



B-QUIK
THAILAND
SUPER SERIES



TSS
THE SUPER SERIES
by **B-Quik**

SPORTING REGULATIONS

2023



ORGANIZED BY



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A.1 Preamble

These Regulations apply to the following Championships:

- 1) **TSS The Super Series by B-Quik 2023**
 - Thailand Super Car Championship 2023 (GT3, GTM, GT4, GTC)
- 2) **B-Quik Thailand Super Series 2023**
 - Thailand Super Pickup Championship 2023
 - Thailand Super Compact Championship 2023
 - Thailand Super Production Championship 2023
 - Thailand Super Eco Championship 2023

A.1.1 The above Championships are approved by The Royal Automobile Association of Thailand (Under Royal Patronage) [RAAT] and organized by Racing Spirit Co. Ltd. They are governed under the International Sporting Code (Code) of Federation Internationale de l'Automobile (FIA), the RAAT General Prescriptions for Racing, these Supplementary Regulations & the relevant Technical Regulations and their annexures.

A.1.2 In case of any disparity between the Thai version of these regulations and the English version – The English version will prevail.

A.1.3 Entrants, Drivers and Team Managers shall comprehend the contents stated in these Regulations and strictly comply with all the Sporting and Technical Regulations prescribed.

A.2 Stewards

The decisions of the Panel of Stewards will be final and binding on the Entrants, Drivers and Team Managers (participants) subject to Appeal as laid out in the General Prescriptions under the Code of FIA and the RAAT.

A.3 Organizer and Promoter of this Series is Racing Spirit Co., Ltd.

Place for application:

Racing Spirit Company Limited

388/23 Chic District Block C (C7) Soi Ramkhamhaeng53 Ramkhamhaeng Rd.,

Phlabphla, Wangthonglang, Bangkok, 10310 Thailand

Tel.: 02-3010799, 084 666 4488 Fax: 02-538-6838

Email: info@racingspirit.co.th

Website: <http://www.thailandsuperseries.net>

A.4 Status

The following are INTERNATIONAL:

"TSS The Super Series by B-Quik"

- Thailand Super Car Championship 2023 (GT3, GTM, GT4, GTC)

The following are ZONE:

"B-Quik Thailand Super Series"

- Thailand Super Pickup Championship 2023,
- Thailand Super Compact Championship 2023,
- Thailand Super Production Championship 2023,
- Thailand Super Eco Championship 2023

A.5 Co-Operation

Racing Spirit Co. Ltd. as the organizer and promotor is given permission from RAAT to hold the competition. All participants shall comply with the regulations and technical rules stated in this handbook.

A.6 General Undertaking

A.6.1 All drivers, competitors and officials participating must observe all the provisions of the regulations mentioned in the preamble.

A.6.2 It is the Competitors' responsibility to ensure that all persons concerned with his/her entry observe all the requirements of the regulations mentioned in the preamble. The person having charge of an entered car during any part of an event is responsible jointly and severally with the competitor for ensuring that all the requirements are observed.

A.6.3 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the event.

A.6.4 The presentation of a car for pre-event scrutiny will be deemed an implicit statement of conformity with the regulations concerned.

A.6.5 All persons concerned in any way with an entered car or present in any other capacity, whether in the paddock, pits, pit lane or track must wear an appropriate pass at all times.

A.7 Officials

The Series will consist of:

- Two International Stewards, one of which will act as the Chairman
- One Local Steward appointed by local ASN
- The Race Director
- The Clerk of the Course
- Chief Scrutineer
- Secretary of the Meeting
- Judges of Fact
- Other representatives as necessary

A.7.1 The Race Director shall have authority over the Clerk of the Course who shall not issue any orders without the consent of the Race Director in the following areas:

A) Controlling the Free Practice Session, Qualifying Session and Races, adherence to the timetable and, if deemed necessary, any requests made to the Stewards to modify the timetable in accordance with the provisions of the FIA International Sporting Code and these Regulations.

B) Stopping a Car in accordance with the provisions of the FIA International Sporting Code and these Regulations.

C) Stopping a Free Practice Session or Qualifying Session or suspending a Race in accordance with these Regulations, if deemed necessary for safety reasons; and the restart procedure after the suspension.

D) The Starting procedure.

E) Use of the Safety Car.

F) The Race Director must be in contact (in person or by radio) with the Clerk of Course at all times when cars are permitted to run on the Track. Furthermore, the Clerk of Course must be in the Race Control Room and in radio contact with all Marshal posts at all times when cars are permitted to run on the Track.

A.8 Competition Schedule

(1) **TSS The Super Series 2023** will be held over 4 Events at the following venues:

For Thailand Supercar (GT3, GTM, GT4, GTC):

Event	Dates	Race	Venue
1	20 – 23 April 2023	1 - 2	Chang International Circuit, Buriram
2	27 June – 2 July 2023	3 - 4	Bangsaen Grand Prix, Chonburi
3	25 – 27 August 2023	5 - 6	Sepang International Circuit, Malaysia
4	14 – 17 December 2023	7 - 8	Chang International Circuit, Buriram

(2) **B-Quik Thailand Super Series 2023** will be held over 4 Events at the following venues:

For Thailand Super Pickup, Thailand Super Compact, Thailand Super Production, Thailand Super Eco

Event	Dates	Race	Venue
1	20 – 23 April 2023	1 - 2	Chang International Circuit, Buriram
2	25 – 28 May 2023	3 - 4	Chang International Circuit, Buriram
3	27 June – 2 July 2023	5 - 6	Bangsaen Grand Prix, Chonburi
4	14 – 17 December 2023	7 - 8	Chang International Circuit, Buriram

** Remark: Date and venues subject to change.

A.9 Qualifications and Conditions as a competitor

A.9.1 The Driver is required to provide with valid International Driver's License, grade ITC-C (International Grade C) as a minimum. (GT3, GTM, GT4 and GTC)

A.9.2 The Entrant is required to register his team with the organizers with a completed application form.

A.9.3 An Entrant may nominate a Team Manager as a representative to coordinate with the organizers and officials.

A.9.4 The Entrant / Driver or Team Manager is required to submit names of team members to the organizer. The Entrant is required to take responsibility and ensure that the team members are in compliance with all the rules and regulations.

A.9.5 The Entrant / Driver has the responsibility to ensure that any advertisement on the entered cars is in compliance with all the relevant laws and is not religious or political in nature.

A.9.6 Maximum number of cars per team will be 3 cars, championship points will be selected from best result of two car from each team.

A.9.7 A Driver/Team that applies for Entry after Race 4 will not be eligible for Championship Points and the organizer may refuse the application.

A.9.8 The organizer reserves the right to add a handicap either by Weight or Compensation Time to a competitor who joins the Series after Race 1. This will be applied on its first race.

A.9.9 Drivers wishing to compete in Thailand Super Car GT3, GTM, GT4 and GTC must be included in the "FIA Driver Categorization" list. Drivers who are not already categorized must complete the FIA online application process, using the link available via the FIA website listed below. Please note that to submit an application requires an FIA login which may take further time to arrange. The definitions of the FIA categories, the FIA driver categorization list and the application form are all included on the FIA website listed below: <http://www.fia.com/fia-driver-categorisation>.

The drivers will be classified in four different categories by the FIA: Platinum, Gold, Silver and Bronze. The organizer retains the right to make any amendments to the FIA categorization of any driver according to the criteria of the series.

A.9.10 Any Driver who is unable to comply with Regulation A.9.9 above, the FIA Drivers' Categorization Committee mandates the Panel of Stewards of the Competition concerned to categorize those drivers who announce themselves with their record of achievements after the Competition has started.

The Panel of Stewards of the Competition will provisionally categorize drivers who announce themselves with their record of achievements after the Competition has already begun. A fee of 5,000 THB will be payable to Racing Spirit Management for any request for late categorization. Any such provisional categorization will not constitute an FIA Categorization.

Drivers falling under the two immediately preceding paragraphs must submit their application for categorization together with their record of achievements, at the latest, during the Administrative Checks of the Competition concerned. Any requests for categorization past the Administrative checks will carry a penalty of 15,000 THB on top of the late categorization fee of 5,000 THB.

The organizer reserves the right to adjust a Driver's categorization and any decision taken in this regard is not subject to appeal.

A.10 Application Schedule & Documents

A.10.1 Application is considered complete when the forms, documents and payment are accepted by the organizer.

A.10.2 The Entrant is responsible for advising the Series Coordinator in writing at least one week before the event of any changes to their entry. Any pairing changes are subject to approval by the organizers and may result in a weight or time adjustment.

A.10.3 Documents Required.

Application form

- 2 x 1-inch passport photo without cap/hat and sunglasses.
- 1 copy of racing license issued by The Royal Automobile Association of Thailand (Under Royal Patronage) along with the original.
- Medical Certificate of Aptitude (this may be included with the license of the Driver) or original medical certificate issued by licensed doctor within 30 days before the date of application. (application without medical certification will be rejected)
- Drivers under 18 years are required to submit a letter of consent from his/her parent or legal guardian (endorsed by the Commissioner of Oath / legalised by lawyer) to the organiser.
- Foreign drivers having a valid FIA racing license from their respective ASN along with a No Objection Certificate/Starting Permission (as per Article 3.9.4 of the ISC) can take part in the races and are entitled to race awards and they shall be eligible for points or Championship awards.
- **For GT3, GTM, GT4 and GTC all teams are required to have a valid team license.**

A.10.4 Registration

- Registration will take place at a time and place detailed in the Official Programme of each event.
- Drivers and Entrants (Team Managers) are required to be present for registration with the above listed documents.
- No drivers are allowed on the track without signing the entry form. Any failure to observe the timetable for registration will be reported to the Stewards for further action.

Note: Applicants should sign his/her name on every copy of document.

A.11 Application Acceptance and Denial

All entries will be thoroughly checked by the organizer. The organizer reserves the right to refuse an entry at their discretion without assigning any reason whatsoever

A.12 Entry Fee

Thailand Super Car

Class	Price per race	Total race	Price	Discount 50% when paid on the specified dates
Thailand Super Car GT3	฿76,250/Race	8 Races	฿610,000	฿305,000
Thailand Super Car GTM	฿76,250/Race	8 Races	฿610,000	฿305,000
Thailand Super Car GT4	฿57,200/Race	8 Races	฿457,600	฿228,800
Thailand Super Car GTC	฿37,500/Race	8 Races	฿300,000	฿150,000

** Early bird registration fee is available until March 20th, 2023

**Additional rental fee for data logger (Thailand Supercar GTC) = 12,840 THB/Year

Thailand Super Pickup

Class	Price per race	Total race	Price	Discount 50% when paid on the specified dates
Class A/B	฿10,700/Race	8 Races	฿85,600	฿42,800
Class C	฿8,560/Race	8 Races	฿68,480	฿34,240

**** Early bird registration fee is available until March 20th, 2023**

Thailand Super Compact

Class	Price per race	Total race	Price	Discount 50% when paid on the specified dates
Class A/B/C	฿16,250/Race	8 Races	฿130,000	฿65,000

**** Early bird registration fee is available until March 20th, 2023**

Thailand Super Production

Class	Price per race	Total race	Price	Discount 50% when paid on the specified dates
Class A/B/C	฿16,250/Race	8 Races	฿130,000	฿65,000

**** Early bird registration fee is available until March 20th, 2023**

Thailand Super Eco

Class	Price per race	Total race	Price	Discount 50% when paid on the specified dates
Class A/B/C	฿4,375/Race	8 Races	฿ 35,000	฿17,500

**** Early bird registration fee is available until March 20th, 2023**

A.12.1 No refund will be made should an Entrant/Driver not take part in one or more of the Series events.

