penalty added to the total race time of the infracting driver. The Race Director is free to add additional penalties if the rule breach is repeated or combined with dangerous driving.

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

Drivers may only leave pit lane when the green pit exit light is on or there is a green flag waved at the end of pit lane.

Start practice is allowed at the end of pit lane (or other designated area of the circuit) at discretion of the Race Director.

Cars must have the pit speed limiter activated prior to the car is moving under driver control in pit lane.

When moving cars within the paddock area, to or from pit lane, the car must remain in transport mode at all time. Transport mode is the default start-up mode of the cars and is deactivated by engaging the pit lane speed limiter. Deactivating the transport mode is not to be performed until the car is stationary in pit lane, with the driver fully installed, ready to enter fast lane and heading directly on to the circuit with the pit lane speed limiter engaged.

When a driver leaves the car, the high-voltage system must be disengaged. Leaving the vehicle without disengaging the high-voltage system will result in a grid penalty and demotion of 5 grid positions for the following race. Changes to or additional penalties subject to the Race Director.

The following pit parking routine is obligatory during Free Practice, Qualifying or during Race: in work lane parallel with the fast lane.

Before the pit exit opens for Free Practice, Qualifying or Race: Angled formation (45°) with the front of the car toward the fast lane pointing toward the pit exit. Cars are not allowed to enter fast lane before the start of the session, but only when the pit lane exit light/flag is shown to be green.

Pit formation order before Practice and Qualifying sessions will be according to championship position. For the first event of the championship, pit formation will be in order of starting number.

Pit formation order before Race sessions will be according to grid order for the Race session.

14. Code of Conduct

Both on and off the racetrack, all those involved will:

- Treat participants, officials, and organizers with respect,
- Obey the applicable rules of the sports and laws
- Never express themselves in an insulting or abusing way, either in conversation, interviews or through traditional or social media.
- Act with safety and risk reduction in mind,
- Use resources in a sustainable way,
- Cooperate with all other persons involved to develop and improve the Series,

Participants who are found to have committed one or more of the following may be excluded by the Series Organiser from the Series or may be suspended or disqualified by the Race Director of the Meeting from taking part in one or more competitions:

- Failed to act according to the Code of Conduct;
- Shown unsporting behaviour on and off the track;
- Acted with disrespect towards participants, officials, organisers, etc.;
- Acted against or ignored instructions of the Series Organiser or other official bodies of the organisation or event operators;
- Disregarded or ignored previously reached agreements
- Acted with disregard to the interests of the
- Brought the Series into disrepute.

A decision of the Race Director regarding the above is not subject to appeal. If a fine is imposed on a driver or competitor, further participation in the Series may not be permitted until the outstanding balance of the fine is settled.

15. Penalties

If these Sporting and Technical Regulations, SBF Fair Race regulations or any special provisions are violated, or in the event of unsporting behaviour, particularly unsporting driving or unauthorized manipulation of any car participating in the series, depending on the severity of the offence, the Race Director or Clerk of the Course may penalize, disqualify, or exclude the offender from classification in the event in question, or may exclude the offender from NXT Gen Cup altogether. An appeal against the exclusion or disqualification is the responsibility of SBF's Disciplinary Commission (SBF Disciplinnämnd).

In case of serious circumstances and/or after a notification of federal punishment (förbundsbestraffning) to the SBF Discipline Commission the offender may be disqualified/excluded from NXT Gen Cup altogether as a commercial penalty by the Series Organiser.

16. Vehicles

16.1. Vehicle Allocation

Allocation of cars will take place through a lottery organised by the Series Organiser. The lottery will take place one race event ahead of time, on the day of Race 2 of the Race Event at the latest. The car allocation lottery for Race Event 1 will take place during the last Official Test prior to Race Event 1.

For the first Official Test, the cars will be distributed among the drivers by the Series Organisers. For Official Tests more than two weeks after a Race Event, the car allocation will be according to the next upcoming Race Event. For Official Tests less than two weeks after a Race Event, car allocation will be according to the prior Race Event.

The resulting allocation will always be presented to all participating drivers in writing. The allocation is binding. The Series Organiser reserves the right to change the allocation in exceptional cases (e.g. due to damage or technical issues). If so, the drivers affected by the change will be notified.

