

BULLETIN 6

(SAME AS OKAYAMA BULLETIN 6)

Clarification Regulations – Article 47.3

47.3 Resuming the race for Cases A

The delay will be kept as short as possible and as soon as a resumption time is known, Teams will be informed via the timing monitors and Team radio; in all cases at least ten minutes' warning will be given.

Signals will be shown ten minutes, five minutes, three minutes, one minute and thirty seconds before the resumption, and each of these will be accompanied by an audible warning.

The race director, for safety reasons, may decide to authorise a tyre change from slick to wet-weather tyres. If authorised, this must take place between the ten and five-minute boards.

From the 10-minute board, the cars ~~on the grid~~ **in the fast lane** are no longer under Parc Fermé conditions and Team members may access them only to assist the driver, check tyres and brakes, bring and connect an external battery only for the purpose of restarting the engine and, if authorised by the race director, to change the tyres.

A Team may, with permission from the Race Director, remove a car from the fast lane. In this case, they will be allowed to rejoin the race with the cars **at the back of the line**.

When the five-minute signal is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pit lane ~~or on the grid~~ during a further suspension of the race.

A penalty will be imposed on any Competitor whose car did not have all its wheels fully fitted at the five-minute signal.

When the three-minute signal is shown, the cars must be resting on their wheels. A penalty will be imposed on any Competitor whose car was not resting on its wheels or did not have all its wheels tightened at the three-minute signal.

~~At some point after the three-minute signal, which will depend on the expected lap time, any cars between the control line and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the Safety Car.~~

For cars which are not in the ~~pit lane~~ **fast lane**, the information in article 47 b) and c) must be followed.

When the one-minute signal is shown, engines will be started. All Team personnel must leave the **fast lane** by the time the 30-second signal is given, taking all equipment with them. If any driver needs assistance after the 30-second signal, he must indicate this to the marshals and, when the remainder of the cars able to leave the **fast lane** have done so, marshals will be instructed to push the car into the **working lane**. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

Any driver who is unable to **leave the pit lane** must indicate this to the marshals. When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any Team personnel standing beside the track.

~~Marshals will be instructed to push any car (or cars) remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.~~

The race will be resumed behind the Safety Car when the green signal is given.

~~At some point after leaving the pit lane, the Safety Car will put its green lights on and any cars between the safety line and the leader will be waved by to complete a further lap, without overtaking, and join the line of cars behind the Safety Car.~~

When the green flag signal is given, the Safety Car will leave the ~~grid~~ pit exit with all cars following, in the restart order ~~in which they stopped behind the control line~~, no more than 5 car lengths apart. ~~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 cars which were in the pit lane before the red flag (article 47.1 b)) (article 2.6.1 b) may then enter the track and join the line of cars behind the Safety Car. **Any Cars which were pushed out of the fast lane after the red flag (article 47.1 c)) may move to the end of the pit lane after the race has resumed, and rejoin after the first lap behind the safety car.**

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

~~Any driver who is delayed leaving the control line may not overtake another moving car if he was stationary after the remainder of the cars had crossed the control 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 in which they left the grid.~~

A penalty will be imposed on any driver who, in the opinion of the Stewards of the Meeting, unnecessarily overtook another car **while behind the Safety Car.**

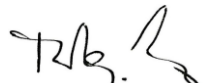
The Safety Car will enter the pits after one lap unless all cars are not yet lined up behind it, or the Safety Car may continue until the Race Director decides it is safe to resume the race.

If the race cannot be resumed, the final classification will be that of the race order at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

The Panel of Stewards:



M. Ravin
Chief Steward



Rikki Dy-Liacco
Series Steward



Tony Tan
International Steward