A.13 Minimum Number of Cars

Minimum number of cars for a race will be 5 cars for each class. This may vary at the discretion of the Promotors. Organizer reserves the right to run 2 or more classes amalgamated or concurrently. Organizer reserves the right to cancel or dismiss any class with less than 3 cars enrolled.

A.14 Prizes

A.14.1 Trophy will be awarded to the following classes:

Thailand Super Car GT3

Type of Race	Winner	1 st runner-up	2 nd runner-up	3 rd runner-up	4 th runner-up
Thailand Super Car GT3 Overall	Trophy	Trophy	Trophy	Trophy	Trophy
Thailand Super Car GT3 AM	Trophy	Trophy	Trophy		
Team Thailand Super Car GT3	Trophy				

**** Remarks: Team Trophy for each race will be awarded to the winner of its class.**

Thailand Super Car GTM

Type of Race	Winner	1 st runner-up	2 nd runner-up	3 rd runner-up	4 th runner-up
Thailand Super Car GTM Overall	Trophy	Trophy	Trophy	Trophy	Trophy
Thailand Super Car GTM AM	Trophy	Trophy	Trophy		
Team Thailand Super Car GTM	Trophy				

**** Remarks: Team Trophy for each race will be awarded to the winner of its class.**

Thailand Super Car GT4

Type of Race	Winner	1 st runner-up	2 nd runner-up	3 rd runner-up	4 th runner-up
Thailand Super Car GT4 Overall	Trophy	Trophy	Trophy		
Team Thailand Super Car GT4	Trophy				

**** Remarks: Team Trophy for each race will be awarded to the winner of its class.**

Thailand Super Car GTC

Type of Race	Winner	1 st runner-up	2 nd runner-up	3 rd runner-up	4 th runner-up
Thailand Super Car GTC Overall	Trophy	Trophy	Trophy	Trophy	Trophy
GTC Production	Trophy	Trophy	Trophy	Trophy	Trophy
GTC Non Homologated	Trophy	Trophy	Trophy		
Team Thailand Super Car GTC	Trophy				

**** Remarks: Team Trophy for each race will be awarded to the winner of its class.**

Thailand Super Pickup

Type of Race	Winner	1 st runner-up	2 nd runner-up	3 rd runner-up	4 th runner-up
Thailand Super Pickup: Overall (A/B)	Trophy	Trophy	Trophy	Trophy	Trophy
Thailand Super Pickup: Class A	Trophy	Trophy	Trophy	Trophy	Trophy
Thailand Super Pickup: Class B	Trophy	Trophy	Trophy	Trophy	Trophy
Thailand Super Pickup: Class C	Trophy	Trophy	Trophy	Trophy	Trophy

Thailand Super Compact / Production

Type of Race	Winner	1 st runner-up	2 nd runner-up	3 rd runner-up	4 th runner-up
Thailand Super Compact: Overall	Trophy	Trophy	Trophy	Trophy	Trophy
Thailand Super Production: Overall	Trophy				

Thailand Super Eco

Type of Race	Winner	1 st runner-up	2 nd runner-up	3 rd runner-up	4 th runner-up
Thailand Super Eco: Overall (A/B/C)	Trophy	Trophy	Trophy	Trophy	Trophy
Thailand Super Eco: Class C Plus	Trophy	Trophy	Trophy	Trophy	Trophy
Thailand Super Eco: Class C	Trophy	Trophy	Trophy		

A.14.2 Trophy to be awarded for annual championships 2023 to following:

Thailand Super Car GT3 Championships 2023

Type of Race	Winner	1 st runner-up	2 nd runner-up
Thailand Super Car GT3 Overall	Trophy	Trophy	Trophy
Thailand Super Car GT3 (AM)	Trophy	Trophy	Trophy
Team Thailand Super Car GT3	Trophy		

Thailand Super Car GTM Championships 2023

Type of Race	Winner	1 st runner-up	2 nd runner-up
Thailand Super Car GTM Overall	Trophy	Trophy	Trophy
Thailand Super Car GTM (AM)	Trophy	Trophy	Trophy
Team Thailand Super Car GTM	Trophy		

Thailand Super Car GT4 Championships 2023

Type of Race	Winner	1 st runner-up	2 nd runner-up
Thailand Super Car GT4 Overall	Trophy	Trophy	Trophy
Team Thailand Super Car GTM	Trophy		

Thailand Super Car GTC Championships 2023

Type of Race	Winner	1 st runner-up	2 nd runner-up
Thailand Super Car GTC Overall	Trophy	Trophy	Trophy
GTC Production	Trophy	Trophy	Trophy
GTC Non Homologated	Trophy	Trophy	Trophy
Team Thailand Super Car GTC	Trophy		

Thailand Super Pickup Championship 2023

Type of Race	Winner	1 st runner-up	2 nd runner-up
Thailand Super Pickup: Overall	Trophy	Trophy	Trophy
Thailand Super Pickup: Class A	Trophy	Trophy	Trophy
Thailand Super Pickup: Class B	Trophy	Trophy	Trophy
Thailand Super Pickup: Class C	Trophy	Trophy	Trophy
Team Thailand Super Pickup: Overall	Trophy		
Team Thailand Super Pickup: Class A	Trophy		
Team Thailand Super Pickup: Class B	Trophy		
Team Thailand Super Pickup: Class C	Trophy		

Thailand Super Compact / Thailand Super Production Championship 2023

Type of Race	winner	1 st runner-up	2 nd runner-up
Thailand Super Compact: Overall	Trophy	Trophy	Trophy
Thailand Super Production: Overall	Trophy		
Team Thailand Super Compact: Overall	Trophy		

Thailand Super Eco Championship 2023

Type of Race	Winner	1 st runner-up	2 nd runner-up
Thailand Super Eco: Class Overall	Trophy	Trophy	Trophy
Thailand Super Eco: Class C Plus	Trophy	Trophy	Trophy
Thailand Super Eco: Class C	Trophy	Trophy	Trophy
Team Thailand Super Eco Overall	Trophy		
Team Thailand Super Eco (C Plus)	Trophy		

- * In the event, 7 entries and above in a Class 5 trophies will be awarded.
- ** In the event, less than 7 entries in a Class only 3 Trophies will be awarded.
- *** In the event, less than 5 entries in a Class only 1 Trophy will be awarded.
- **** For the one hour race, the trophy will be given to both drivers.
- ***** If less than 7 entries in a class, no team trophy will be awarded.

A.15 Championship Points – Drivers

Championship Points will be awarded as follows:

Points for Drivers will be awarded for each race towards the individual according to the following scale:

For classes GT3, GTM, GT4, Compact and Production points are as below:

Position	1	2	3	4	5	6	7	8	9	10
Points	25	18	15	12	10	8	6	4	2	1

For classes GTC, Pickup and Eco points are as below:

Position	1	2	3	4	5	6	7	8	9	10
Points	20	15	12	10	8	6	4	3	2	1

A.15.1 For a driver to be eligible for Championship points he must be registered prior to Race 4 of the Championship.

A.15.2 Any driver who changes the class that he is racing in will accumulate points for that class only.

A.15.3 Change of Car is permitted however points will be awarded only if the changed car is of the same class as the original car.

A.15.4 Points will only be awarded to drivers who are classified as Finishers in the final results of each race. To be classified, a car must have completed at least 75% of the distance covered by the winner of its own category. When a car is shared by a driver pairing at an event, both drivers will score the same points for each Race.

A.15.5 If a race is suspended and cannot be resumed, no points will be awarded if the leader has completed less than two laps, half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance/time.

A.15.6 Any competitor who is excluded for any reason whatsoever will not be eligible for Points.

A.15.7 The driver with the maximum points at the end of the season will be declared Champion of the Year for his/her class. In case of a Tie then the winner of latest race of the season will be declared Champion of The Year. **This also applies to consecutive positions.**

A.15.8 For the purposes of awarding each category, any drivers not eligible for that category (including any Non-Registered Driver) will be disregarded for the purpose of calculating points.

A.16 Championship Points – Teams

For teams to be eligible for Championship points they must be registered prior to Race 4 of the Championship. Points for Teams will be awarded for each race according to the following scale:

For Classes GT3 and GTM, GT4, Compact and Production points are as below:

Position	1	2	3	4	5	6	7	8	9	10
Points	25	18	15	12	10	8	6	4	2	1

For Classes Thailand Super Car GTC, Pickup and Eco points are as below:

Position	1	2	3	4	5	6	7	8	9	10
Points	20	15	12	10	8	6	4	3	2	1

A.16.1 Teams that have registered for Team Championship will be awarded points based on the results of their respective drivers. For award of Team points a maximum of 3 cars can be registered.

A.16.2 Award of Team Championship Points will be based on the best results of two cars from each team. Only the two highest placed cars from each team may score points toward the Team Championship. For the purposes of awarding Team Championship points, the remaining car(s) from the same team will be disregarded for the purpose of calculating points.

A.16.3 The Team with the maximum points at the end of the season will be declared as the Champion Team for that particular class. In case of a Tie the team whose driver has finished higher in the latest race of the season will be declared the Champion Team for that class.

A.17 Race Distance and Race Format

A.17.1 Race Distance for each series

Sprint Race: 50 Km to 60 Km or 30 minutes, whichever comes first: Thailand Super Car GTC

Sprint Race: 50 Km to 60 Km or 30 minutes, whichever comes first: Thailand Super Pickup, Thailand Super Eco

One-hour race: GT3, GTM, GT4, Compact and Production ***(60 minutes + 1 lap)** or 65 minutes whichever comes first.

** For One-hour race format each car will be driven by one or two drivers.

** 60 minutes + 1 lap means when the clock hit 60 minutes, the next time the leader crosses the line will be the last lap.

A.18 Change of Driver Pairing / Car / Engine / Gearbox

A.18.1 During a Competition, a change in driver pairing may be made only for reasons of force majeure accepted by the Stewards. No driver changes will be allowed after Qualifying has commenced.

A.18.1.1 Should a driver change be granted, the following points scoring system will be observed:

A.18.1.1.1 Case A:

Original Entry AM+AM

Resulting Driver Pairing After Change: AM (original driver) + AM (new driver)

Points scored by the original driver from the previous races will be preserved and will continue to accumulate points in both the AM and Overall Categories.

The new driver will not inherit any previously scored points by the original entry in both the AM and Overall Categories, and will start from zero.

A.18.1.1.2 Case B:

Original Entry PRO+AM

Resulting Driver Pairing After Change: AM (original driver) + AM (new driver)

Both drivers will score points in the AM and Overall Category starting from zero. Previously earned points in the PRO+AM category by the original driver will remain stagnant in the Championship standing.

A.18.1.1.3 Case C:

Original Entry AM+AM

Resulting Driver Pairing After Change: AM (original driver) + PRO (new driver)

Both drivers will score points in the Overall Category starting from zero. No points will be earned in the AM Category. Previously earned points by the AM driver in the AM Category will remain stagnant in the Championship standing.