16.2. Vehicle Support and Service

The vehicles are all fully serviced by the Series Organiser or by a service provider commissioned by the Series Organiser. This means: Any maintenance, repair and adjustment work may only be carried out by authorized employees of the Series Organiser or by a service provider commissioned by the Series Organiser. Any violation of this regulation may result in the immediate exclusion of the participant in question from the series by decision of the Race Director. All decisions on the need for revisions, repairs or any other technical details will be made by the Series Organiser.

16.3. Repair of Damage

Whether and what must or may be repaired or replaced on a vehicle is determined solely by the Series Organiser. The Series Organiser or the service provider commissioned by the Series Organiser will endeavour to repair all accidental damage as soon as possible in order to enable the driver concerned to participate in the training/race or to continue the training/race. However, the Series Organiser/commissioned service provider reserves the right not to carry out repairs, or to carry them out at a later date. If necessary, a replacement vehicle may be used (if available). The decision on this is up to the Series Organiser.

A labour charge for repairs during an event (except paint damage and foliage work) will not be charged.

16.4. Intentional or Grossly Negligent Damage

Costs arising from intentional or grossly negligent damage will be charged according to actual expenditure. After the end of an event, each driver will receive a list of the damaged parts and the resulting replacement costs from the Series Organiser.

16.5. Setup and Maintenance During an Event

At the request of the drivers for following modification will be made to the vehicle by mechanics assigned by the Series Organiser:

- Seat position
- Steering wheel position (by spacer adjustment)
- Seat belt position
- Damper clicks (within range issued in Event Bulletin)
- Rear tyre pressure (within range issued in Event Bulletin)

The following vehicle modification is allowed to be performed directly by the driver:

- Brake balance (by using the assigned adjuster in the cockpit)
- Steering wheel position (within the steering column adjustment range)

Changes must be communicated by the participating driver to the mechanics in good time before a session starts. The Series Organiser can put a deadline or time limit for changes before each session, communicated in the Event Bulletin.

The Series Organiser reserves the right to perform changes to the vehicle specification during any point during the race weekend as long as the changes apply as equally as possible to all participating vehicles. The change will be communicated to the participants in a timely manner.

16.6. Access to NXT Gen Cup service tent

The opening hours of the service tent will be communicated through the Event Bulletin. Access and consultation outside of normal operating hours is only possible after agreement with the Series Organiser.

Only participating drivers are allowed access to the NXT Gen Cup service tent after having been issued with an access pass. Persons accompanying a driver must stay outside of the NXT Gen Cup service tent at all times, apart from scheduled timeslots when drivers can show the cars to their guests and partners.

17. Tyres

Only tyres from the NXT Gen Cup official supplier Hankook can be used. All tyres for the events listed in Calendar (8.1) are included in the starting fee for the championship.

For Official Tests, each driver will be given four (4) new tyres to use for the entire test event. Two (2) spare tyres are available for each driver in case of a damaged or worn-out tyre during the Official Tests, but only available if the tyres are deemed unsafe for use by the Series Organiser. The participant may choose to position the tyres on their car as they like by request to the Series Organiser.

For Race Events, the following tyre allocation will be available:

Race Event 1: four (4) new tyres for the start of Free Practice. To be used for the entire first event and free practice of second event of the series.

Race weekend 2-6: two (2) new front axle tyres fitted for the start of Qualifying, moving the front tyres used in Free Practice to the rear axle. The same tyres will be used, in the same position, for Qualifying, Race 1, Race 2 and Free Practice of the next event. The tyres removed from the car after Free Practice will be used as spare tyres for the rest of the event.

Four (4) joker tyres to be used for any session during the season at driver request. Only two (2) joker tyres will be available per event per driver.

A request for spare tyres during Official Tests or for joker tyres during Race Events must be put in to the Series Organiser a minimum of three (3) hours prior to the start of the session in which the tyres are intended to be used. Only the driver can request the use of joker tyres by submitting a Joker Tyre Request Form.

Spare or joker tyres activated will replace the tyre allocated for the event from that point on in the event and fall in to the normal order of tyre allocation. The replaced tyres will take the position as spares. The previous allocated spares will not be available for use any further once the joker tyres have been introduced in to the event tyre allocation.

A tyre might be replaced outside of the Race Event or Official Test allocation if and only if they are damaged or worn-out to the point where they are deemed unsafe for use by the Series Organiser.

17.1 Tyre preparation

The tread or the profile of the tyres must not be modified or recut. The tyres may not be chemically, mechanically or thermally treated. This prohibition also applies to the use of microwave and/or infra-red systems and the use of thermal-mechanical scrapers to remove contamination/dirt (stones/pick-up).

Every device or action to increase the tyre temperature above the ambient temperature is prohibited (there is a tolerance of +/- 5°C to the ambient temperature). Covering the tyres on the starting grid is not permitted. Only chemically unchanged ambient air or nitrogen may be used to inflate the tyres. The Series Organiser makes the decision on which gas or compound is used to fill the tyre. All gas which is used to fill the tyre must be supplied by the Series Organiser.

Only personnel assigned or delegated by the Series Organiser is allowed to set, adjust and measure tyre pressure or otherwise be involved in tyre handling.

17.2 Tyre identification

All tyres allowed in the championship are marked with a specific bar code or label which identifies the tyre individual. These tyres will be scanned or listed by the Series Organiser for each event. The list of tyres used for each participant and their respective car must be handed in to the scrutineers prior to start of Free Practice to be allowed to participate in the event.

Tyres are assigned to the driver/participant and will follow the driver to the car which they are assigned.

18. Push-to-Pass

All LRT NXT1 cars are equipped with a Push-to-Pass (P2P) system which allows for a temporary boost when on track to aid overtaking. The P2P system can only be used twice per activation of the high-voltage system.

To use the P2P system the driver must first unlock the P2P through one push on the P2P steering wheel button. After a 5 second count down, which is visualised by the driver's display, there is a 5 second window for the driver to activate and use the extra power from the P2P. When activated the P2P system will be active for 5 seconds.

If the driver does not activate the P2P after unlocking the P2P that P2P attempt will be considered used and void.

The P2P system can only be used during Official Tests, Free Practice and Race sessions. The activation of P2P at all in Qualifying is banned and will result in the exclusion of the driver from the session by the Race Director. Unlocking P2P, but not activating the system, is not grounds for exclusion.

The use of P2P is logged by the vehicle data logger and will be actively monitored during and after every qualifying session.

1. Technical Series Regulations

1.1. Preface

Everything not explicitly allowed by these regulations is prohibited. Permitted modifications must not result in unauthorised modifications or infringements of the regulations.

1.2. Eligible Vehicles

In NXT Gen Cup Sweden the only allowed participating vehicle is the LRT NXT 1 as developed by Lestrup Racing Team/LATOJO Solutions AB and comply with the following technical regulations.

The Series Organiser reserves the right to allow one (multiple) replacement vehicle(s) in exceptional cases and to put them to use.

The cars must fully correspond to the technical data sheet "Data Sheet LRT NXT1", which describes the status of vehicles as produced.

1.3. Driver's Equipment

Driver's safety equipment. Helmets in accordance with FIA International Regulations, see FIA Appendix L. A FIA approved FHR (Frontal Head Restraint) system is mandatory, see FIA Appendix L. Clothing, including overalls, gloves, long underwear, balaclavas, socks and shoes, shall be FIA homologated in accordance with FIA 8856-2018 and all clothing must be marked accordingly.

During all sessions in official events, the NXT Gen Cup overall and clothing provided must be used.

1.4. General

The LRT NXT1 must conform with these regulations at all points during the Event, including Official Tests and Free Practice sessions.

Only work to maintain, service or repair the vehicle is allowed to be performed. Only personnel assigned by the Series Organiser is allowed to perform any work on the vehicles.

All parts must be as assigned by the Series Organiser in shape, form and attachment.

1.5. Minimum Car Weight and Ballast

The series organiser shall specify a weigh scale for the checking of weight of the cars and drivers. It is referred to here as the "official scale". The official scale is located in the Series technical scrutineering tent or in an alternative designated place. Any change will be announced via a Bulletin.

1.5.1. Minimum Weight

An official driver weigh in will be performed at the first event (Official Test 1). The result of the weighing will be calculated and rounded up to the nearest integer and shall be communicated to the drivers. As soon as the driver leaves the weighing area, this will be deemed implicit acceptance of the figure.

A reference driver weight will be assigned for the season, which will be used to set the minimum weight of all cars. The reference driver weight will be the highest weight of:

- a) 70 kg, or
- b) the average weight of all drivers between the 75th and 100th percentile during the official weigh-in.