In any of the three cases above, any driver transferring from another registered entry - current or previous - will not carry any previously earned points, and will start from zero.

A.18.2 A Change of Car is permitted prior to the commencement of qualifying. No change of car will be allowed after qualifying under any circumstances. Competitors must file a petition in writing to the Organizer and the replacement car must conform to the technical regulations, including safety regulations of the Series, and will be subject to Scrutiny.

A.18.3 The replacement car must not have been presented for scrutiny for any other competitor for that race weekend.

A.18.4 In case of an accident during practice / qualifying session; the car must be re-scrutineered before the race. The time for re-scrutiny must be set up in consultation with the Chief Scrutineer. The Stewards, with the confirmation of the Chief Scrutineer, shall determine whether the car is safe enough to race.

A.18.5 If any car needs a change of engine after qualifying session a letter of request must be submitted to the Clerk of the Course. This change of engine will incur a penalty to REAR of grid. After change of Engine the car must be presented to the Scrutineers for re-sealing / marking at least 2 hours before the scheduled start of the race. Change of engine prior to request being granted will incur exclusion from the race(s).

A.18.6 During the race weekend, drivers who wish to remove the engine seal must submit a letter of request to the Chief of Scrutineer.

A.18.7 If the engine is re-sealed, the car will be subject to penalties to 10 Grid Spot.

A.18.8 Removal of engine seal prior to request being granted will incur exclusion from both races.

A.18.9 During the race weekend, drivers who wish to cut the gearbox or final drive seal must send a letter of request to the Chief of Scrutineer. The gearbox or final drive will be re-scrutineered by the Chief Scrutineer before the next race.

A.18.10 Cutting Gearbox or Final Drive seal will not entail any penalty provided there is no change in the Gear Ratio. Any change in Gear Ratio will entail exclusion from the race(s).

A.18.11 Cutting the Gearbox / Final Drive seal prior to request being granted will be subject to penalty.

A.18.12 If competition car needs to leave the circuit for any reason the entrant / driver shall post his request to Clerk of the Course before 6:00 PM / Office Hours and the car may leave the track only after permission from the Clerk of the Course – Once the car returns to the circuit it must be presented to the Scrutineers for re-scrutiny - The Stewards may impose a penalty.

A.18.13 Between race weekend, removal of engine seal prior to request being granted will be penalty at 10,000 THB.

A.19 Competition Number

A.19.1 The Competition numbers will be in conformity with Chapter XV of the International Sporting Code. These will be provided by the Organizers to every car that has passed Pre-Event Scrutiny.

A.19.2 Competition Numbers will be from 2-99 for each Class – Numbers may be selected by Entrants/ Drivers on a First-Come-First-Served basis.

A.19.3 Seven clear areas along with the Mandatory logo for the display of Championship numbers must be reserved. - one on the roof of the car, one each on the front left and front right doors, one each on the front and rear windscreen and one each on the left and right rear side windows. Event Specific Windscreen stickers are compulsory. No change in the shape or size of the stickers is permitted. Any change will be reported to the Stewards of the Meeting for further action.

A.19.4 The name of the driver must also appear on left and right roof pillars, and be clearly legible.

A.19.5 Change of Competition Numbers is not allowed throughout the season.

A.20 General Safety

A.20.1 Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors and their Team Members must not use flags similar in any way whatsoever to these.

A.20.2 Drivers are strictly forbidden to drive their car in the opposite direction of the declared track direction 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.

A.20.3 Any driver intending to leave the track or go to his/her pit or the paddock area must signal his/her intention to do so in good time making sure that he can do this without endangering other cars on the track.

A.20.4 During practice, qualifying and the race, drivers must use only the track (see Article A.24), and must at all times, observe the provisions of the Code relating to driving behavior on circuits.

A.20.5 A driver who abandons a car must leave it in neutral and with the steering wheel in place.

A.20.6 Repairs to a car may be carried out only in the Pit Lane, Team Garages and on the Grid before the start.

A.20.7 At no time may a car be reversed in the Pit Lane under its own power – Any infringement will be reported to the Stewards.

A.20.8 During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session and the period between the commencements of the formation lap which immediately precedes the race and the time when the last car enters the Parc fermé, no one is allowed on the track, the Pit Entry or the Pit Exit with the exception of:

- a. Marshals or other authorized personnel in the execution of their duty;
- b. Drivers when driving or on foot, having first received permission to do so from a Marshal;

A.20.9 During a race, the engine may only be started with the starter except in the Pit Lane where the use of an external starting device is allowed or if after the start, a car is immobilized on the starting grid it shall be the duty of the Marshals to push it into the Pit Lane by the fastest route. If external device is to be used to starting the car on the starting grid, request form must be submitted to the Clerk of the Course for Approval.

A.20.10 If the driver is unable to start the car whilst it is being pushed his mechanics may attempt to start it in the Pit Lane. If the car then starts it may re-join the race from the Pit Lane. The driver and mechanics must follow the instructions of the track Marshals at all times during such a procedure.

A.20.11 No driver will be allowed to take part in any official practice, qualifying or race unless they conform to article B.2 of the respective technical regulations.

A.20.12 The driver's safety equipment must be presented to the Scrutineer at pre-event scrutiny for eligibility.

A.20.13 If a driver has serious mechanical difficulties during practice, qualifying or the race he must leave the track as soon as it is safe to do so.

A.20.14 The car's lights must be activated (turned on) when signaled to do so, by the displaying of the "light on" board.

A.20.15 Only team members of participating cars (all of who shall have been issued with and wearing special identification) are allowed in the signaling area during practice, qualifying and the race.

A.20.16 Animals, except those, which may have been expressly authorized by the organizer for use by security services, are forbidden in the pit area and on the track and in any spectator area.

A.20.17 The Race Director, Clerk of the Course, Stewards or Medical Delegate can require a driver to have a medical re-examination at any time during an event.

A.20.18 Failure to comply with the general safety requirements of the Code or these Sporting Regulations or the General Prescriptions or any other relevant regulations may result in the exclusion of the car and driver concerned from the event.

A.20.19 A car receiving assistance from the marshals during qualifying or the race will not be allowed to continue and must proceed directly to the scrutineering bay which will be kept under parc ferme' conditions.

A.20.20 During refueling, the refueling all crew must wear full fireproof clothing with one team member with a fire extinguisher ON HAND during the entire refueling process ready to react in case of a fire. During refueling, no other work may be carried out on the car.

A.21 Instructions and Communication to Competitors

A.21.1 The Race Director or Clerk of the Course may give instructions to competitors by means of bulletins in accordance with the Code. These bulletins will be posted on the Official Notice Board and may be distributed to all competitors who must acknowledge receipt save in case of force-majeure, duly recognized as such by the Stewards.

A.21.2 All Competitors are required to be available for receiving such communication at the Event, for a period of 60 minutes after the end of the Practice / Qualifying / Race.

A.22 Sanctions

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

A.23 Driving Standards & Race Penalties

The encouragement of high standards of racing with appropriate respect for other competitors and their cars will be considered pinnacle and in that respect:

A.23.1 The Series Officials reserve the right to access data from any source within a Car including or limited to, data logging equipment, ECU and any camera/footage recording equipment.

A.23.2 Breaches of driving standards will be firmly dealt with. If it appears from official video recordings or any other track evidence that there may have been a breach of driving standards or behavior, on or off the track, in a manner considered to have brought the Championship into disrepute, the Race Director will

be entitled to request the Stewards consider the inception of an enquiry into the matter, notwithstanding that the Clerk of the Course may or may not have already investigated the incident. Penalties will be imposed at the discretion of the stewards.

A.23.3 Cars which have sustained severe body damage or whose appearance is judged by the Chief Scrutineer, Clerk of the Course, Race Director or Stewards to be below an acceptable standard may be excluded from the grid.

A.23.4 Competitors are expected to effect repairs from previous accident damage prior to presenting their car for Scrutineering. If necessary, an instruction to carry out repairs prior to the next event will be issued by CHAMPIONSHIP Organizer.

A.23.5 At the end of any session no driver may cross the Chequered Flag more than once. A violation of this in the first instance may incur a Penalty up to 10,000 THB, or added time to final result.

Subsequent violations of crossing the Chequered Flag more than once may incur a Penalty up to 20,000 THB or added time to final result.

A.23.6 All drivers are required to respect and obey all flag signals without fail while driving on the race track failing of which the competitor is liable to be penalized.

A.23.7 Infringements of Technical Regulations arising from qualifying, Scrutineering:

Minimum Penalty: Should a vehicle be found ineligible after qualifying, but subsequently be approved before the race, the vehicle will have all its qualifying times disallowed. The Stewards may permit it to start from the back of the grid.

A.23.8 Infringements of Technical Regulations arising from post-race Scrutineering:

A.23.8.1 A penalty at the discretion of the Stewards which may go as far as exclusion from the results of the race.

A.23.9 Specific CHAMPIONSHIP Penalties:

A.23.9.1 Where an offence below is committed during the first race, then points gained for the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

A.23.9.2 Should two separate offences be committed, then all points shall be forfeited for that whole race weekend, irrespective of the timing of the offence committed at that race weekend.

The offences are:

- a) Reckless or dangerous driving in the course of the event.
- b) Careless driving in the course of the event.
- c) Driving in a manner not compatible with general safety.

The Stewards reserve the right to impose further penalties on competitors found to have transgressed any of the technical regulations.

A.24 Track Limits

A.24.1 Drivers must use the track at all times – For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.

A.24.2 A driver will be judged to have left the track if no part of the car remains in contact with the track.

A.24.3 Should a car leave the track the driver may re-join; however, this may only be done when it is safe to do so and without gaining any advantage. Any position gained by going off the track must be given back at the earliest.

A.24.4 A driver may not deliberately leave the track without justifiable reason.

A.24.5 More than one change of direction to defend a position is not permitted.

A.24.6 Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

A.24.7 Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the other car attempting to pass is alongside his/hers.

A.24.8 Whilst defending in this way the driver may not leave the track without justifiable reason.

A.24.9 For the avoidance of doubt, if the front of the car attempting to pass is alongside the vehicle and up to the "B" pillar of the vehicle, this will be deemed to be a 'significant' portion.

A.24.10 Maneuvers liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.

A.24.11 As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake. Any driver who is deemed to be ignoring the waved blue flags will be reported to the Stewards of the meeting.

A.25 Incidents

A.25.1 Incident means an occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the Clerk of the Course / Race Director (or noted by the Stewards and referred to the Clerk of the Course for investigation) which:

- Necessitated the stopping of a race
- Constituted a breach of these Sporting Regulations, or the Code and its appendices;
- Caused a false start by one or more cars;
- Caused a Collision or tried (attempted to) to cause a collision;
- Forced a driver off the track or tried (attempted to) to force a driver off the track;
- Illegitimately prevented a legitimate overtaking manoeuvre by a driver;
- Illegitimately impeded another driver during overtaking.

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

A.25.2 It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director or Clerk of the Course, if a driver or drivers involved in an incident shall be penalized.

A.25.3 If a driver is involved in a collision or incident, he must not leave the circuit/venue/premises without the consent of the Stewards.

A.25.4 If an incident is under investigation by the Stewards, "it will be announced via the timing screen & or any possible means of notification".

A.26 Penalties

A.26.1 The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule Judges of Fact. A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result in the exclusion of the Car and Driver concerned from the Event.

A.26.2 The Stewards may impose any one of the following penalties on any Driver involved in an incident. They may also choose to impose any other penalties as laid down in the Code or any combination thereof:

A.26.2.1 **A drive through Penalty** – The Driver must enter the pit lane and rejoin the Race without stopping.

A.26.2.2 **A Stop & Go Penalty** – The Driver must enter the pit lane and stop in a notified location along the pit lane for the specified time penalty and then rejoin the Race. This will be supervised by an official in the Pit Lane.

Should either of the penalties under (A.26.2.1) or (A.26.2.2) above be imposed during the last three laps, or after the end of a Race, a time penalty will be added to the total elapsed race time.

- 30 seconds will be added to the elapsed Race time of the Driver concerned in case of A.26.2.1
- 30 seconds plus time penalty will be added in case of A.26.2.2

A.26.2.3 A time Penalty.

A.26.2.4 A Reprimand.

If any of the four penalties above are imposed they shall not be subject to appeal.

A.26.2.5 A drop of any number of grid positions at the Driver's next Race / Event.

A.26.2.6 Exclusion from the results.

A.26.2.7 Suspension from the driver's next event.

Should the Stewards decide to impose either of the penalties under Article A.26.2.1 and A.26.2.2, the following procedure will be followed:

A.26.2.8 A board will be shown displaying the car number and penalty imposed. When possible, the Stewards may also give a verbal and/or written notification of the penalty imposed to an official of the team concerned.

A.26.2.9 From the time the Steward's decision is notified the relevant Driver may cover no more than two complete laps before entering the pit lane to serve the penalty.

A.26.2.10 In a drive through penalty (Article A.26.2.1), a Car must enter the pitlane and drive through the pit exit to rejoin the race without stopping.

A.26.2.11 In a stop and go penalty (Article A.26.2.2), a Car must enter the pitlane and shall remain in the designated area for the period of time penalty.

A.26.2.12 Whilst a Car is stationary in the pit lane as a result of incurring a time penalty it may not be worked on. However, if the engine stops it may be started after the time penalty period has elapsed.

A.26.2.10 When the time penalty period has elapsed the Driver may re-join the Race.

A.27 Scrutineering

A.27.1 Initial scrutineering (pre-event scrutiny) of the car will take place at a time and place detailed in the Official Program of each event.

A.27.2 No car may take part in the event unless it has been passed by the Scrutineers. Any failure to observe the timetable for scrutineering will be reported to the Stewards for further action.

A.27.3 The Scrutineers may:

A.27.3.1 Check the eligibility of a car or of a competitor at any time during an event.

A.27.3.2 Require a car to be dismantled by the competitor to ensure that the conditions of eligibility or conformity are fully satisfied.

A.27.3.3 Require a competitor to pay the reasonable expenses while exercise of the powers mentioned herein may entail.

A.27.3.4 Require a competitor to supply them with such parts or samples as they may deem necessary.

A.27.4 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 scrutiny.

A.27.5 The Race Director/Clerk of the Course may require any car involved in an accident be stopped and checked.

A.27.6 Checks and Scrutiny shall be carried out by duly appointed officials who shall also be responsible for the operation of the Parc fermé and who alone are authorized to give instructions to the competitors.

A.28 Parc fermé

A.28.1 Only those officials charged with supervision may enter the Parc fermé. No intervention of any kind is allowed there unless authorized by such officials.

A.28.2 When the Parc fermé is in use, Parc fermé regulations will apply in the area between the Line and the Parc fermé entrance.

A.28.3 The Parc fermé shall be sufficiently large and secure that no unauthorized persons can gain access to it.

A.28.4 In certain cases, due to space constraints, the Scrutineers may issue Parc fermé placards for competing cars. These must be placed on the front windscreen of the car and the cars, irrespective of where they are parked, will be deemed to be under Parc fermé and all Parc fermé regulations will apply.

A.29 Drivers Briefing

A.29.1 A mandatory briefing for the drivers chaired by the Race Director or Clerk of the Course will be held at a time and location as mentioned in the Official Program of each event.

A.29.2 All drivers and their Team Managers must attend the briefing.

A.29.3 An attendance register will be maintained in which all the drivers are required to sign.

A.29.4 Drivers who do not attend this mandatory Drivers Briefing will be penalized up to 10,000 THB and reported to the Stewards for further action. They will be given a separate briefing by the Race Director or Clerk of the Course.

A.29.5 Drivers reporting late (beyond the specified time) for the Drivers Briefing will be penalized up to 5,000 THB and will be given a separate briefing by the Race Director or Clerk of the Course.

A.29.6 All such penalties specified above are payable immediately. Competitors with unpaid penalties will not be allowed to proceed with the practice sessions.

A.30 Pit Lane

A.30.1 For the avoidance of doubt and for description purposes, the Pit Lane shall be divided into two lanes. The lane closest to the pit wall is designated the "fast lane" and the lane closest to the garages is designated the "working lane" The working lane is the only area where any work can be carried out on a car.

A.30.2 During all practices, qualifying and races, there will be a Green and a Red Light/Flag at the end of the Pit Lane. Cars may only leave the Pit Lane when the Green Light/Flag is shown.

A.30.3 Competitors must not paint lines on any part of the Pit Lane.

A.30.4 No work is to be undertaken or equipment is allowed in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, even when the car is being pushed.

A.30.5 A Pit-lane speed limit will be 60 km/h unless notified otherwise by a Bulletin.

A.30.6 During practice, qualifying and reconnaissance laps any driver who exceeds the speed limit in the Pit Lane will be fined a sum of 250/THB for every km/h beyond the specified limit for the first offence.

A.30.7 For every subsequent offence, the driver will be fined a sum of 500/THB for every km/h beyond the specified limit.

A.30.8 During the race, the Stewards may impose a minimum time Penalty of 10 seconds on any driver who exceeds the Pit Lane speed limit.

A.30.9 Cutting across the white line at the Pit Lane Entry while entering the Pit Lane or cutting across the white line at the Pit Lane exit while re-joining the track is prohibited and will be subject to penalties at the discretion of the Stewards.

A.30.10 While the car is lifted up in the pit lane, the engine must NOT be running unless the safety jacks are installed. Failure to do so, a fine will be imposed.

A.30.11 Mechanics cannot work under the car if the safety jacks are not installed. Failure to do so, a fine will be imposed.

A.31 Practice & Qualifying

A.31.1 Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice and qualifying sessions as for the race.

A.31.2 All Cars **must** register and pass Scrutiny before Official Practice and Qualifying.

A.31.3 The Organizers will set a Time Table for Official Practice and Qualifying and cars should go out for Practice and Qualifying only according to their respective Time Tables.

A.31.4 A Blue Flag and/or a flashing Blue Light will be shown at the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.

A.31.5 If a car stops during practice, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the Marshals to assist him.

A.31.6 In the event of a driving infringement during Practice/Qualifying the Stewards may delete any number of qualifying times from the driver concerned or drop the driver any number of grid positions as they consider appropriate. In this case, he will not be able to appeal against the decision of the Stewards.

A.31.7 The Race Director/Clerk of the Course may interrupt practice as often and for as long as he/she thinks necessary to clear the track or to allow the recovery of a car. The Race Director/Clerk of the Course may decline to prolong the practice period after an interruption of this kind.

A.31.8 Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director/Clerk of the Course may order Red flags to be shown at all Marshal posts.

A.31.9 When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to the Pit Lane, and all cars abandoned on the track will be removed to a safe place. At the end of each practice session no driver may cross the Control Line more than once.

A.31.10 Should one or more sessions be thus interrupted, no protest will be accepted as to the possible effects of the interruption on the qualifying of drivers admitted to start.

A.31.11 There will be ONE qualifying session to determine the grid position for the races of all the classes during which all laps covered will be timed.

A.31.12 Any driver, whose car has been assisted for an engine restart during the qualifying session, will not be permitted to take any further part in the session. Any car which stops on the circuit during the qualifying session, and which is returned to the pits, will be held in Parc fermé until the end of the session.

A.31.13 The fastest Lap time/times of drivers receiving any assistance from the Marshal's during the course of a qualifying session which may result in the driver resuming the session, will be deleted. However, if the Driver & car after having received such assistance reports immediately and directly to Parc fermé, the above Penalty will not apply. Such cars will be held in Parc fermé till the end of the session and will not be permitted to take any further part in the session.

A.31.14 In the event there is a tie in Qualifying Times the driver who set the tied time first will get the position tied for.

A.31.15 If any driver does not complete one timed lap during qualifying (not including Out and In Laps) he will not be in the Qualifying Results. However, he/she may be allowed to Start subject to permission from the Stewards.

A.31.16 Any driver that comes into Pits during a Qualifying session cannot enter his Pit Garage and must remain on the Inner Lane. Addition/Removal of weight and refueling is strictly prohibited. In case of violation the concerned car will be excluded at the discretion of the Stewards.

A.31.17 No driver may start the race without taking part in a qualifying session, without the express permission of the Stewards.

A.31.18 Once a car comes in for weighing that car cannot go out for qualifying again.

A.31.19 Should, for any reason, it be impossible to hold the Qualifying session, or should the Qualifying session be curtailed before times have been set, the results of the Official Practice Session will be used to set the starting grid.

A.32 Qualifying for One Hour Races (GT3, GTM, GT4, Compact and Production)

The usual Qualifying Session format at each Event will consist of two parts, Q1 and Q2.

A.32.1 Q1 will be a 10-15 minutes session and will determine the starting order for Race One at the Event. When a car is entered with a Driver pairing, Driver 1 must take part in the Q1.

A.32.2 Q2 will be a 10-15 minutes session and will determine the starting order for Race Two at the Event. When a car is entered with a Driver pairing, Driver 2 must take part in the Q2.

A.32.3 A single Driver entry must take part in both Q1 & Q2.

A.32.4 The interval between Q1 and Q2 will usually be 5-10 minutes unless another time is specified in the Event Bulletin.

A.32.5 The Driver with the lower driver categorization must take part in Q1 and start race 1. In the event of both drivers having the same categorization, the team must notify the Organizer the designated Driver 1 and Driver 2 before the close of Registration. This order will continue throughout the season in which this driver pairing participates. In case where one Driver is changed the remaining Driver will retain their designation unless prevented from doing so by different categorization). This will be subject to the approval of the organizer.

A.32.6 No refueling is allowed during Qualifying sessions and race.

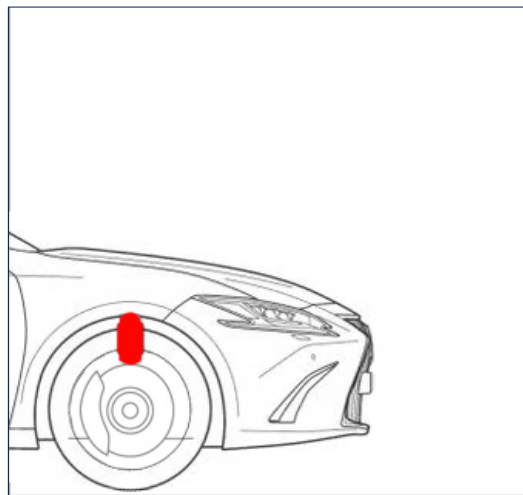
A.32.7 Work maybe under taken during the interval but competitors are reminded of the limitations to refueling.