The reference driver weight will be kept the same for the entire season no matter changes of driver entries or guest cars.

Drivers who weigh less than the reference driver weight will be assigned ballast weights which will be mounted in the assigned vehicle for each event. All added weight will be added on the floor beneath or behind the driver. The assigned ballast weight will be the difference between the reference weight and the official driver weight, rounded down to the nearest full 5 kg.

The driver weight is made up of:

- the driver;
- the driver's personal equipment (as listed in 1.3.)

The result of this weighing is valid for the entire season of NXT Gen Cup Sweden. The series organiser reserves the right to check the actual weights of the drivers (including driver equipment) during the current season and to make appropriate adjustments to the respective driver assigned ballast weight.

Upon application to the series organiser, drivers can request a new weigh in during the season. The result of this weigh in counts for the rest of the season. A new weigh in of a driver will not affect the reference driver weight for the season.

1.6. Noise Regulation

Cars must always fulfil the SBF TR 4 (95 dB LAF max) noise regulations. Failure to follow this during or after practice, qualifying and races is a violation of the Technical Regulations and can lead to disqualification by the Race Director during any official session.

1.7. Advertisement on Driver's Equipment and on Race Car

For areas, which are or may be used by the participants to display their own sponsors, providing the sponsors in question are not in competition with BMW/Mini/Hankook or any of the major partners of NXT Gen Cup Sweden. Any exemptions from this must be requested in writing from the Series Organiser.

For the driver's equipment the following special advertising regulations apply. The Series Organiser has the right to design and place advertising on any area of the driver overall and vehicle. To which extend this right is used by the Series Organiser is defined in the attachment of these regulations. The drawings in the attachment are part of the regulations. The participants commit themselves to attach the series and organiser sponsor patches to the driver overall for all events and to leave them there for the entire duration of the event.

1.8. Communication

No radio communication signal of any kind may be received by or transmitted from the car apart from equipment installed in the vehicle by the Series Organiser.

The Series Organiser will install radio communication systems in some or all cars at the Series Organisers discretion.

1.9. Onboard Camera

Each car can be equipped by the Series Organiser with one or multiple cameras. The recordings will be made available to the participants in a timely manner after the end of the session. If necessary, the recordings can be made available to the Series Organiser or the Race Director.

The Series Organiser reserves the right to withhold recordings. Among other things, the recordings are intended to analyse accidents, to demonstrate the misconduct of other participants and to support the Race Director and the organisers in their decisions.

All video footage from the onboard cameras is property of the Series Organiser and may only be shared or viewed with permission from the Series Organiser.

All onboard videos of all cars will be open to view for all drivers. The Series Organiser has the right to withhold sharing or displaying of video partially or fully for any reason.

1.10 Data Recording

All cars are equipped with data logging equipment logging, among else, vehicle speed, driver inputs, vehicle position. Data from all vehicles will be available for all drivers to compare their own data against, with the intention of helping all drivers to improve their driving.

2. Vehicle Specification

LRT NXT1 - Specification sheet

DIMENSION	
Length	3850 mm
Width	1850 mm, incl mirrors
Width	1727 mm, excl mirrors
Height	1432 mm, variable
Wheelbase	2495 mm
Track with front	1484 mm
Track with rear	1493 mm
DRIVETRAIN	
Motor	Single DC motor
Power, max, cont	130 kW
Power, push-to-pass	170 kW
Torque, max	290 Nm
Driven axle	Front
Differential	Fixed specification limited slip differential of ramp, 6 friction discs, fixed preload.
Gearbox	Final drive (one gear) with fixed ratio.
CHASSIS	
FIA-certified custom welded safety roll cage	
Bonnet and trunk quick-release lock	
Based on bare metal Mini Cooper S chassis (Mini is trademark owned by the BMW AG and not affiliated with NXT Gen Cup or the series organiser).	
Tow straps front and rear according to regulation.	
BATTERY	
30 kWh Li-Ion battery	
780 V maximum charge	
SUSPENSION	
Motorsport specific bushing and mounts	
Adjustable front axle camber plates with spherical ball joints	
Mini Cooper GP3 stabiliser bars	
One-way adjustable Ohlins DFV/Road & Track suspension with NXT Gen Cup developed setting	
Powerflex bushes for wishbones front and rear	
ASSISTANCE SYSTEMS	
No traction control or ABS available	
BRAKES	
Alcon 4-piston fixed calipers, front	
Fixed specification brake pads front and rear	
Mini OEM floating calipers, rear	
Driver adjustable brake bias from cockpit	
WHEELS AND TYRES	
10 x 18 inch Mini GP3 rims	
225 / 35-18" Hankook Ventus TD	

Appendix 1. Translation of Selected Parts of SBF RA Regulations

Preface: This translation of selected parts of the SBF RA (Racing) regulations is added to this document to ease the understanding of the regulations for our non-Swedish drivers. The Swedish version is the binding version.

Start lights

- All forms of light signals, which are used to start a race, must be possible to be detected by all competitors in their respective starting positions, sitting in their race vehicle in a normal driving position.
- The yellow light must be mounted next to the red light.
- The light signal must be as large and bright as is practically possible, however it may not be smaller than a normal traffic light. All lamps must be duplicated.
- The following combinations must be present on the control panel:
 - All lights off
 - Red light on
 - Yellow flashing light
 - Red light and yellow flashing (operated with two switches)

Safety car start

- In exceptional cases, race heats can be started behind the Safety Car. In this case, any time before the 1-minute signal, orange/yellow lights will light up, and "Safety car start" sign appears in front of the start bar. It is the signal to the competitors to start will take place behind the Safety Car.
- When the green signal appears on the starting line, the Safety Car will leave the starting pad followed by all cars in their starting positions, formed in one (1) line. The pole position driver behind the Safety Car must stay at a maximum distance of 5 car lengths and all other cars must maintain as close a formation as possible with a maximum of one car length to the competition vehicle in front. If drivers do not manage to position themselves according to this rule at the starting moment may penalty distributed.
- Formation laps will not be completed, and the competition heat will start when green signal is given.
- Immediately after the last car on the grid behind the Safety Car passes the end of the pit, the light at the pit exit must be changed to green, competitors in the pit may then drive onto the track and join the line of cars behind the Safety Car.
- All competitors who are late leaving the starting pad, may not overtake any car in the rolling starting field if they were stationary after the rest of the field passed starting line, they must rejoin the field behind the Safety Car. If more than one competitor is affected, they must join the field in the order in which they left the start grid.
- Penalties will be imposed on those drivers who, according to the race management, unnecessarily over took another competitor during this first lap.

Start procedure with a light signal

The following applies when starting with a light signal:

Light	Meaning
Red (Standing and rolling start) must	The field is under the command of the starter and be prepared to start. When the red light goes out, the heat starts.
Yellow blinking (standing start	The start is aborted, remain stationary and wait for further information.
Yellow blinking (rolling start)	The starting field keep its starting positions and drive another formation lap.

- The time difference from that the last red light is lit to that it goes out shall be between 1-3 seconds.
- The yellow light on the starting grid is only used during the start and when Safety Car is active.

Red flag

Should it prove necessary to stop a heat due to a reason that makes it dangerous or impossible to continue, a red flag/light must be displayed at all posts.

During practice/qualifying, the following must be taken into account:

- During practice/qualification, all competing vehicles must immediately stop practice/qualifying and slowly continue back to their respective pit locations. The racing vehicles that are left on the track must be safely recovered.
- If any racing vehicles does not return to the pit lane under its own power during practice, it is only allowed to participate again if this is allowed by the Race Director.
- The pit lane exit is closed.

During races, the following must be considered: all competing vehicles must immediately stop competing and slowly proceed back to the start/finish line where the following apply:

- Follow the instructions of the marshals.
- If work on the vehicle is permitted, plates must be used under car jacks.
- The classification is the one that applied when crossing the finish line the lap before that lap when the stop signal was shown.
- Racing and rescue cars may be on the track.
- The track may be blocked.
- The weather situation may have affected that the track is not drivable at racing speed.
- The pit lane exit is closed.

- The race management can decide on a different procedure if the starting grid is blocked.