A.32.8 For the avoidance of doubt for scrutineering purposes Q1 and Q2 will be classed as a single session therefore any infringement of the Technical regulations will affect the entire Qualifying session.

A.32.9 The organizer reserves the right to amend the qualifying format via bulletin.

A.33 Transponders

A.33.1 All cars must be fitted with transponders. The transponder must be fitted inside the car's front wheel arch. It is the responsibility of the competitor to ensure that this is fitted correctly and is functioning properly during the event. (See diagram below)



A.33.2 Competitors will be charged for repair or replacement of the modules due to accident damage, misuse or loss at any time during the season.

A.33.3 Competitors must not place electronic timing equipment within five meters of the Official Start/ Finish or any other timing lines at any event. Any such team equipment placed within these zones will be removed and may entail penalties.

A.34 Weighing

A.34.1 After the qualifying session, cars will be weighed as follows:

- a) The organizer will install/nominate the weighing equipment.
- b) All Cars will have to undergo the weighing procedure after each qualifying session.
- c) After qualifying all cars will proceed directly to the weighing area and stop the engine.
- d) The car will then be weighed, and the reading will be acknowledged by a signature.
- e) 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.
- f) A car or driver may not leave the weighing area without the consent of Chief Scrutineer.
- g) If a car stops on the circuit and the driver leaves the car, he must go to the weighing area immediately on his return to the pits in order for his weight to be established.

- h) The weight is the weight of the car in the condition in which it crosses the finishing line (including the driver, except for GT3, GTM, GT4, GTC, Compact and Production) or at any time during the Championship, including practice. All drivers must make themselves available to be weighed if required by the Scrutineers at any time during the Championship but in particular immediately following the end of qualifying session and races.
- i) The minimum racing weighs or BOP weighs for each category will be as specified in the corresponding Technical Regulations of that category.

A.34.2 After the race each car crossing the line will be weighed. If a driver wishes to leave his car before it is weighed, he must ask the Chief Scrutineer to weigh him in order that this weight shall be added to that of the car. (not applicable to GT3, GTM, GT4, GTC, Compact and Production)

A.34.3 Should the weight of the car be less than that specified in the Regulations when weighed, the car and the driver will be excluded from the qualifying or race results save where the deficiency in weight results from the accidental loss of a component of the car due to force majeure duly accepted by the Stewards.

A.34.4 No solid, liquid, gas or other substance or matter of whatever nature maybe added to, places on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure. (Except by a Scrutineer when acting in his official capacity)

A.34.5 Only Scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.

A.34.6 Any breach of these provisions for the weighing of cars may result in the exclusion of the relevant car as decided by the Stewards.

A.35 The Grid

A.35.1 At the end of qualifying the fastest time achieved by each driver will be officially published. Only these cars will be allowed to start the race.

A.35.2 The fastest driver will start the race from the position on the grid which has been designated as the Pole Position.

- a) One hour Races (GT3, GTM, GT4, Compact and Production): At each Event, the grid positions for Race 1 will be drawn in the order of the fastest time achieved by each Driver (regardless of the class) in the Qualifying Session 1(Q1).
The grid positions for Race 2 will be drawn in the order of the fastest time achieved by each Driver (regardless of the class) in the Qualifying Session 2 (Q2).
Qualifying Session 1(Q1) will determine the starting order for Race 1 and Qualifying Session 2 (Q2) will determine the starting order for Race 2 as also referred to Regulations A.32.1 & A.32.2
- b) GTC: At each event, the grid positions for Race 1 will be drawn in the order of the fastest time achieved by each Driver (regardless of the class) in the qualifying. The grid positions for Race 2 will be drawn in the order of the second fastest time achieved by each Driver in the qualifying.
- c) Thailand Super Pickup and Thailand Super Eco: At each event, the grid positions for Race 1 of the above groups will be drawn in the order of the fastest time achieved by each Driver in the qualifying. The grid positions for Race 2 will be drawn in the order of the results of Race 1 with top 5 cars in the reverse order. The other cars will be place behind them from the 6th position onwards according to the results of Race 1.

A.35.3 Any driver whose best qualifying lap exceeds 110% of the pole position time may not be allowed to take part in the race. Under Exceptional circumstances; however, which may include setting a suitable

lap time in a previous free practice session, the Stewards may permit the car to start the race from the back of the grid. Should there be more than one driver accepted in this manner, their start order will be determined by the Stewards' decision.

A.35.4 The starting grid will be published on the official notice board. Any competitor / team 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 event, no later than 60 minutes before the start of the race. If one or more cars are withdrawn the grid will be closed up accordingly. Failure to inform the organizer within stipulated time will entail penalties as decided by the Stewards. The final starting grid will be published 60 minutes before the start of the race.

A.35.5 The grid will be in a 2x2 formation and the rows on the grid will be separated by 7.2 meters unless stated otherwise via Bulletin. For GT3 and GTM the grid will be formatted as follows; GT3 cars will form the front of the grid based on qualifying lap times. There will be a gap between the last GT3 car and the first GTM car, this gap will be established at the commencement of the Formation Lap. The pole position GTM car must maintain this gap.

Pole position for both GT3 and GTM will be on the same side depending on circuit license for example if its on the right side of the grid, both pole position cars GT3 and GTM will be on the right of the grid (this may create empty grid spots on the grid).

For GTC the grid will be formatted as follows; GTC cars will form the front of the grid based on qualifying lap times.

Pole position for GTC will be on the same side depending on circuit license for example if pole is listed on the right side of the grid, pole position GTC cars will be on the right of the grid.

A.35.6 Any car which has not taken up its position on the grid by the time Five-minute signal is shown will not be permitted to do so and must join the start at the back of the grid.

A.35.7 The organizer reserves the right to amalgamate or combine the classes of cars for the race.

A.36 Start Procedure

A.36.1 The Starting procedure for each class will be as follow:

- Rolling Start: GT3, GTM, GT4, GTC, Compact and Production.
- Standing Start: Pickup and Eco

A.36.2 15 (Fifteen) minutes before the starting time the Pit Exit will be opened with the display of Green Light / Flag at the end of Pit Lane.

A.36.3 Pit Exit will be open for 5 minutes. Any car that cannot leave before the Pit Exit closes must stop at the pit exit.

A.36.4 Any car, which is still in the pits, can start from the pits provided it reached the Pit Exit under its own power. If more than one car is affected, they must line up in the order in which they reached the Pit Exit.

A.36.5 Where the Pit Exit is after the Start 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 before the Start Line, cars will join the race as soon as the whole field has crossed the Start Line after the start.

A.36.6 The approach of the start will be announced by signals shown, Ten minutes, Five minutes, Three minutes, One minute and finally Fifteen seconds before the start of the formation lap, each of which may be accompanied by an audible warning.

A.36.7 When the three-minute signal is shown, everybody except drivers, officials and team staff must leave the grid.

A.36.8 When the three-minute signal is shown all cars must have their wheels fitted and the car must be on the ground. After this signal wheels may only be removed in the pits. Any car which does not have all its wheels fitted at the three-minute signal must start the race from the back of the grid or the pit lane.

A.36.9 When the one-minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15-second signal is given. If any driver needs assistance after the 15-second signal, he must raise his arm and, when the remainder of the cars able to do so have left the grid, his/her team may attempt to rectify the problem. In this case, Marshals with yellow flags may stand beside the car(s) concerned to warn drivers behind.

A.36.10 When the Green Flag/Light is shown, the cars will begin the Formation Lap with the pole position driver leading. When leaving the grid, all drivers must proceed at a greatly reduced speed one by one.

A.36.11 During the Formation Lap practice starts are forbidden and the formation must be kept as tight as possible. Any one guilty of dropping behind without a valid reason, will be reported to the Stewards for further action. Overtaking during the Formation Lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

In case any driver is unable to regain his original starting position before he reaches Safety Car line 1, he/she must enter pit lane and take a pit lane start.

A.36.12 Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the start line, and must start from the rear of the grid. If more than one driver is affected, they must form up at the pit exit in the order they report to pit exit. If the line is not situated in front of pole position, for the purposes of this Article only, it will be deemed to be a white line one meter in front of pole position.

A.36.13 A time Penalty of 10 seconds (added to total time) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap. The same Penalty may apply for practice starts during the formation lap.

A.36.14 Any driver who is unable to start the formation lap must raise his arm or open his door, and after the remainder of the cars have crossed the line, his mechanics may attempt to rectify the problem under the supervision of the Marshals.

A.36.15 If the car is still unable to start the formation lap, it will be pushed into the pit lane by the shortest route and the mechanics may work on the car again.

Standing Start

A.36.16 When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running. There will be a standing start and the starting signal will be given by means of starting lights. Once all the cars have come to a halt the five-second signal will be shown and 5 seconds later the starter will switch on the red light(s) in sequential order i.e. 1,2,3,4,5. After the 5 red light(s) become visible, the race will be started by the red lights going off altogether.

A.36.17 During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorized officials and fire Marshals all of whom shall have been issued with and shall be wearing the appropriate pass.

A.36.18 If, after returning to the starting grid at the end of the formation lap, a car develops a problem that could endanger the start, the driver must immediately raise his hands above his head or open the car door (in case of saloons) and the Marshal responsible for that row must immediately wave a yellow flag.

A.36.19 If the start is delayed as a result, 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 on the new formation lap the

race distance will be reduced by 1 lap. The car will be pushed into the pit lane by the shortest route. The team may then attempt to rectify the problem and, if successful, the car may then start from the pit lane. Should there be more than one car involved their starting order from the pit lane will be determined by the order in which they reached the pit exit under their own power. Vacant positions due to this will not be filled.

A.36.20 If a problem arises when the cars reach the starting grid at the end of the formation lap, the following procedure shall apply:

A.36.20.1 If the race has not been started, a red flag and a "Start Delayed" board will be shown, all engines will be stopped and the new formation lap will start 5 minutes later with the race distance reduced by one lap. The next signal will be the three-minute signal.

A.36.20.2 If the start light procedure has commenced & in the opinion of the starter the start needs to be ABORTED the red lights will freeze & a red flag will be shown at the starters box to indicate the start has been delayed.

A.36.20.3 If the race has been started the Marshals alongside the grid will waive their yellow flags to inform the drivers that a car is stationary on the grid.

A.36.20.4 If, after the start, a car is immobilized on the starting grid, it shall be the duty of the Marshals to push it into the pit lane by the fastest route.

A.36.20.5 If the driver is unable to start the car whilst it is being pushed his mechanics may attempt to start it in the pit lane. If the car then starts it may re-join the race. The driver and mechanics must follow the instructions of the track Marshals at all times during such a procedure.

A.36.21 A time penalty as prescribed by the stewards will be imposed for a false start.

A.36.22 Only in the following cases, will any variation in the start procedure be allowed.

A.36.23 If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director/Clerk of the Course, the teams should be given the opportunity to change tyres, a "Start Delayed" board will be shown on the Line and the Starting procedure will begin again at the 10-minute point.

Rolling Start

A.36.24 Yellow flags will be displayed at all observation points. The speed of the organizer's official car must be around 80 km/h during the formation lap. The organizer's official leading car will pull off at the end of the formation lap. The cars will continue on their own with the pole position car leading at a minimum speed of 70 km/h and a maximum of 90 km/h. A judge of fact will monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70-90 km/h) before the start is given will result in a Drive through penalty. During the formation lap the red light will be on. No car may overtake another one before the starting light signal is given.

A.36.25 Maintain Grid position – Drivers should line up directly behind the other driver ahead.

A.36.26 Distance between cars side by side must be at least 1 car Width apart and distance between cars front to back must be at least 1 Car Length, not exceeding 3 Cars Length.

A.36.27 This will be a rolling start. The starting signal will be given by means of the RED lights being extinguished (turned off) under the control of starter.

A.36.28 During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorized officials and fire Marshals all of whom shall have been issued with and shall be wearing the appropriate pass.

A.36.29 If a problem arises when the cars reach the Line at the end of the formation lap, the red light will stay on. Yellow flags will be waved at all observation posts. The cars, with the pole position leading, will

complete a new formation lap. They may be joined and led by another official leading car and will continue for another formation lap.

A.36.30 If additional formation laps are necessary, only the first two laps will not count towards the total distance of the race. The total number of additional laps whether they are formation laps or covered behind the Safety Car is two. If more than two additional formation laps are necessary, the start will be considered as having been given at the end of the second additional formation lap. The Race Starter will be the Judge of the fact.

A.36.31 All cars starting from the pit lane must be stopped by the marshals at the pit lane exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be strictly observed. Cars starting from the pit lane will have completed their first lap as soon as they cross the start/finish line for the first time.

A.36.32 If the Race Director who is also the permanent starter, is satisfied with the formation, he will Start the race by switching the start lights from Red to Green. Once the Green signal is given, race is deemed started, and overtaking is allowed.

A.36.33 Only in the following cases will any variation in the starting procedure be allowed:

A.36.33.1 If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, Teams should be given the opportunity to change tyres, a "Start Delayed" board and the abort lights will be shown on the Line. There will be a delay of five minutes, in which Competitors may change tyres on the Grid, and then the normal start procedure will recommence from the "Three-minute" signal. In this case, it may determine the new Race distance and maximum Race duration.

A.36.33.2 If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the Race Director may delay the start of the race by showing a "Start Delayed" board and the abort lights simultaneously with a 10" board with a red background.

A.36.33.3 This 10" board with a red background will mean that there is to be a delay of ten minutes before the starting procedure can be resumed. If weather conditions have improved at the end of that "Ten" minute period, a 10" board with a green background is shown. The 10" board with a green background will mean that the green flag will be shown in ten minutes. Five minutes after the 10" board with the green background is shown, the starting procedure will begin and the normal starting procedure signals (i.e. 5, 3, 1 min, 15 seconds) will be shown, accompanied by an audible warning.

A.36.33.4 If, however, the weather conditions have not improved within ten minutes after the 10" board with the red background was shown, the 10" board with the red background will be shown again which will mean a further delay of ten minutes before the starting procedure can be resumed.

A.36.33.5 This procedure may be repeated several times. At any time when a 10" board (with either a red or green background) is shown; it may be accompanied by an audible warning.

A.36.33.6 In exceptional circumstances, the Race may be started behind the Safety Car. In this case, at any time before the one-minute signal, the Safety Car will be placed in front of the Grid with orange lights illuminated. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are illuminated at the Start Line, the Safety Car will leave the grid with all cars following in grid order no more than 5 cars lengths apart. There will be no formation lap and the race will start when the green lights at the start line are illuminated.

A.36.33.7 Soon after the last car in line behind the safety car passes the end of the pit lane, the pit exit light will turn green; any car in the pit lane may then enter the track and join the line of cars behind the safety car.

A.36.33.8 The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact.

A.36.33.9 Any breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result in the exclusion of the car and driver concerned from the Event.

A.37 The Race

A.37.1 A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue.

A.37.2 During the race, drivers leaving the pit lane may only do so at their own responsibility, and when the pit exit light is green or a green flag is waved. A Marshal with a blue flag, or a flashing blue light, will also warn the driver if cars are approaching on the track.

A.37.3 If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him and the car cannot re-join the race.

A.37.4 Refueling is prohibited on the Grid and during the Race. The organizer reserves the right to amend this provision on refueling during the Race for One Hour Races in the case where the size of the fuel tank prevents the cars completing the prescribed distance. The procedures for refueling during the race for those affected cars will be published in a separate bulletin.

A.38 Compulsory Pit Stop (Only for GT3, GTM, GT4, Compact and Production)

A.38.1 During each Race where Compulsory Pit Stop is mandated, every car must make a Compulsory Pit Stop even when entered with a single Driver.

A.38.2 For each Race a reference time for the Compulsory Pit Stop will be established taking into account the time taken to drive at a maximum speed 60 kph in the Pit Lane from the Pit Entry timing loop to the Pit Exit timing loop and the completion of the compulsory stop for the driver change. This total time will be published via Bulletin before the start of the Event or communicated in the notes for the Briefing.

A.38.3 The Compulsory Pit Stop must be carried out in the zone allocated to the car under the responsibility of the Competitor's designated Team Manager.

A.38.4 For a race of 60 minutes, the Compulsory Pit Stop must be carried out by passing the Pit Lane Entry timing loop between the 25 and 35 minutes respectively of the Race (after 25m. 00s. 000 and before 34m. 59s. 999). These times will be counted from the start of the Race. Should any Race be scheduled with a length other than 60 minutes the time for the Compulsory Pit Stop will be adjusted and advised via Bulletin.

A.38.5 Should the duration of any car's Compulsory Pit Stop be shorter than the time specified for the Event (plus any Compensation Time allocated to the car) the Stewards will impose a Stop & Hold Penalty with the hold period being equal to the time the pit stop was under the specified time rounded down to the nearest whole second. If a car does not make a Compulsory Pit Stop within the appropriate window it will be excluded from the Race.

A.38.6 Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other Drivers in the Pit Lane during the Compulsory Pit Stop window will be reported to the Stewards. Any divergence from an acceptable speed (between 50 and 60 kph) in the Pit Lane be penalized with a Drive Through Penalty.

A.38.7 If a Safety Car intervention is ordered while the Compulsory Pit Stop window is open the Pit Lane will be closed and no car is permitted to enter the Pit Lane until Safety Car is withdrawn.

If a car was already in the Pit Lane (between the Pit Entry and Pit Exit timing loops) at the start of the Safety Car intervention, it may complete its Compulsory Pit Stop in the usual way.

If a Safety Car intervention is ordered while the Compulsory Pit Stop window is open the "Pit Window Closed" board will be displayed at the Finish Line/Control Line. At the end of the Safety Car Intervention "Pit Window Open" board will be displayed at the Finish Line/Control Line for the remaining time of the Compulsory Pit Stop window.

Any time lost from the Compulsory Pit Stop window whilst the Safety Car intervention was underway will be added back on after the window should have closed in order to maintain the full length of the Compulsory Pit Stop window.

A.38.8 The organizer will specify the area in the Pit Lane which will be referred to as the "Working Pit Lane" at each event by issuing an Event Bulletin.

A.38.9 During Pit Stops, each car is allowed to have no more than 4 personnel in the working pit lane, namely two mechanics wearing the appropriate organizer-supplied armband, one driver-change assistant and one car controller (Lollipop man). If more people than allowed are working on a car, penalties will be imposed. Team members (the 4 personnel mentioned above) who are working on the cars over the prescribed line are required to wear helmet and closed footwear during race sessions. Failure to do so, penalties will be imposed.

A.38.10 Pit stops and driver changes will take place in front of each team's allocated pit area.

A.38.11 No equipment must be in the working pit lane before the car has stopped in front of the garage.

a) During any Pit Stop all parts and equipment must always be under the complete control of the Designated Pit Crew.

b) Each Car must be completely free of all hoses, tools and any other equipment upon entry to and before leaving its pit bay.

c) The wheels of a car must not, at any time, roll or pass over any parts or equipment under the control of its team or any other team.

A.38.12 No work can be carried out on the car and no change of driver can take place until the car has come to a complete stop at its designated working area and its engine is switched off.

A.38.13 No more than 2 wheel nut removing tools may be used per car.

A.38.14 While the car is lifted up in the pit lane the engine must not be running, unless the safety jacks are installed.

A.38.15 Mechanics cannot work under the car if the safety jacks are not installed.

A.38.16 A car may only leave its working area when it is ready to rejoin the track, and must proceed down the pit lane respecting the pit lane speed limit, at a suitable pace without slowing or stopping, except for force majeure.

A.38.17 An unsafe release a car during any session, penalties may be imposed.

A.38.18 Penalties may be imposed for any team fails to follow the above regulations.

A.38.19 Refueling and tire changing is prohibited for Compact and Production.

A.38.20 For single driver, during pit stop engine must be switched off for at least 25 seconds. (Only for Compact and Production)

A.39 Compensation Time (Only for GT3, GTM, GT4)

A.39.1 A Compensation Time will be applied to Entries and Drivers in GT3, GTM and GT4 each race based on the official classification and their entry (under Article A.9.9).

Please be informed for **Bangsaen Street Circuit and Sepang International Circuit** that the scale of compensation time is as followed:

FIA Driver Categorization	Compensation Times
Bronze Single Driver	+8 seconds
Bronze / Bronze	0
Bronze / Silver	+30 seconds
Bronze / Gold	+31 seconds
Bronze / Platinum	+32 seconds
Silver / Silver	+52 seconds
Silver Single Driver	+52 + (+ 8) Seconds

Please be informed for **Chang International Circuit** that the scale of compensation time is as followed:

FIA Driver Categorization	Compensation Times
Bronze Single Driver	+8 seconds
Bronze / Bronze	0
Bronze / Silver	+26 seconds
Bronze / Gold	+27 seconds
Bronze / Platinum	+28 seconds
Silver / Silver	+45 seconds
Silver Single Driver	+45+ (+ 8) Seconds

Remark: (a) Not allowed for Gold/Platinum single driver.

(b) Not allowed for Silver/Gold Driver.

(c) Not allowed for Silver/Platinum Driver.

(d) New Entry +15 seconds

A.39.2 The Compensation Time defined in this Regulation A.39.1 is added to the specified minimum Compulsory Pit Stop time set for the particular Race. It will be awarded after each Race and will be effective for the next Race of TSS The Super Series by B-Quik.

The scale of the success compensation times for races of 60 minute durations will be as follows:

1st = 15 seconds

2nd = 10 seconds

3rd = 5 seconds

Should any Races be scheduled for a shorter duration than 60 minutes adjustments to the Compensation Time will be made via Bulletin.

A.39.3 An entry with only a single Driver will always be allocated a Compensation Time of 8 seconds. The organizer reserves the right to adjust this compensation time either up or down and any such adjustment will be published via Bulletin.

A. 39.4 Organizer reserves the right to amend (add or reduce) Compensation Time individually in order to balance the BOP.

A.40 Compensation Time (Only for Compact and Production)

A.40.1 A Compensation Time will be applied to Entries and Drivers in Thailand Super Compact and Thailand Super Production each race based on the official classification and their entry.