The procedure that follows may vary depending on the number of laps completed by leading race vehicles the lap before the stop signal:

- If fewer than two full laps have been driven, a new start must take place according to RA 7.4.
- If two or more full laps have been completed, but less than 75% of the total race distance (rounded up to the nearest full lap), the restart must be performed according to RA 7.7.1.
- If 75% or more of the total race distance (rounded up to the nearest full lap) have been run, the race vehicles shall be ordered directly to Parc Fermé and the race heat shall be classified as finished when the leading race vehicles have passed finish line the lap before the lap when the stop signal was shown.
- If the chequered flag sequence has begun and red flag/light is commanded, the red flag will apply to all participants in the race heat. The heat will be treated according to the point above.
- While the race heat is stopped, the race time is not stopped. Work on the cars on the track and on cars in the pits is allowed. Filling or draining fuel is prohibited. Only team members and officials are allowed to stay on the start line-up location.

Red flag start procedure

The Safety Car will be positioned in front of the row of cars behind the starting line.

The conditions for restarting the heat shall be as prescribed in RA 7.7.1 or the special rules applicable to said championship, series, or competition, but the following should apply:

- Officials place the cars in the order specified by the race directors.
- All cars between the finish line and the leader will be directed to finish another lap, without overtaking, and join the line of cars behind the Safety Car.
- Minute signs/light signals are displayed along with audible warnings at applicable intervals prior to the restart.
- The race will be restarted behind the Safety Car according to the procedure and conditions set out in RA 7.5
- All regulations regarding the use of the Safety Car must apply.
- The Safety Car enters the pit lane after one lap except in cases where all the cars are not yet lined up behind it.
- The race restarts behind the Safety Car when the marshals show the green flag in front of the leader car.
- All drivers must maintain the same speed as the Safety Car and maintain a distance to the race vehicle in front by approximately one car length, however, the distance between the leading car and the Safety Car can be a maximum of five car lengths. When the Safety Car turns off its lights to drive into the pit lane (unless otherwise specified at the driver's meeting), leading race vehicles must determine the speed up to the start/finish line, the distance between the leading race car and the Safety Car can then be more than five car lengths. When the Safety Car has turned off the orange lights, all drivers must continue at a speed that does not involve any erratic acceleration, braking or any other manoeuvre likely to endanger the safety of other drivers or prevent a restart. A green moving flag/light signal will be displayed at the start/finish line and overtaking is prohibited, except when a racing vehicle slows down and has obvious problems to follow, until the green flag/light signal at the start/finish line is passed. Safety Car line 1 is the point where competing cars on the track can pass the Safety Car as it enters the pit lane as the Safety Car period ends.

Parc Fermé

- Parc fermé means that no work operations are permitted on the race vehicle, in addition to checking tire pressure and tire temperature, unless class regulations or supplementary rules stipulate otherwise.
- If a special area is used, this must be well cordoned off and should be in close proximity to the finish area. Competition management/Race Director can decide on another place for parc fermé.
- Parc fermé must be well cordoned off and should be in close proximity to the finish area.
- To Parc Fermé, the competitors must immediately transport their competition vehicles after completed heat, unless otherwise stated in the PM or at the drivers' meeting.
- No persons other than officials with supervisory duties may stay in the Parc Fermé.
- A responsible person for the respective car must be in the immediate vicinity of the Parc Fermé to be able to assist if necessary.
- Parc Fermé is active from the finish of the heat until 30 minutes after the announced result list, unless the Steward's jury or the competition management has announced otherwise.
- Drivers who break Parc Fermé can be penalised.

Race penalties

See also G 14 and G 15.

In racing, other penalties are applied which are equated to time additions as below:

Penalty

Meaning

Drive through

Go through the pit lane. Must not be commenced before the flag/signal has been displayed on the track, regardless of whether the driver has been informed of the upcoming penalty before the flag/signal has been displayed. It may not be performed during a Safety Car period. Laps behind the Safety Car shall be added to the maximum two laps drivers have to perform their penalty.

Stop and go

Go into the pit lane, stop at the designated place, then drive on. Must not be performed before the flag/signal has been displayed at the track, regardless of whether the driver has been informed of the upcoming penalty before the flag/signal has been displayed. May not be performed during the Safety Car period. Laps behind the Safety Car shall be added to the maximum two laps that drivers have to carry out their penalty. If the engine stops, the driver may seek the help of a mechanic for the sole purpose of starting the car's engine, after the penalty has been served. No work may be done on the car during the execution of the penalty.