Please be informed that the scale of compensation time is as followed:

Category Driver	Compensation Times
A / A	+15 seconds
A / B	+15 seconds
A / C	+15 seconds
B / B	+15 seconds
B / C	+15 seconds
C / C	0
A Single Driver	(+15) (+8) seconds
B Single Driver	(+15) (+8) seconds
C Single Driver	+8 seconds

Remark: (a) New entry +15 seconds

A.40.2 An entry with a single driver must switched off the engine for at least 25 seconds during pit stop.

A.40.3 The Compensation Time defined in this Regulation A.40.1 will be added with success times. The scale of the success compensation times for races of 60 minute durations will be as follows:

1st = 15 seconds

2nd = 10 seconds

3rd = 5 seconds

The Success Compensation time will be awarded after each Race and will be effective for the next Race of B-Quik Thailand Super Series.

A.41 Safety Car

A.41.1 The Race Director/Clerk of the Course reserves the right to introduce a Safety Car at any time during a race.

A.41.2 The Safety Car will be driven by an experienced circuit driver. It will carry an observer capable of recognizing all the competing cars, who is in permanent radio contact with race control.

A.41.3 15 minutes before the race start time, the Safety Car will take up position at the front of the grid and remain there until the five-minute signal is given. At this point (except under A.41.13 below) it will cover a whole lap of the circuit and position itself at the end of Pit Lane.

A.41.4 A Course and/or a Medical Car will position itself at the back of the grid for the formation lap and will follow the cars after the race has started for 1 lap before entering pit lane.

A.41.5 When the order is given to deploy the Safety Car, all observers' posts will display waved yellow flags and a board "SC" which shall be maintained until the intervention is over.

A.41.6 The Safety Car with its yellow lights illuminated will join the track preferably in front of the race leader.

A.41.7 All competing cars must then form up in line behind the Safety Car no more than 5 car lengths apart and overtaking is forbidden until the cars reach the start line after the Safety Car enters the pit lane. Overtaking will be permitted under the following circumstances:

- If a car is signalled to do so from the Safety Car;
- Under A.41.8 below;
- If any car slows with an obvious problem.

A.41.8 When ordered to do so by the Race director, the observer in the car will use a green light/flag to signal to any cars between it and the race leader that they should pass. These cars will continue at appropriate speed and without overtaking until they reach the line of cars behind the Safety Car.

A.41.9 The Safety Car shall be used at least until the leader is behind it and all remaining cars are lined up behind him. Once behind the Safety Car, the race leader must keep within 5 car lengths of it and all remaining cars must keep the formation as tight as possible.

A.41.10 While the Safety Car is in operation, competing cars may enter the pit lane, but may only re-join the track when the green light at the end of the pit lane is on. It will be on at all times except when the Safety Car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car. Under certain circumstances the Race director may ask the Safety Car to use the pit lane or other parts of the circuit. In these cases, and provided its yellow lights remain illuminated, all cars must follow it without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area. When the Race director calls in the Safety Car, it must extinguish its yellow lights; this will be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than five car lengths behind it. As the Safety Car is approaching the pit entry the yellow flags and SC boards at the observer's posts will be withdrawn and replaced by waved green flags with green lights at the Line. These will be displayed for no more than one lap. Overtaking will be permitted only after passing the control line.

A.41.11 Each lap completed while the Safety Car is deployed will be counted as a race lap.

A.41.12 If the race ends whilst the Safety Car is deployed it will enter the pit lane with extinguished lights at the end of the last lap and the cars will take the chequered flag as normal without overtaking.

A.41.13 In exceptional circumstances the race may be started behind the Safety Car. In this case, at any time before the one-minute signal its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the Safety Car. When the green lights are illuminated the Safety Car will leave the grid with all cars following in grid order, no more than 3 car lengths apart. There will be no formation lap and race will start when the green lights are illuminated. Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing

it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

A.41.14 Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the Safety Car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid. Penalties will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap.

A.41.15 The Race Director/Clerk of the Course may propose to the Stewards to impose a penalty upon any competitor whom he considers has gained an unfair advantage whether inadvertently or not, from a breach of these Safety Car Regulations. In the event that one competitor breaches these Safety Car Regulations for the benefit of another competitor, then both may be penalized.

A.42 Red Flag

A.42.1 Should it become necessary to stop the race or practice because the circuit is blocked by an accident or because of weather or any other conditions that make it dangerous to continue, the Race Director/Clerk of the Course shall order a Red flag to be shown at all Marshal posts.

The Red Flag may be due to following

- Race and service vehicles may be on the track,
- The circuit may be totally or partially blocked because of an accident,
- Weather conditions may have made the circuit non-drivable at racing speed.

A.42.2 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. During qualifying, a car that causes the red flag will not be allowed to continue at the resumption of the session.

A.42.3 During a race, all cars shall immediately reduce speed and proceed slowly to the red flag line and observe Parc Ferme conditions. No team members are allowed on the grid at this point.

A.42.4 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:

A.42.4.1 **Case A.** Less than two full laps. If the race can be restarted, Article A.43.1 will apply.

A.42.4.2 **Case B.** Two or more full laps but less than 75% of the race distance (rounded up to the nearest whole number of laps). If the race can be restarted, Article A.43.2 will apply.

A.42.4.3 **Case C.** 75% or more of the 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 at the end of the lap prior to that during which the signal to stop was given.

In any case, the race classification will be in the order they occupied at the end of the lap before the red flag has been given.

A.42.5 Whilst the race is suspended:

- Neither the race nor the timekeeping system will stop;
- The Race Director may extend the total racing time to any time he considers appropriate, after gaining the agreement of the organizer and the approval of the Stewards.
- Once a restart time has been determined and at the signal of race officials, team members will be allowed on the grid to work on the cars.
- Refuelling is forbidden;

A.42.6 In Cases A and B above, any car that has entered the pits before the red flag has been given will be allowed to proceed to the grid. Any car that has entered the pit lane after the red flag has been given will take the restart of the race from the pit lane.

A.42.7 In Case C above, any car that has entered the pits after the red flag has been given will not be classified.

A.43 Race Restart

A.43.1 Case A

A.43.1.1 The original start shall be deemed null and void.

A.43.1.2 The length of the restarted race will be reduced. In case of a timed race, this will be reduced by 5 minutes. In all other cases, the race distance will be reduced by two (2) laps.

A.43.1.3 The drivers who are eligible to take part in the race shall be eligible for the restart in their original car.

A.43.1.4 Any driver who was forced to start from the back of the grid or the pit lane during the original start (except in a case where this is due to serving a penalty) will take up their original grid position.

A.43.1.5 After the signal to stop the race has been given, all cars able to do so will proceed directly but slowly to either to:

- to their original grid position or,
- as directed by the Marshals.

A.43.1.6 Upon the signal of a race official, team members will be allowed on the grid and cars may be worked . If work is carried out on the grid, this must be done in the car's correct grid position and must in no way impede the restart. Refueling is not permitted.

A.43.1.7 At the 3-minute signal, the restart procedure will follow Article 36 unless the Race Director decides on a Safety Car start whose procedure can be found in Article 41.13

A.43.2 Case B

A.43.2.1 As neither the race nor the timekeeping system will stop (Article A.42.5), the length of the restarted race will depend on the remaining published race time available (see Article A.17.1)

A.43.2.2 The grid for the re-started race will be arranged in the race order at the end of one lap prior to that during which the signal to stop was given.

A.43.2.3 Only cars which took part in the original start will be eligible for the re-start and then only if they RETURNED under their own power by an authorized route to either:

- Red flag Line / Safety Car line 1 / Last grid position
- As directed by the Marshals

A.43.3 In both Case A and Case B:

A.43.3.1 Once the track is clear and a race restart time has been established, the five-minute signal will be shown, and the normal start procedure will re-commence.

A.43.3.2 Any car which is unable to take up its position on the grid before the five-minute signal will be directed to the pits. It may then start from the pits.

A.43.4 In case a red flag is shown during the pit window, the restart will be under safety car procedure with the second driver taking the restart. The order of the restart will be based on the classification of the lap before the red flag was shown.

A.44 Race Finish

A.44.1 The end-of-race signal will be given at the Line as soon as the leading car has covered the full race distance.

A.44.2 Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps or time, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

A.44.3 Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

A.44.4 After taking the Chequered Flag drivers are required to progressively and safely slow down and remain behind any competitors ahead of them, return to the Pit Lane entrance/Parc ferme' as instructed, comply with any directions given by marshals or officials and keep their helmets on and harnesses done up while on the circuit and in pit lane until the car has come to a complete stop.

A.44.5 At the end of each session (practice or race), no driver may cross the finish line more than once.

A.44.6 Any classified car which cannot reach the Parc ferme' under its own power will be placed under the exclusive control of the Marshals who will take the car to the Parc ferme'.

A.44.7 Only cars that have taken the chequered flag on the track will be classified.

A.45 Protests

A.45.1 Protests as to the validity of any entry, qualification of competitor or driver shall be lodged at the latest before the scheduled start of Official practice of each event.

A.45.2 All protests must be lodged in accordance with the stipulations of the Code (Articles 13 et seq.) and within 30 minutes of the publication of Provisional results.

A.45.3 Protests over mechanical details must be precise. Cost of dismantling consequent upon a protest of this nature shall be paid by the entrant making the protest if the protest is not upheld – If upheld the cost will be borne by the entrant of the vehicle being protested.

A.45.4 A protest as to the makeup of the grid shall be lodged within 30 minutes after posting of the grid formation.

A.45.5 All protests must be made in writing by the entrant and delivered to the Clerk of the Course within the time prescribed.

A.45.6 The protest fees are as follows:

For Thailand Super Car (GT3, GTM, GT4 and GTC)

Protest against the race result	TBC	THB
Protest against a competitor	TBC	THB

For Thailand Super Pickup, Thailand Super Compact, Thailand Super Production and Thailand Super Eco

Protest against the race result	10,000.00	THB
Protest against a competitor	20,000.00	THB

A.46 Appeals

A.46.1 Competitors may appeal against decisions, in accordance with the stipulations set out in Articles 15 et seq. of the Code.

A.46.2 Competitors have the right to Appeal against a sentence or other decisions pronounced on them by the Stewards of the meeting. They must however, under pain of forfeiture of their right to appeal, notify the Stewards of the meeting in writing within one hour of the publication of the decision of their intention to appeal along with a fee of 10,000 THB (for Super Compact, Super Production, Super Pickup, and Super ECO). The Appeal fee for GT3, GTM, GT4, and GTC is to be confirmed.

A.46.3 The right to bring an appeal to the RAAT expires 96 hours after the time of the decision of the Stewards of the event on condition that the Intention to Appeal has been notified in writing to the Stewards of the event within one hour of the decision (see previous paragraph). This appeal may be brought by fax or by any other electronic means of communication with confirmation of receipt. Confirmation by a letter of the same date accompanied by the necessary fee is required. The RAAT will give its decision within a maximum of 30 days. The confirmation of an appeal to the RAAT must be accompanied by the fee of THB 10,000 along with grounds of appeal within 96 hours.

A.46.4 All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.

A.46.5 This fee becomes due from the moment the appellant notifies the Stewards of the intention of appealing and remains payable even if the appellant does not follow up the declared intention to appeal.