Penalty Lane	Used as an alternative for shorter time penalties. Must be clearly marked on the asphalt and marked, "Penalty Lane start" & "Penalty Lane end". May not be executed during the Safety Car period. Laps behind the Safety Car shall be added to the maximum two laps that drivers have to carry out their penalty.
Grid drop	Can be used as a penalty in series competitions. Is carried to the next start in the series. In single competition, the next final applies.
Yellow card	Can be used as a penalty in series competitions. Included in the series during the current calendar year.
Yellow card during two occasions, grid drop of max 10 grid position	Can be used as a penalty in series competitions. Included for the next start in the series during the current calendar year.
Protests See also G 15.	
	<ul style="list-style-type: none">• The following imposed penalties are not protestable: Drive Through, Stop and Go and Penalty Lane.• Decisions in protest cases relating to events on the track during ongoing heats cannot be appealed.• Any protests and appeals, which have not had time to be processed, have no effect on starting line-ups for subsequent competition heats during the same competition weekend.• Protest handling must be completed at the competition event.• The Stewards' jury can, after a decision in a protest case, decide that the result list should not change more than the disqualified/disqualified driver's position in the result list must be left blank.• In the event of a technical protest, all costs are paid in the event of refusal by the protester, at approval, all costs are paid by the person against whom the protest is directed

Results

Results after finishing

- In addition to the classifications prescribed in the SBF/SDF's competition rules, the supplementary rules of the competition may specify another form of classification distributed, for example by class.

The only permitted method of determining the results list/classification in a competition or championship shall be:

- Only competitors who covered at least 70% of the winner's total distance are classified (rounded down to the nearest whole lap).
- Should the competitor, in order to completing his last lap, use more than twice the time of the winner's fastest lap, this lap shall not be included in the calculation of that competitor's total distance.
- When a race is run in more than one part (for example at red flags/lights), the winner is the one who covered the total race distance in the shortest time or who covered the most number of laps during the predetermined total race time.

During competition

- When the list of results is posted, the time and who posted it (name/sign) must be stated.
- A new list of results must be assigned if a competition penalty/protest decision results in a change to the assigned list of results. The time and who assigns it must be stated. A new protest period against the result list therefore applies to the person to whom the change refers.
- When the protest period for the current list has expired, see RA 8.2.1 and if no one has announced their intention to appeal the jury's decision, see G 15.2, the Race Director and Stewards' chairman establish and sign the results list.
- An established list cannot be changed unless a higher instance on appeal can demonstrate errors in determining the result list.
- If someone within the time limit has announced their intention to appeal a jury decision and other protest times have expired, the Race Director and Stewards' chairman must sign the results list and clearly note that it is preliminary.
- If the result from a technical control cannot be finalised during the competition, the Race Director must sign the results list and clearly note that it is preliminary. When the case is closed, the list of results, adjusted if necessary, must be established by the Stewards' chairman signing it. Results list for classes that are not affected by this or an appeal may be established. It is up to the higher instance/s to determine the final list of results in the parts that are preliminary after an appeal.
- In case of local competition, simpler routines for giving results and list of results can be applied (according to the respective SDF's regulations).

After competition

- The organiser has the right to only publish the results list via the web on its own or another specified website or by distribution in another way. When higher authority/s change a result list, the organiser is responsible for a new result list being published in the same way. However, a copy of the officially awarded and signed results list and detailed protocol must always be available from the organiser. Please note that GDPR must be fully taken into account.
- If a post-check of a license declaration shows that the competitor did not have the right to participate in the competition, or participated in the wrong license class, the competitor must be removed from the list, even though it has been established. Those affected by the change must be notified by the organiser.
- For local competitions, the results list is handled according to the respective SDF's regulations.

Final placement

- The winning competition vehicle is the one that completed the planned competition distance/competition time in the shortest time. All cars will be classified taking into account the number of full laps they have completed.
- All drivers who drove at least 1 lap in the competition must be included in the results list.
- Drivers who do not complete the competition must be entered in the results list according to the number of laps driven.
- Should two or more drivers have completed the same number of laps, they are placed in the results list in the order in which they last crossed the finish line.
- Drivers who have been excluded/disqualified shall not be included in the results list in the order in which they last crossed the finish line.

Track and lap records

- Track record for a track is the shortest lap time achieved during the final heat regardless of competition class or nationality.
- Lap records for different classes are established in the corresponding manner.

Equal results

- In the event of equal results, simultaneous finish, the competitors concerned shall share the prizes for achieved placement.
- The first run must not be repeated under any circumstances.