A.46.6 If the appeal is rejected or it is withdrawn after being brought, no part of the appeal fee shall be returned.

A.46.7 If judged partially founded, the fee may be returned in part, and its entirety if the appeal is upheld.

A.46.8 If it is proved that the author of the appeal has acted in bad faith, the RAAT may inflict upon them any of the penalties laid down in the Code.

A.47 Podium Ceremony

A.47.1 The drivers finishing the race in 1st, 2nd, 3rd, 4th & 5th positions must attend the prize-giving ceremony on the podium and abide by the podium procedures set. Failure to attend the prize-giving ceremony will incur a fine up to 10,000 Baht, the payment of which is a pre-requisite for collection of the prize.

A.47.2 Drivers must wear caps provided by the organizers at the press conference, or during the winners' podium presentation, such that the logo on the cap can be seen from the front.

A.47.3 The cap should be removed when the National Anthem is played and held in front of the body.

A.47.4 The Winners should stand at attention throughout the period when the National Anthems are being played as a mark of respect for the respective countries.

A.48 Cars & Drivers

A.48.1 Drivers must put their own name on each side of the car.

A.48.2 A car may only participate in a race or any other part of the Event if it carries the markings and advertising signs as specified by the organizer.

A.48.3 All surfaces which have not been claimed for stickers by the Promoter and Organizer or used for the application of starting numbers are free for use.

A.48.4 No display may contain offensive material. The following types of sponsorship are excluded from being displayed on any sponsorship area within the Series:

- Politics
- Religion

A.48.5 Official logos will be provided; the correct attachment of the logos will be checked in the course of scrutineering. In case of any non-compliance with this regulation, the Organizers have the right to exclude the Driver and/or the Team from the event.

A.49 Series Decals

A.49.1 Drivers must ensure that all relevant decals and overall patches are displayed and all conditions outlined in these commercial Regulations are met. Any driver who fails to adhere to these Regulations may be reported to the Stewards for further action.

A.49.2 Every competing car is compulsorily required to carry the mandatory decals in position as shown in the layout diagram for each class.

A.50 Advertising

A.50.1 Each Driver and Entrant must ensure that all advertising carried by or associated with the Driver or Entrant (including on or in a car) complies with the applicable laws and complies with any National restrictions required in order to permit the filming and television coverage of the event.

A.50.2 The Organizers will 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.

A.51 General

A.51.1 Competitors must agree to take part in the Official Annual Prize Giving Ceremony and abide by the Podium and Press Conference procedures and attend any promotional procedures including pit walks and press conferences as required by the organizer.

A.51.2 With the submission of Regulation/Entry by the entrant/driver and accepted by the organizer. The entrant/driver are both deemed to have accepted and understood these Regulations in full.

A.52 Promotion

A.52.1 Each Driver and Entrant must use reasonable endeavors to assist the Promoter and Organizer in the promotion of the Series and each Event including the television coverage of each Event.

A.52.2 Each Driver and Entrant must use their best endeavors to make themselves available for any promotional activities prior to and following a Race.

A.52.3 At end of each day's event, a press briefing will be held which is compulsory for Podium winners and All Team Representatives.

A.53 Tax Liability

A.53.1 All drivers and teams are to observe the country's tax laws and adhere to them.

A.53.2 All payments of fines, penalties, fees of any kind, prize monies, etc. may be subject to extra Governmental levies and taxes and/or tax deductions as applicable.

A.54 Television

A.54.1 The Promoter shall have the exclusive right to procure the filming of each race and any other part of the Event for television or other media and to license and otherwise exploit rights arising from such filming at its absolute discretion.

A.54.2 The Promoter may exclusively determine all editorial decisions concerning the filming or television coverage of a Race or any other part of the Event.

A.54.3 All Drivers and Entrants shall provide all assistance reasonably requested by the Promoter, the Organizer or any television or film producer authorized by the Promoter to assist in the filming and television coverage of each Race and the Event.

A.54.4 The Organizer may choose at random competitors to carry in-car cameras at each event. Should any competitors be invited to carry an in-car camera, it will be mandatory that the logo supplied by the organizer is displayed in front of the camera.

A.54.5 Competitors can use personal On-Board cameras for their own personal & analytical use only. The video from any on-board camera cannot be uploaded on any social media like Facebook, YouTube etc. without the written permission of the organizer/promoter. On demand the competitor shall immediately provide any on-board video to the organizer/promoters. The organizer/ promoter shall have exclusive rights to publish/ broadcast any video.

A.54.6 No component of any on-board camera if installed must be allowed to come in contact with any moving part of the car, the camera must be fitted at least 5cm behind the drivers' helmet or below his field of vision.

A.55 Assumption of Risk and Liability

A.55.1 By applying for entry to participate in an event or the series and by subsequently participating in that Event or the Series each Driver and/or Entrant shall have acknowledged that motor racing is a dangerous sport and shall have voluntarily assumed all risks associated with their participation including the risk of Loss to themselves or to other persons.

A.55.2 Each Driver and/or Entrant agrees that each of the Promoter, the Organizer, each Circuit owner or manager and each of their employees, agents and contractors shall have no liability to the Driver or Entrant (including their employees, agents and contractors) in contract, tort or otherwise (including liability for negligence) arising by reason of or in connection with the entry, participation or failure to participate of the Driver or Entrant (including their employees, agents and contractors) in an Event or the Series.

A.55.3 Each Driver and/or Entrant agrees that each of the Promoter, the Organizer, the RAAT, the FIA, relevant State Government, Government of Thailand, each Circuit owner or manager and each of their employees, agents and contractors shall have no liability to the Driver or Entrant (including their employees, agents and contractors) (but only to the extent permitted by law) for any death or personal injury arising by reason of Driver or in connection with the entry, participation or failure to participate by the Entrant or Driver in an Event or the Series.

A.56 Release

Each Driver and/or Entrant releases and discharges the promoter, the Organizer, the RAAT, the FIA, relevant State Government, Government of Thailand, each circuit owner or manager and each of their employees, agents and contractors from all liability in contract, tort or otherwise (including any liability for negligence) arising by reason of or in connection with entry, participation or failure to participate of that Driver or Entrant (including their employees, agents and contractors) in an Event or the Series.

A.57 Indemnity

Each Driver and/or Entrant indemnifies the Promoter, the Organizer, the RAAT, the FIA, relevant State Government, Government of Thailand, each Circuit owner and each of their employees, agents and contractors against all Losses of that Driver or Entrant or that Driver's or Entrant's employees, agents or contractors or any third party arising in any way out of or in connection with the entry, participation or failure to participate of that Driver, Entrant, employee, agent or contractor in an Event or the Series. In this part, Loss includes liability, cost, damage, expense, fee or charge in respect of any property or person and death or injury to any person.

A.58 Reading Down

Should any term or condition in these Regulations be prohibited or unenforceable in any jurisdiction, that the term or condition will be ineffective as to the jurisdiction to the extent of the prohibition or unenforceability. This shall not affect the validity or enforceability of that term or condition in any other jurisdiction. All other terms and conditions in these Regulations shall remain in full force and effect.

A.59 Anti-Doping

Anti-doping programs are founded on the intrinsic value of sport. This value is often referred to as "the spirit of sport", the ethical pursuit of human excellence through the dedicated perfection of each Driver's natural talents. Anti-doping programs seek to protect the health of Drivers and to provide the opportunity for Drivers to pursue human excellence without the Use of Prohibited Substances and Prohibited Methods.

TSS The Super Series/B-Quik Thailand Super Series adopts the banned substance list issued by World Anti-Doping Agency (WADA). The officer will test at random from a pre-determined pool of drivers. The national sanctioning body will test a number of athletes during events. In case of a positive doping test, the driver in question will be disqualified, have his/hers results forfeited and has to return all their winnings. In case of negligence by the driver will only be disqualified for the event on hand. In case of a second violation the driver will be banned from the sport for the whole registered season. More severe penalties could be imposed, depending on the circumstances.

A.59.1 Anti-Doping Rule Violations.

Hearings in doping cases will proceed based on the assertion that one or more of these specific rules have been violated:

- Presence of a prohibited substance or its metabolites or markers in a driver's sample.
- Use or attempted use by a driver of a prohibited substance or a prohibited method.
- Evading, refusing or failing to submit to sample collection by a driver.
- Whereabouts failures by a driver.
- Tampering or attempted tampering with any part of doping control by a driver or other person.
- Possession of a prohibited substance or a prohibited method by a driver or driver support person.
- Trafficking or attempted trafficking in any prohibited substance or prohibited method by a driver or other person.
- Administration or attempted administration by a driver or other person to any driver in-competition of any prohibited substance or prohibited method, or administration or attempted administration to any driver out-of-competition of any prohibited substance or any prohibited method that is prohibited out-of-competition.
- Complicity or attempted complicity by a driver or other person.
- Prohibited association by a driver or other person.
- Acts by a driver or other person to discourage or retaliate against reporting to authorities.

A.59.2 WORLD ANTI-DOPING CODE INTERNATIONAL STANDARD PROHIBITED LIST

The Prohibited List is a mandatory International Standard as part of the World Anti-Doping Program.

The List is updated annually following an extensive consultation process facilitated by WADA. The effective date of the List is 01 January 2022. The official text of the Prohibited List shall be maintained by WADA and shall be published in English and French. In the event of any conflict between the English and French versions, the English version shall prevail.

Below are some terms used in this List of Prohibited Substances and Prohibited Methods:








- Prohibited in-competition
- Prohibited at all times
- Specified and non-specified
- Substances of abuse

The prohibited list was published via WADA website:

https://www.wada-ama.org/sites/default/files/2022-01/2022list_final_en_0.pdf

B-QUIK THAILAND SUPER SERIES 2023

A.60 FLAG SIGNALS

<p>Single Yellow Flag</p> <p>Danger at the site or next to where the single yellow flag is shown.</p> <p>Slow down. No overtaking.</p>	
<p>Double Yellow Flags</p> <p>Extremely dangerous.</p> <p>An obstruction is on the track and it may be impossible to pass it.</p> <p>No overtaking.</p>	
<p>Yellow Flag with SC sign</p> <p>An extremely dangerous situation has occurred, and the safety car is on the track.</p> <p>Prepare to stop and line up after the safety car. No overtaking.</p>	
<p>Green Flag</p> <p>The track is safe. Overtaking is allowed.</p>	
<p>Yellow Flag with red strips</p> <p>Oil is spread over the track or the track is slippery.</p> <p>Avoid the site and drive carefully.</p>	
<p>Blue flag held stationary</p> <p>A faster car is getting near.</p>	
<p>Waved Blue Flag</p> <p>A faster car is going to overtake.</p>	

<p>White Flag</p> <p>A slow car or ambulance or rescue car is on the track.</p>	
<p>Black and White Flag</p> <p>Warning the car of that number to maintain a good driving manner during the race.</p>	  
<p>Black Flag with an orange circle and car number</p> <p>Warning the car of the number that it has mechanical trouble.</p> <p>It should stop at the pits on the next lap.</p>	  
<p>Chequered Flag</p> <p>The race has finished.</p>	
<p>Red Flag</p> <p>The race has been stopped. Drivers must stop racing immediately.</p>	
<p>Black Flag and Car Number</p> <p>The car of that number must leave the race</p> <p>(Stop at the pits on the next lap).</p>	